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Interactive comment on ""You have reached your destination!" Position, positioning and superpositioning of space through car navigation systems" *by* T. Thielmann

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Thank you very much for the dedicated, comprehensive and - according to the current status of my research on the topic - excellent comments on my paper. I greatly appreciate the efforts of the anonymous referee #1, S. Günzel and S. Werkmeister. Their comments are very helpful. I am particularly grateful for all the articles mentioned for further reading and the notes on the misleading use of some terms, both of which will hopefully improve my article.

However, it is a little difficult to follow all the instructions of the referees, as they occasionally contradict each other. While Günzel recognizes three theoretical pathways, referee #1 cannot see which theories have been chosen and why. Referee #1 argues

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that the strength of the paper is to connect maps as representations with an augmented experience of the world, while Günzel complains that it is misleading to call this a representation. Referee #1 recommends engaging more fully with Virilio's notion of the screen, but Günzel points out that a further interpretation of Virilio's dromology is not necessary in the argumentation. However, both are in agreement that this is a pioneering work. I am therefore positive that the overall very productive help of my commentators will take me a big step further towards completing my habilitation thesis.

For my next article, I would like to focus on the derealization of the city, the notion of speed, ethnomethodological questions on how people navigate in cars, or the link between augmented environments and mobilized computing, following the recommendations made by referee #1 - or on the connection to computer games as Werkmeister suggests. With the article "'You have reached your destination!' Position, positioning and superpositioning of space through car navigation systems", however, I "only" want to give an overview of spatial approaches that are not usually considered together in media science in the way they probably are in social and cultural geography, in order to encourage more awareness within my own discipline for different questions of space. Or as Werkmeister points out: "It is one chapter of a media history of space that Thielmann wants to establish as a common working field of geography and media science" (S15, own translation). Therefore, I probably prefer to follow Günzel's final comment: This history of the car navigation system "is well done and quite enough for the purpose" (S32).

Interactive comment on Soc. Geogr. Discuss., 2, 27, 2006.

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