

## **American Business Abroad Ford On Six Continents**

*The West German "economic miracle," Simon Reich suggests, may be best understood as a result of the discriminatory economic policies of the Nazi regime. Reich contends that ideological and institutional characteristics originating under fascism were sustained despite Germany's return to democracy and heavily influenced the economic success of its automobile industry. By contrast, the liberal economic policies of the British state led in time to the decline of an industrial sector that in 1930 had closely resembled its German counterpart. Through detailed comparative histories of German and British automobile firms, Reich challenges traditional explanations of the divergent performances of the two nations' economies and sheds new light on the relationship between state policy and economic success in pre- and postwar Europe. Liberal, nondiscriminatory British policies favorable to multinational investment contributed significantly to the decline of domestic firms, he argues, so that eventually multinationals could threaten the health of the entire British economy by investing elsewhere. The Nazi state, however, thwarted the development of American subsidiaries and fostered a core of producers, government officials, bankers, and labor union leaders.*

*Scale and Scope is Alfred Chandler's first major work since his Pulitzer Prize-winning *The Visible Hand*. Representing ten years of research into the history of the managerial business system, this book concentrates on patterns of growth and competitiveness in the United States, Germany, and Great Britain, tracing the evolution of large firms into multinational giants and orienting the late twentieth century's most important developments.*

*Loyalty and Liberty offers the first comprehensive account of the politics of countersubversion in the United States prior to the McCarthy era. Alex Goodall traces the course of American countersubversion over the first half of the twentieth century, culminating in the rise of McCarthyism and the Cold War. This sweeping study explores how antisubversive fervor was dampened in the 1920s in response to the excesses of World War I, transformed by the politics of antifascism in the Depression era, and rekindled in opposition to Roosevelt's ambitious New Deal policies in the later 1930s and 1940s. Varied interest groups such as business tycoons, Christian denominations, and Southern Democrats as well as the federal government pursued their own courses, which alternately converged and diverged, eventually consolidating into the form they would keep during the Cold War. Rigorous in its scholarship yet accessible to a wide audience, Goodall's masterful study shows how the opposition to radicalism became a defining ideological question of American life.*

*There are so many books on so many aspects of the history of the United States, offering such a wide variety of interpretations, that students, teachers, scholars, and librarians often need help and advice on how to find what they want. *The Reader's Guide to American History* is designed to meet that need by adopting a new and constructive approach to the appreciation of this rich historiography. Each of the 600 entries on topics in political, social and economic history describes and evaluates some 6 to 12 books on the topic, providing guidance to the reader on everything from broad surveys*

*and interpretive works to specialized monographs. The entries are devoted to events and individuals, as well as broader themes, and are written by a team of well over 200 contributors, all scholars of American history.*

*Scale and Scope*

*Reader's Guide to American History*

*Multinationals and the Making of the Modern World*

*The Political Economy of Japanese Capital Controls, 1899–1980*

*Forging Global Fordism*

*Business History and International Business*

*The History of Foreign Investment in the United States, 1914-1945*

Documents the first sixty years of Ford Motor Company's international expansion, tracing its global business expansion across six continents.

A ground-breaking 2005 exploration of multinational corporations that differs from other books on the subject by offering the reader a totally global perspective of multinationalism without portraying them simply as economic entities. Written by experts on various aspects of the history, development, cultural and social implications of the multinational corporation, the book paints a compelling and coherent picture of the way these businesses affect almost all areas of our existence. As we might expect, the multinational company is shown to play a major role in the globalization that is reshaping so much of our lives.

For much of the twentieth century, the prevalence of dictatorial regimes has left business, especially multinational firms, with a series of complex and for the most part unwelcome choices. This volume, which includes essays by noted American and European scholars such as Mira Wilkins, Gerald Feldman, Peter Hayes, and Wilfried Feldenkirchen, sets business activity in its political and social context and describes some of the strategic and tactical responses of firms investing from or into Europe to a myriad of opportunities and risks posed by host or home country authoritarian governments during the interwar period. Although principally a work of history, it puts into perspective some commercial dilemmas with which practitioners and business theorists must still unfortunately grapple.

