G&H Cont.
and their corporate bosses on the East Coast. And then there are the low life scabs, still less than 20, who sneak in and out of the plant to steal an honest man's work.

On the face of it there doesn't seem to be much of a contest. On the one side thousands of union members with a righteous cause and on the other a handful of scabs. If it were put to a vote, or even a fair fight, the union would easily win a fair contract.

But the scabs have a powerful ally in the courts. One lousy piece of paper called an injunction tips the balance in favor of G&H. Judge Fisher of Kenosha in his infinite wisdom handed down an injunction that put the union at a tremendous disadvantage. According to this injunction there can be no more than 6 pickets in the driveway and pickets cannot delay a vehicle entering or leaving the plant.

In other words, if you try to stop a man from stealing bread off of your table by scabbing on your job then you are breaking the law.

The only thing that will win the G&H strike is continued working class solidarity in the form of donations and on the picket line. With Christmas coming up donations are desperately needed. The scabs have to be stopped one way or another.

Should Over-Time Be Worked During Lay-Offs?

There is no way that some departments should be working 10 hour days and Saturdays while close to 2,500 union brothers and sisters are laid off. Most people feel it is wrong to work overtime while people are laid off, but when it is left up to the individual, people figure that if they don't work someone else will. Now is the time for the union from top to bottom to stand together and put a stop to overtime while people are laid off.

G&H STRIKE ENTERS WEEK 24

For 5 long months now the 98 G&H workers have been on the front lines of a battle against union busting. Behind that small group of IAM members has been the tremendous support of the union people of this area. Literally tons of food and thousands of dollars have been donated to help the strikers survive. From the beer busts, to the inplant donation drives, to the Unity dance, and to the mass rallies at G&H, thousands of people have shown that working people can and will stick together.

On the other side of the $30,000-keep the union out-fence at G&H sit the forces that want to turn back the clock on union members. There are only a handful of them. There is Joe Meli, the lawyer who has made a career out of union busting and making people suffer. There is the local management of G&H at Racine.
FIGHTING TIMES EDITORIAL

Should Renault Control A.M.C.?

On December 16, AMC stockholders will meet to vote on a plan that would give Renault the controlling interest in the corporation. Under the proposed plan Renault would add 3 more people to the AMC Board of Directors and control over 55% of the stock.

Some people in the shop have grumbled about the deal for various reasons. Some don't want to be working for a foreign company. It is true that dealing with Renault will present some problems for Local 72. It is possible that Renault will prove to be tougher to bargain with than AMC. To Renault the Kenosha plant is just a small part of its holdings whereas to AMC it is the most important plant. Others are opposed to the deal because it could devalue shares that small stockholders hold.

But like it or not, Renault is probably going to take over. Without an infusion of fresh money from the French A.M.C. would be on the road to bankruptcy. Right now there are 30 independent automakers in the world. By the year 2000 that number is expected to be less than 12. Some companies will fall by the wayside. Others like Renault, Chrysler with Peugeot, Citroen will go into partnership. In Europe, joint ventures are becoming common. British Leyland has plans to build with Honda, Alfa Romeo of Italy has agreed to build Datsun and Volvo, Renault, and Fiat are building an engine plant together in France. The tremendous amount of money needed to retool and build a world car that can sell and be produced all over the globe will inevitably drive the smaller automakers out or into partnerships. The name of the game is capitalism and in the future only larger corporations will be in the ballpark.

AMC sold 1.8 million cars last year and expects to top 2 million this year. Expecting AMC to compete alone in the industry is like asking Carthage College to take on Notre Dame every week in college football. So like it or not the French are in our future.

Favors For Your Boss? Think Twice-838

In his 838 asked one of his employees to do him a favor and pick him up some hamburgers at the tavern at noon. The employee finished up her job a few minutes before noon and headed for the gate.

She came back from lunch with a brown bag for her boss. Waiting for her was a write-up for being out of her work area before noon. This was the first write-up she had received in the 11 years she has worked at AMC. Ever feel like you're being set up?
A Robot Is After Your Job
1990...Auto workers: An Endangered Species?

Imagine laser beams being used to build and inspect engines. Or how about computer checkout stations to inspect instrument panels and steering column circuits before they reach the assembly line. Picture a metal department with only 67 employees per shift: putting out 1300 bodies a day. These things may sound far fetched, but they are happening right now in the auto industry.

The number of jobs lost to automation in the last 30 years is staggering and the next 30 will be much worse. From 1968 to 1979 the number of auto workers stayed roughly the same while the number of cars produced more than doubled. Harley Shaiken, the UAW's technology expert, says that by 1990, "32,000 robots could displace more than 100,000 auto workers."

It is a safe bet that the assen-

Layoffs Hit AMC......Again

The current slump in the auto industry hit home to us at AMC with the recent layoff of 2,200 Local 72 members. The same week the layoffs hit here the entire 2nd shift was also cut off at the Dodge Truck plant in Warren, Michigan. In addition: Ford and Chrysler announced that a total of 7 plants would be down the first week of December. The only plants that are running anywhere near capacity are those that are producing the new front wheel drive, fuel efficient cars. Even the 2 plants that produce Chrysler's new K car have cut down on overtime because of less than expected sales.

