The area of our research interest is the village of Moiseev. The project explores the inventive potential of the Russian northern periphery – the rural areas, distant from administrative centers, large industries and infrastructures, where people pursue a typically de-modernized way of living. In such settings, we searched for local inventions – particularly transport vehicles that people made for themselves. We looked for practical solutions to problems of daily mobility that involved minimal effort and material. The objects we found provided a new understanding of the "beauty and utility" formula, which appeared to be unique for each locality and personality of a maker.

As we discovered, the common basis for developing local transport solutions consists of the following:

- Parts and materials in close proximity (e.g. reused parts and industrial scrap from local ventures, yamal, sheds, garage, and truck tens).
- Embedded practical knowledge of tools and machinary (in our case, this knowledge resulted from the Soviet system of mass secondary/professional education that enhanced technological literacy and promoted rich handcrafting experiences).
- Practical knowledge of the local geographical conditions and climatic factors in their interdependence and complexity.

Field Data

The disadvantages of the existing all-wheeled mode:

- There is no protective frame for arms.
- There is not enough weight and user power to balance some parts of the vehicle.
- There are still insufficient issues with fuel consumption.
- The handbrakes' function is not clear; they are made from wood and wood produced tires taken from heavy weight trucks by peeling the upper layers.
- The vehicles are easy to damage and are not high-end equipment.
- The handbrakes' cooling for an engine is inadequate.
- The low pressure tires do not provide sufficient cushioning.
- The existing basic equipment on the whole maximizes the vehicle's weight and dimension, thus, there is no possibility to expand the vehicle with any more tools.

The evolution of Pozhva jeep manufacturing

The first generation of Pozhva jeeps had a traditional design and consisted of handbagged parts. But the most important improvement was the increased travel capacity. In more detail:

- In the second generation, there is a full enclosure for the body generation with a window in the back.
- The third generation of Pozhva jeeps has four full-height doors. Full height doors improved reliability and increased travel capacity. In more detail:

  - The front seats are extended forward, increasing the length of the jeep and reducing the risk of overturning.
  - Due to the wheels with four pressure tires, the suspension and balance on the asphalt were increased.

Goal:

To conduct a field experiment on proximal designing small-size all-terrain vehicles in collaboration with local amateur designers and DIY-enthusiasts of garage-making and tinkering with rocket parts.

Outcome:

Aesthetics for Development and Appropriation of the Russian Far

The project explores the inventive potential of the Russian northern periphery – the rural areas, distant from administrative centers, large industries and infrastructures, where people pursue a typically de-modernized way of living. In such settings, we searched for local inventions – particularly transport vehicles that people made for themselves. We looked for practical solutions to problems of daily mobility that involved minimal effort and material. The objects we found provided a new understanding of the "beauty and utility" formula, which appeared to be unique for each locality and personality of a maker.

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