*Autos and Progress* reinterprets twentieth-century Brazilian history through automobiles, using them as a window for understanding the nation's struggle for modernity in the face of its massive geographical size, weak central government, and dependence on agricultural exports. Among the topics Wolfe touches upon are the first sports cars and elite consumerism; intellectuals' embrace of cars as the key for transformation and unification of Brazil; Henry Ford's building of a company town in the Brazilian jungle; the creation of a transportation infrastructure; democratization and consumer culture; auto workers and their creation of a national political party; and the economic and environmental impact of autos on Brazil. This focus on Brazilians' fascination with automobiles and their reliance on auto production and consumption as keys to their economic and social transformation, explains how Brazil--which enshrined its belief in science and technology in its national slogan of Order and Progress--has differentiated itself from other Latin American nations. *Autos and Progress* engages key issues in Brazil around the meaning and role of race in society and also addresses several classic debates in Brazilian studies about the nature of Brazil's great size and

diversity and how they shaped state-making.

American Political, Economic, and Cultural Relations with Europe, 1919–1933

GM Worldwide Review, North American Specifications and Executive Listings

Encyclopedia of American Business History

The Chinese and American Performance

Henry Ford

Strategy, Identity, Perception and Performance (1880-1980)

The Automobile Age

The processes of the Americanisation of Europe and the moves of American firms abroad have been already well studied. But the very expansion of American firms in Europe still lacked a comprehensive survey. This book gathered two dozens of academics on an actual European level, which paves the way to comparisons, synthetised by leading business historian M. Wilkins. The breakthroughs achieved here concern the topics of timetable and rhythms of American FDIs in Europe, the patterns followed in each country, along with the specificities of each industry or service sector, and the strategy adopted by big firms. Beyond the facts, the immaterial aspects of this business history are scrutinised, especially about the perception of American firms by Europeans: firms' corporate image and identity were at stake. The Europeanisation of American firms is a key issue, about industrial relations, management. commercial policies. brand image, connections and embeddedness. The positions of public authorities and of (industrialists and trade unions') lobbies in front of such an American offensive are also gauged. Graphs and tables of figures provide numerous data. And a few chapters are accompanied by an overview of ads published by American affiliates in newsmagazines. to fuel analysis of their perception by consumers.

Business History and International Business are cognate subjects. There are few, if any, studies of international business that do not require a proper study of context. International business decision making must be made relevant by a considered evaluation of the circumstances surrounding that decision. This often means putting it into its historical context. The contributions that the study of international business can make to business history are the input of appropriate theory and appropriate research methods. The best international business theory can illuminate the seemingly disparate strategies of firms in given historical circumstances and can provide an integrated, overarching conceptual structure of the study of business history. The research methods used in international business are also worthy of scrutiny by business historians. The proposition of this book is that international business theory and method can complement business history. This cross-fertilization has been occurring with increasing regularity over the past few decades and this book brings together some of the fruits of this conjunction of two important intellectual domains. This book was published as a special issue of Business History.

"This pioneering study of United States direct investment in Japan will interest academic specialists, business managers, and government policymakers in America, Japan, and elsewhere. Drawing on rich historical materials from both sides of the Pacific, including corporate records and government documents never before made public, Mason examines the development of both Japanese policy towards foreign investment and the strategic

responses of American corporations. This history is related in part through original case studies of Coca-Cola, Dow Chemical, Ford, General Motors, International Business Machines, Motorola, Otis Elevator, Texas Instruments, Western Electric, and Victor Talking Machine. The book seeks to explain why a little foreign direct investment has entered modern Japan. In contrast to the widely held view that emphasizes an alleged lack of effort on the part of foreign corporations, this study finds that Japanese restrictions merit greater attention. Many analysts of the modern Japanese political economy identify the Japanese government as the key actor in initiating such restrictions. Mason finds that the influence of Japanese business has often proved more potent than these analysts suggest. This book offers fresh insights into both the operation of the modern Japanese political economy and of its relations with the world economy."

The threat of concentration camps, untimely strikes, and propaganda influenced Ford and GM's war efforts in the U.S. and Europe. Dealing with both the brutal Nazi regime and Communist attempts to influence American opinion, leaders at Ford and GM attempt to balance loyalty to their corporations and homeland.

The Dynamics of Industrial Capitalism

Autos and Progress

Nazi Germany, Soviet Russia, and the Contest Over the Industrial Order

Marxist myths about production, patriotism, and philosophies

American Business Abroad

On a Global Mission: The Automobiles of General Motors International Volume 3

Culture is now seen as fundamental in understanding economic performance in businesses and nations. This pioneering interdisciplinary collection brings together economists, sociologists and business historians to explore the issues involved. The business history focus provides an ideal way to relate the conceptual questions to empirical investigation. The book will therefore interest readers in the social sciences and management studies.

