

this market experience the market and the labor that it inheres. Pande also shows the limits of the application of the category of sex-work to the work of surrogacy in India. Instead, Pande offers a compelling challenge to the victim narratives that are dominant in such discussions, without delegitimizing the suffering and problems that the women face. Indeed, by refashioning the concept of embodied labor, Pande is able to document corporeal labor in multiple registers: the body as a rental site, the product being part of the body, and the body as a disciplined site. As Pande writes, “In making the claim that commercial surrogacy in India is a new form of labor, and that the surrogates are laborers and not mere victim, I do not ignore the multiple bases of inequality in this form of labor” (9). Instead, she attempts to “recognize, validate and systematically evaluate” (9) the choices the women make to enter this market and the negotiations they undertake with their families, the clinic, and the state.

Wombs in Labor is an important and timely contribution to the scholarship on surrogacy and assisted reproductive technologies. At the same time, this book will be of interest to scholars and academics interested in issues of women’s embodied labor in a transnational market of reproductive labor marked by inequalities. Moreover, methodologically, *Wombs in Labor* is a fine example of feminist ethnography that opens up other lines of productive inquiry. Could gestational surrogacy be located in the history of labor poor women have offered the rich for centuries as wet nurses and nannies? Is this a similar form of embodied labor?

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doi:10.1017/eso.2016.88

Published online January 9, 2017

Robert R. Ebert. *Champion of the Lark: Harold Churchill and the Presidency of Studebaker-Packard, 1956–1961*. Jefferson, NC: McFarland and Company Publishers, 2013. 196 pp. ISBN: 978-0-7864-7420-2, \$39.95 (paper).

Robert Ebert’s *Champion of the Lark* is a detailed look at the management of two American auto brands during a period of fierce competition and market contraction. Ebert focuses on the presidency of Harold Churchill, a career Studebaker employee who became chief

executive as the company teetered on the edge of bankruptcy. Under Churchill's leadership, the company shut down the declining Packard brand and returned to modest profitability. He personally oversaw the launch of the pioneering Lark, a compact car, and attempted to carve out an enduring niche for Studebaker as a producer of practical, durable economy cars. However, Churchill and the other leading men of Studebaker ultimately could not overcome the daunting obstacles that faced small auto producers in the postwar era. Churchill resigned in 1961, and production of Studebaker vehicles ended for good in 1966. *Champion of the Lark* is not only a useful guide to the twilight years of Studebaker and Packard for fans of both marques but it is also a valuable contribution to the general history of the auto business in the United States. Through careful research, Ebert helps to further explain why so many auto brands were discontinued in the 1950s and 1960s despite widespread economic prosperity. Market competition, internal disagreement over the future of the company, and missteps in quality and product planning all contributed to the downfall of Studebaker-Packard.

Although focused on Harold Churchill's presidency, *Champion of the Lark* provides background on the entire history of Studebaker and Packard. Starting with their origins in the late nineteenth century, Ebert traces their history through the merger of both companies in 1954. That merger was a product of the wave of consolidation that struck the American auto industry in the 1950s. Relatively small companies like Studebaker, Packard, Hudson, and Nash struggled to compete against the scale and market reach of the Detroit Big Three. Studebaker and Packard merged primarily out of financial necessity, and Hudson and Nash combined to form American Motors. Ebert relates that James Nance, president of Studebaker-Packard before Harold Churchill, attempted to engineer a merger with American Motors but was rebuffed. Nance also attempted to transform Studebaker-Packard into a true full-line automaker in the mold of General Motors, a move that proved disastrous. Quality and production issues plagued new models, and the loss of government contracts for defense production put further downward pressure on the company's bottom line. Nance resigned, and Harold Churchill was elevated to the role of president. Churchill inherited a company that was rapidly losing money and the faith of its creditors.