The big layoff here at AMC was caused by the general downturn in the economy coupled with high interest rates. Those people who are buying are looking for fuel efficiency. The Big 3 are just beginning to bring out the high mileage cars while AMC is still a ways away from the new AMC/Renault car that should be highly competitive. In the next few years a restructured US auto industry will recover and surpass the imports which are grabbing a big share of the market.

But right now there are close to 2,500 people laid off from the Kenosha plant. No one can say exactly how many jobs the new Renault car will provide. But if AMC/Renault follows the industry pattern we will most defiantly see more automation, more imported parts and less jobs. The auto industry including AMC is in for a major transformation that will keep profits up but promises a rocky future for auto workers and the most serious challenge that the UAW faces in the future.

Robot goes haywire attacking itself

An experimental robot shaped like a human arm went haywire and attacked itself, dislocating its shoulder, said the University of Florida student who was operating the robot at the time. Harvey Lipkin, a mechanical engineering graduate student in Gainesville, Fla., blamed a "hardware failure" for the malfunctioning robotic arm and said the incident "pointed out the dramatic need to us for robotic safety devices." Lipkin, 29, said he was controlling the $50,000 aluminum arm a few weeks ago when it slammed itself into its supporting stand.
FIGHTING TIMES LAWSUIT DRAWS WIDE SUPPORT

Recently an article about the $4.2 million lawsuit against Fighting Times appeared in Labor Notes, a national trade union publication. Off of that article we have received many letters of support and donations towards our legal expenses. Here are excerpts from some of these letters.

FROM NEW JERSEY

Dear Friends,

I am a Belgian member of the Labor party and trade union movement of my country and also a student doing research on reform activists in the American unions. I've come across your caucus in Labor Notes. My paper will be published in Europe to make known the heroic struggles undertaken in this country.

Thank you,
Michael Bannen
Maple Shade, N.J.

FROM CHICAGO

Dear Friends,

I read about your struggle with the AMF ormam in Labor Notes. I'm sorry I can't send any money at this time. I work at Schwinn Bicycle and am on strike. Schwinn refuses to negotiate with our union (UAW) which we recently voted in. We have some foremen with whom I'm sure would be content for your "Scab of the North" column.

I'll try to scrape some money together to send you. Until I can, I extend my solidarity to you and will tell my fellow workers about your struggle.

For Freedom,
Rodney Stockmeat
Chicago, Ill.
Ford Pays $23,000,000 For Discrimination

In a settlement between Ford Motor Company and the Equal Employment Opportunity Commission, the corporation has agreed to pay out $23 million for past discrimination. The money will go to women and minorities who were turned down for jobs in the past or were denied advancement because of discrimination.

The agreement will not affect recall rights of Ford workers on layoff. Rather, it will provide cash payments to people who were discriminated against and force the company to set up affirmative action programs.

"Could I interest you in a better or worse job?"

DEAR FIGHTING TIMES:

"Where Are My Casual Days"

Recently I applied for a casual day after being off work. The Foreman circled "disapproved" on the bottom of the Paid Allowance slip. At the end of the week there was no 8 hours pay for that week. I have heard of this happening to other people also.

Not only did I get marked without permission for the day, but the company is refusing to pay me. What are casual days for if you can’t use them when you are sick or off work.

In the next year of the contract we are supposed to get 3 more casual days. I’d like to belong to a union and get the right to take my present 5 days and then I’ll be happy to get the 3 more.

A.M.C. BUYS JAPANESE FORK TRUCKS

Buy American Says Who?

Remember when the supervisor used to give us bumper stickers reading: "Buy American--Keep America Moving." Too bad the company doesn’t even practice what it preaches.

Recently it was uncovered that 3 of the new fork trucks being driven in 838 were made in Japan. Fighting Times interviewed an 838 driver who saw the Japanese labels being removed by a janitor. Upon close inspection it was discovered that the writing on the motors was in Japanese.

Past articles in Fighting Times have questioned the claim that the current recession is being caused by imports. In fact we believe that the layoffs in auto primarily result from the recession in the industry overall and the high gas prices that have driven the US consumer to the more fuel efficient small cars regardless of where they come from.

Nevertheless, we find it mighty hypocritical when AMC presses Buy American to us and blames us for slow sales and then turns around and buys from the same importers they are supposedly lobbying against.

Myths of the Japanese Worker

According to a recent story that appeared in the Chicago Tribune and the UAW Washington Report the notion that the Japanese are some kind of super workers is a myth.

Robert Cole, director of the University of Michigan’s Center for Japanese Studies and long term expert on Japanese industry was quoted as saying that, "All this stuff being perpetuated about these wonderful Japanese workers and those terrible American workers is a lot of nonsense."

Cole is author of a recently published book which surveys work attitudes among groups of workers in Detroit and Yokohama. "Where you find a difference is in commitment to the company," said Cole. "Japanese workers identify themselves with the firm and its goals, but with us it's more of doing a good job...I find no difference."

Once again it looks like a case of the workers being blamed for the problems of big business.