"This book traces the emergence of mass production and Fordism, its accompanying ideology, first in the United States and then in Nazi Germany and the Soviet Union. The five country studies, five industry studies and two more general papers are well integrated to make this one of the best books we have on industrial policy and the different patterns of government-business relations developing in Western Europe. This is the first full account of how an influential form of commercial organization - the multinational enterprise - drove globalization and contributed to the making of the modern world. Robert Fitzgerald explores the major role of multinational enterprises in the events of world history, from the nineteenth century to the present, revealing how the growth of businesses that operated across borders contributed to an unprecedented worldwide transformation and deepening interdependence between countries. He demonstrates how international businesses shaped the economic development and competitiveness of nations, their politics and sovereignty, and the balance of power in international relations. The Rise of the Global Company uses lessons of history to question prominent contemporary interpretations of multinat

and their consequences, and offers a truly wide-ranging survey of multinational enterprise, spanning two hundred years and five continents.

American Countersubversion from World War 1 to the McCarthy Era

International Bibliography of Business History

The History of Foreign Investment in the United States to 1914

Multinational Corporations and the New Global History

Changing Relations in Western Europe

The Rise of the Global Company

Americanization and Its Limits

***In this sweeping cultural history, James Flink provides a fascinating account of the creation of the world's first automobile culture. He offers both a critical survey of the development of automotive technology and the automotive industry and an analysis of the social effects of "automobility" on workers and consumers.***

***The field of business history has changed and grown dramatically over the last few years. There is less interest in the traditional 'company-centred' approach and more concern about the wider business context. With the growth of multinational corporations in the 1980s, international and inter-firm comparisons have gained in importance. In addition, there has been a move towards improving links with mainstream economic, financial and social history through techniques and outlook. The International Bibliography of Business History brings all of the strands together and provides the user with a comprehensive guide to the literature in the field. The Bibliography is a unique volume which covers the depth and breadth of research in business history. This exhaustive volume has been compiled by a team of subject specialists from around the world under the editorship of three prestigious business historians.***

***Mira Wilkins, the foremost authority on foreign investment in the United States, continues her magisterial history in a work covering the critical years 1914-1945. Wilkins includes all long-term inward foreign investments, both portfolio (by individuals and institutions) and direct (by multinationals), across such enterprises as chemicals and pharmaceuticals, textiles, insurance, banks and mortgage providers, other service sector companies, and mining and oil industries. She traces the complex course of inward investments, presents the experiences of the investors, and examines the political and economic conditions, particularly the range of public policies, that affected foreign investments. She also offers valuable***

***discussions on the intricate cross-investments of inward and outward involvements and the legal precedents that had long-term consequences on foreign investment. At the start of World War I, the United States was a debtor nation. By the end of World War II, it was a creditor nation with the strongest economy in the world. Integrating economic, business, technological, legal, and diplomatic history, this comprehensive study is essential to understanding the internationalization of the American economy, as well as broader global trends.***

***This book analyses the multinational enterprise using the example of the world motor industry. It begins by examining the multinational enterprise in general, considering its nature, the economic theory of its behaviour and its effects on the nation state. It goes on to explore the growth and development of the multinational motor industry, and then surveys the state of the motor industry, and the role of multinationals in it, in various types of economy, using case studies from the UK, USA, Canada, Australia, Brazil and India.***

***The Fruits of Fascism***

***Loyalty and Liberty***

***The Japanese Production System in the United States***

***The Multinational Motor Industry (RLE International Business)***

***Postwar Prosperity in Historical Perspective***

***The Rise and Fall of Henry Ford's Forgotten Jungle City***

***Awkward Dominion***

***Includes rewritten papers from a session on free-standing companies held at the 11th International Economic History Congress, in Milan, Italy, Sept. 1994.***

***Written in nontechnical terms, Big Business and the Wealth of Nations explains how the dynamics of big business have influenced national and international economies in the twentieth century. A path-breaking study, it provides the first systematic treatment of big business in advanced, emerging, and centrally planned economies from the late nineteenth century, when big businesses first appeared in American and West European manufacturing, to the present. These essays, written by internationally known historians and economists, help one to understand the essential role and functions of big businesses, past and present.***

***In Awkward Dominion, Frank Costigliola offers a striking interpretation of the emergence of the United States as a world power in the 1920s, a period in which the country faced both burdens and opportunities as a result of the First World War. Exploring the key international issues in the interwar period—peace treaty revisions, Western economic recovery, and***