Churchill, an engineer, laid out a plan to rescue the company by refocusing resources on a few key products. He allowed Packard models to be built using Studebaker body shells until 1958, when the marque was discontinued. Churchill was a strong advocate for compact and economy cars, which he believed were an underserved market. He pushed for development of the compact Lark, which was

based on a shortened 1953 Studebaker body shell. The launch of this model in 1959 provided a lifeline to the struggling company, as it had a strong reception with consumers. Studebaker's short-term success mirrored that of competitor American Motors, which had introduced the compact Rambler. Even so, Studebaker-Packard quickly found itself in financial trouble again. Demand for the Lark waned and competitors responded with their own compact cars. Churchill pushed for the company to develop an all-new Lark with a four-cylinder engine, a design that reached the prototype stage. Despite this, Churchill was forced to admit that the financial investment did not make sense. Ebert argues that Churchill put the financial well-being of Studebaker stockholders ahead of his own ambitions when he decided to cancel the four-cylinder Lark replacement. Ebert argues that Churchill's other efforts at product development were generally successful within the context of the company's limited budget and market share. Through an assessment of contemporary reviews of Studebaker and Packard products in automotive enthusiast magazines, Ebert finds that the company's cars were generally compared favorably to their competitors from other marques with a few exceptions. Even so, declining consumer interest and the overwhelming advantages of the Detroit Three pushed Studebaker toward irrelevancy. Lower trade-in values, a lack of marketing reach, and an ever-shrinking dealer network all contributed to the downfall of Studebaker.

After Churchill's resignation in 1961, the automotive side of the company entered a period of managed decline. The original South Bend, Indiana, Studebaker plant was closed in 1963. Production of automobiles ceased completely in 1966, but other divisions of the company that focused on appliances and industrial products lived on. Churchill made a valiant effort to keep the Studebaker auto business alive, but his company ultimately lacked the scale and resources to survive.

Champion of the Lark is a valuable addition to the scholarship on America's small- and medium-sized auto companies and to midcentury American business in general. It compares favorably to Charles K. Hyde's *Storied Independent Automakers: Nash, Hudson, and American Motors* (Detroit, MI: Wayne State University Press, 2009), which has a similar focus on a medium-sized auto firm. The events described in *Champion of the Lark* help to explain why so much American industrial production concentrated in huge corporations after World War II, as the endless quest for greater profit margin and efficiency through production drove smaller firms out of business. It also demonstrates the impact that individual executives can have on the direction of their firms. In any case, Ebert's work is a must-read for fans of Studebaker

and Packard and a useful addition to the scholarly literature on the American auto industry.

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doi:10.1017/eso.2016.89

Published online January 5, 2017

Mischa Suter. *Rechtstrieb: Schulden und Vollstreckung im liberalen Kapitalismus 1800–1900* [Rechtstrieb: Debts and their enforcement in liberal capitalism 1800–1900]. Konstanz, Germany: Konstanz University Press, 2016. 328 pp. ISBN 978-3-86253-077-9, € 32.90 / CHF 39.90 (cloth).

Rechtstrieb is the Swiss-German term for the enforcement of an outstanding money debt through legal or judicial means. In Switzerland, the focus of Mischa Suter's compelling study, procedures for enforcing the payment of debts were codified into national legislation only in 1889. An account of that legislative moment, which Suter characterizes as having "normalized capitalist relations of exchange" (31), and its consequences opens the book and is in every sense the *explicandum* of the study. However, most of the book is devoted to the decades before that, when a plurality of practices existed in Switzerland—a federal state with strong regional and local identities and legal traditions. The emphasis is on the period between 1830 and 1870 in German-speaking Switzerland, which was characterized by the peculiar fact that even forms of *Rechtstrieb* formally governed by legal provisions did not involve judges but were executed by the parties to the debt. That is, the creditor directly called in the debt, but only after a series of summonses, warnings, and admonitions failed to get a response did an officer of the law step in to liquidate the debtor's movable property or institute formal bankruptcy proceedings. Suter offers a detailed and critical analysis of the sources documenting this process at the local level, as well as complementary legal and literary texts. In what he calls a "particularistic history of systemic regulation" (27), his eye is fixed equally on what the processes and languages of negotiation around debt say about its social meanings and valence at any given moment and on the way that the "law" that was made and remade in everyday practices related to the emergence of normative statutory regulation. Specifically, he understands debt in relational terms, as a mutable nexus of understandings of money,