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Nota di contenuto	The elusive people's car : imagined automobility and productive practices along the "Czechoslovak road to socialism" (1945-1968) / Valentina Fava -- Cars as favors in people's Poland / Mariusz Jastrzab -- Alternative modernity? : everyday practices of elite mobility in communist Hungary, 1956-1980 / Gyorgy Peteri -- Planning for mobility : designing city centers and new towns in the USSR and the GDR in the 1960s / Elke Beyer -- Automobility in Yugoslavia between urban planner, market, and motorist : the case of Belgrade, 1945-1972 / Brigitte Le Normand -- On the streets of a truck-building city : Naberezhnye Chelny in the Brezhnev era / Esther Meier -- Understanding a car in the context of a system : Trabants, Marzahn, and East German socialism / Eli Rubin -- The common heritage of the socialist car culture / Luminita Gatejel -- Autobasteln : modifying, maintaining, and repairing private cars in the GDR, 1970-1990 / Kurt Moser -- "Little tsars of the road" : Soviet truck drivers and

automobility, 1920s-1980s / Lewis H. Siegelbaum -- Women and cars in Soviet and Russian society / Corinna Kuhr-Korolev.

Sommario/riassunto

Across the Soviet Bloc, from the 1960's until the collapse of communism, the automobile exemplified the tension between the ideological imperatives of political authorities and the aspirations of ordinary citizens. For the latter, the automobile was the ticket to personal freedom and a piece of the imagined consumer paradise of the West. For the authorities, the personal car was a private, mobile space that challenged the most basic assumptions of the collectivity. The "socialist car"-and the car culture that built up around it-was the result of an always unstable compromise between official ideology, available resources, and the desires of an increasingly restless citizenry. In *The Socialist Car*, eleven scholars from Europe and North America explore in vivid detail the interface between the motorcar and the state socialist countries of Eastern Europe, including the USSR. In addition to the metal, glass, upholstery, and plastic from which the Ladas, Dacias, Trabants, and other still extant but aging models were fabricated, the socialist car embodied East Europeans' longings and compromises, hopes and disappointments. The socialist car represented both aspirations of overcoming the technological gap between the capitalist first and socialist second worlds and dreams of enhancing personal mobility and status. Certain features of automobility-shortages and privileges, waiting lists and lack of readily available credit, the inadequacy of streets and highways-prevailed across the Soviet Bloc. In this collective history, the authors put aside both ridicule and nostalgia in the interest of trying to understand the socialist car in its own context.