**modernization—Costigliola considers American political and economic success in light of Europe's fascination with American technology, trade, and culture. The figures through which he tells this story include Herbert Hoover, Calvin Coolidge, Henry Stimson, Charles Lindberg, Ernest Hemingway, and Henry Ford.**

**This book deals with the activities of the Anglo-Dutch multinational during the war. Given the various threats faced by Unilever during the Nazi period, Ben Wubs argues that it was not self evident that the company would survive the war. Based on research into company sources which were hitherto unavailable, he shows the effect of the war on Unilever as well as the changing conditions in the European food, oil and fats and soap industries. Wubs makes an analysis of the company's strategy, structure and performance in this period. Simultaneously, it explores the external conditions, which helped the company to survive the war. The author argues that Unilever survived World War II because the group had prepared itself legally well in advance. As a consequence, the company could easily be split in two autonomous parts. Unilever's highly decentralized operating structure helped the company to survive the ambitious of the Nazi State. The deteriorating war conditions for Nazi Germany eventually worked to the advantage of the company. Besides, Unilever's innovative attitude helped the company to adapt to completely new conditions of resource allocation.**

**Business History and Business Culture**

**Big Business and the Wealth of Nations**

**Critical Evaluations in Business and Management**

**Ford, General Motors, and the Nazis**

**American Firms in Europe**

**The Politics of Industrial Collaboration during World War II**

**European Business, Dictatorship, and Political Risk, 1920-1945**

From the colonial era to 1914, America was a debtor nation in international accounts--owing more to foreigners than foreigners owed to us. By 1914 it was the world's largest debtor nation. Mira Wilkins provides the first complete history of foreign investment in the United States during that period. The book shows why the United States was attractive to foreign investors and traces the changing role of foreign capital in the nation's development, covering both portfolio and direct investment. The immense new wave of foreign investment in the United States today, and our return to the status of a debtor nation--once again the world's largest debtor nation--makes this strong exposition far more than just historically interesting. Wilkins reviews foreign portfolio investments in government securities (federal, state, and local) and in corporate stocks and bonds, as well as foreign direct investments in land and real estate, manufacturing plants, and even such service-sector activities as accounting, insurance, banking, and mortgage lending. She finds that between 1776 and

1875, public-sector securities (principally federal and state securities) drew in the most long-term foreign investment, whereas from 1875 to 1914 the private sector was the main attraction. The construction of the American railroad system called on vast portfolio investments from abroad; there was also sizable direct investment in mining, cattle ranching, the oil industry, the chemical industry, flour production, and breweries, as well as the production of rayon, thread, and even submarines. In addition, there were foreign stakes in making automobile and electrical and nonelectrical machinery. America became the leading industrial country of the world at the very time when it was a debtor nation in world accounts.

Presents an alphabetically-arranged reference to the history of business and industry in the United States. Includes selected primary source documents. American Business Abroad Ford on Six Continents Cambridge University Press White reassesses Anglo-American trade with Soviet Russia immediately following the Bolshevik Revolution to show that, unlike diplomatic relations, commercial ties were not severed by ideological differences. She argues that British and American trade with Russia resumed soon after the Bolsheviks' rise to power and that this period of trade had a significant effect on future commerce. Originally published in 1992. A UNC Press Enduring Edition -- UNC Press Enduring Editions use the latest in digital technology to make available again books from our distinguished backlist that were previously out of print. These editions are published unaltered from the original, and are presented in affordable paperback formats, bringing readers both historical and cultural value.

Unilever Between Reich and Empire, 1939-45

The Free-standing Company in the World Economy, 1830-1996

Gordon M. McGregor, Ford of Canada, and Motoropolis

In the Shadow of Detroit

International Business and National War Interests

Sewing Machines and Multinational Business in Spain and Mexico, 1850-1940

Big Business and the State

'This work is recommended for corporate libraries whose companies are involved in international business, and for academic libraries affiliated with colleges of business.' - Kay M. Stebbins, CHO  
This project is distinctive in that it really is a 'Who's Who' rather than a directory of all scholars engaged in international business education and research.

Features articles on the contributions made by Henry Ford to American management, including coverage of his life and the history of the Ford Motor Company.

The stunning, never before told story of the quixotic attempt to recreate small-town America the heart of the Amazon In 1927, Henry Ford, the richest man in the world, bought a tract of twice the size of Delaware in the Brazilian Amazon. His intention was to grow rubber, but the project rapidly evolved into a more ambitious bid to export America itself, along with its golf courses, ice-cream shops, bandstands, indoor plumbing, and Model Ts rolling down broad streets Fordlandia, as the settlement was called, quickly became the site of an epic clash. On one side the car magnate, lean, austere, the man who reduced industrial production to its simplest motion on the other, the Amazon, lush, extravagant, the most complex ecological system on the planet Ford's early success in imposing time clocks and square dances on the jungle soon collapsed, a



indigenous workers, rejecting his midwestern Puritanism, turned the place into a ribald tropical boomtown. Fordlandia's eventual demise as a rubber plantation foreshadowed the practices that today are laying waste to the rain forest. More than a parable of one man's arrogant attempt to force his will on the natural world, Fordlandia depicts a desperate quest to salvage the bygone America that the Ford factory system did much to dispatch. As Greg Grandin shows in this gripping and mordantly observed history, Ford's great delusion was not that the Amazon could be tamed but that the forces of capitalism, once released, might yet be contained. Fordlandia is a National Book Award Finalist for Nonfiction.

This volume explores commercial relations between the United States and China from the eighteenth century until 1949, fleshing out with facts the romantic and shadowy image of "the China trade." These nine chapters by specialists in the field have developed from papers they presented at a conference supported by the national Committee on American-East Asian Relations. The work begins with an Introduction by John K. Fairbank, then moves on to analyses of the old China trade up to the American Civil War, centering on traditional Chinese exports of tea and silk. A second section deals with American imports into China--cotton textiles and textile-related goods, cigarettes, kerosene. Finally, the impact of the trade on both countries is assessed and the operations of American-owned and multinational companies in China are examined. For both the United States and China, the economic importance of the trade proves to have been greater than the legend might suggest.

American Multinationals and Japan

Ford on Six Continents

Focus On: 100 Most Popular 20Th-century American Politicians

America's China Trade in Historical Perspective

Fordlandia

The Brazilian Search for Modernity

Hybrid Factory

**Gendered Capitalism: Sewing Machines and Multinational Business in Spain and Mexico, 1850–1940** is a history of the gendered corporation, a study that examines how ideas and ideals about domesticity and the cultures of sewing and embroidery, being gender-specific, shaped the US-headquartered Singer Sewing Machine Company's operations around the world. In contrast to production-driven and culture-neutral analyses of the multinational enterprise, this book focuses on both the supply and the demand side to argue that consumers and the cultural worlds of those—mainly women—using the sewing machine for personal purposes or for the market shaped corporate organization. This book is a global history of Singer, but it also focuses on the cases of Spain and Mexico to highlight nations where the sewing machine multinational never established manufacturing operations. Casa Singer was a mostly profitable and a long-term selling and marketing operation in both countries. *Gendered Capitalism* demonstrates that local Spanish and Mexican agents, both men and women, developed and expanded Singer's selling system to the extent that the multinational company was seen as domestic, both in the location sense, and because of its focus on the private sphere of the home. By bringing the cases of Spain and Mexico, and the cultural, everyday realm of practices related to sewing and embroidery that the sewing machine was part of, to the center of the study of international business, *Gendered Capitalism* further reveals the layers of complexities and multitudes that conform the history of global capitalism. This book will be of interest to readers and scholars in the fields of business history, economic cultural history, management studies, international business, women's history, gender studies, and the history of technology.

An analysis of Americanization in European and Japanese industry after World War II. The contributors analyze the creative role of local actors in selectively adapting US technology and management methods to suit local conditions, and in creating hybrid forms combining foreign and indigenous practices in unforeseen, yet remarkably competitive ways.

The study on which *Hybrid Factory* is based focused on Japanese manufacturing firms that, beginning in the 1970s, and increasingly in the 1980s, vigorously embarked on overseas production in the United States. The book looks in particular at which management factors that provide strength to Japanese production systems can survive the transfer to the United States, or whether the radically different social and cultural environment makes such a transfer impossible.

The 1965 Canada-United States Automotive Trade agreement fundamentally reshaped relations between the automotive business and the state in both countries and represented a significant step toward the creation of an integrated North American economy. Breaking from previous conceptions of the agreement as solely a product of intergovernmental negotiation, Dimitry Anastakis's *Auto Pact* argues that the 'big three' auto companies played a pivotal role - and benefited immensely - in the creation and implementation of this new automotive regime. With the border effectively erased by the agreement, the pact transformed these giant enterprises into truly global corporations. Drawing from newly released archival sources, Anastakis demonstrates that, for Canada's automotive policy makers, continentalism was a form of economic nationalism. Although the deal represented the end of any notion of an indigenous Canadian automotive industry, significant economic gains were achieved for Canadians under the agreement. Anastakis provides a fresh and alternative view of the auto pact that places it firmly within contemporary debates about the nature of free trade as well as North American - and, indeed, global - integration. Far from being a mere artefact of history, the deal was a forebearer to what is now known as 'globalization.'

Creating a Borderless North American Auto Industry, 1960-1971

Who's who in International Business Education and Research

Reworking US Technology and Management in Post-war Europe and Japan

Leviathans

Gendered Capitalism

Handbook of American Business History: Manufacturing

British and American Commercial Relations with Soviet Russia, 1918-1924

Overall, this first volume in the series should render business research in manufacturing a good deal easier by bringing together insightful industry histories and detailed critical bibliographies. This series has much to recommend it. Future volumes will be eagerly awaited. *Reference Books Bulletin* This historical and bibliographical reference work is the first volume of Greenwood Press's *Handbook of American Business History*, a series intended to supplement current bibliographic materials pertaining to business history. Devoted to manufacturing, this work uses the Enterprise Standard Industrial Classification (ESIC) to divide the subject into distinct segments, from which contributors have developed histories and bibliographies of the different types of manufacturing. Though authors were given sets of guidelines to follow, they were also allowed the flexibility to work in a format that best suited the material. Each contribution in this volume contains three important elements: a concise history of the manufacturing sector, a bibliographic essay, and a bibliography. Some contributions appear in three distinct parts, while others are combined into one or two segments; all build on currently available material for students and scholars doing research on business and industry. The contributors, who include business, economic, and social historians, as well as engineers and

lawyers, have covered such topics as bakery products, industrial chemicals and synthetics, engines and turbines, and household appliances. Also included are an introductory essay that covers general works and a comprehensive index. This book should be a useful tool for courses in business and industry, and a valuable resource for college, university, and public libraries.

Volume One traces the history of Opel and Vauxhall separately from inception through to the 1970s and thereafter collectively to 2015. Special attention is devoted to examining innovative engineering features and the role Opel has taken of providing global platforms for GM. Each model is examined individually and supplemented by exhaustive supporting specification tables. The fascinating history of Saab and Lotus begins with their humble beginnings and examines each model in detail and looks at why these unusual marques came under the GM Banner. Included is a penetrating review of Saab through to its unfortunate demise. Volume Two examines unique models and variations of Chevrolet and Buick manufactured in the Southern Hemisphere and Asia but never offered in North America. Daewoo, Wuling and Baojun are other Asian brands covered in detail. This volume concludes with recording the remarkable early success of Holden and its continued independence through to today. Volume Three covers the smaller assembly operations around the world and the evolution of GM 's export operations. A brief history of Isuzu, Subaru and Suzuki looks at the three minority interests GM held in Asia. The GM North American model specifications are the most comprehensive to be found in a single book. Global and regional sales statistics are included. GM executives and management from around the globe are listed with the roles they held. An index ensures that these volumes serve as the ideal reference source on GM.

"Roberts intertwines McGregor's corporate, civic, and personal lives to trace his pioneering role in the automobile industry. Some themes from McGregor's career that are considered here include company growth, the technical and cultural concept of the automobile, the impact of automotive transportation, technological reliance on Detroit, parent-branch relations, the effects of border proximity, industrial and political lobbying, labor relations, secondary manufacturing, public involvement, and the Great War. In addition, Roberts probes McGregor's often-subservient relationship with the enigmatic Henry Ford and examines how McGregor drew praise and political ire in calling for regional governance in the "Border Cities" opposite Detroit. In the years before his premature death, McGregor and his company dominated and defined the growing automotive industry in Windsor-Detroit, and their story deserves to be more widely known."

Did Ford SAF sabotage the German war effort by deliberately manufacturing fewer vehicles than they could have? Ford SAF claimed after the war that they did. Exploring the nature and limits of industrial collaboration in occupied France, Horn and Imlay trace the wartime activities of Ford Motor Company's French affiliate. The company began making trucks and engine parts for the French military; but from 1940 until Liberation in 1944 was supplying the Wehrmacht. This book offers a fascinating account of how the company negotiated the conflicting demands of the French, German and American authorities to thrive during the war. It sheds important new light on broader issues such as the wartime relationship between private enterprise and state authority; Nazi Germany's economic policies and the nature of the German occupation of France, collaboration and resistance in Vichy France, and the role of American companies in Occupied Europe.

Auto Pact

Ford France, Vichy and Nazi Germany