

FRIDAY, OCTOBER 6, 2023

# MEMBERS' VOICE

*The Weekly Strike Bulletin of UAW*

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## WHOSE TURN TO STAND UP?

Over 25,000 UAW members across the Big Three have joined the strike over the last three weeks. Members on strike are showing remarkable resolve in the face of verbal and physical attacks by company scabs and security forces, as well as hostile individuals.

The strike is working. Last week, as President Fain was about to present an update on Facebook live, he received a call from Stellantis' negotiators. The company agreed to restore the pre-bankruptcy COLA formula and eliminate the lower pay tier at Mopar facilities.

In his update today, President Fain announced that members at GM's Arlington Assembly were threatening to halt the plant considered by analysts at GM Authority to be the most profitable in the world. The courage of these members of Local 276, ready to stand up at a moment's notice, yielded a major win: GM's EV battery production will be placed under the national agreement.

## COMMUNITY SUPPORT GROWS

Bricklayers, teachers, postal workers, and UAW siblings from beyond the Big 3 organized to strengthen our picket lines across the country this week.

"The strike support we received at Deere during our strike of '21 will never be forgotten," said Nolan Tabb from Local 281 in Iowa. "It certainly felt like 'Striketober' again this past Sunday on the GM picket line in Missouri, with members of UAW Local 2250. My local UAW family was able to show up with a handful of members to help hold the line and \$1000 worth of paper goods. The members of 2250 have high spirits and are definitely in it for the long haul!"

Local 602 member and UAWD Flying Squadron leader Brett Brown reports that this week, Local 659's picket at the Swartz Creek CCA "was visited by a huge group of UAW strike caravaners. The riders started at Local 900 in Wayne and hit all strike sites from Wayne to Swartz Creek!" Want to join UAWD on the picket lines? Sign up for a Flying Squadron at [uawd.org/flying-squadrons](https://uawd.org/flying-squadrons).

## COMPANIES CAN'T FIGHT THE FACTS

This week, Stellantis and Ford both produced propaganda videos attacking the UAW and promoting their offers.

In at least one Stellantis plant, Warren Stamping, management has called groups of workers into meetings where the video is being shown. After seeing the video, the leadership of Locals 869, 889 (representing clerical workers), and 412 (representing engineers) walked out of the meeting together. Local 869 President Romaine McKinney III put a message out on Facebook: "Refuse to go sit through that bullshit! We are not interested!" About two thirds of the 869 members opted out of attending these meetings.

Meanwhile, Ford has been displaying the company's video and most recent offer constantly on TV screens in break rooms. In the Dearborn Truck Plant, the company has ignored members' demands to put TVs in all breakrooms for years. This week, however, they have conveniently come around to it. New TVs are being installed in every breakroom to flaunt the offer and bemoan Ford's falling stock price.

Before the new UAW leadership shook up negotiations with unprecedented transparency, the companies never publicized their offers. In the past, "they've counted on our bargaining teams to sell the contract," Local 22 member Chris Viola points out. "Now they're trying to get enough of us to clamor for bargaining to put it up for ratification, which is a completely different dynamic." Members are not buying it.

**SHARE A STORY  
FOR NEXT WEEK'S ISSUE:  
[UAWD.ORG/MEMBERS-VOICE](https://uawd.org/members-voice)**



## SEIZE THE MOMENT: ORGANIZE THE UNORGANIZED

This week, President Shawn Fain told NBC of an “overwhelming” upsurge in interest to unionize among non-union auto workers since our strike began: “Hundreds of workers across the country, from the West to the Midwest and especially the South, are reaching out to join our movement and to join the UAW.”

As members, we have a huge role in supporting non-union workers to unionize. If you have friends or family who work at a non-union auto company, our strike opens an inspiring opportunity to reach out. Here are some possible questions to ask them:

1. What do you think of the UAW strike?
2. Do the issues that workers at Ford, GM, and Stellantis are dealing with sound similar to issues in your workplace?
3. Are your coworkers talking about the UAW strike? What are they saying?
4. Is management nervous about the UAW strike? Why?

## VOLUNTARY REFUSALS SHAKE FORD SUPPLY CHAIN

In the Cleveland Engine Plant, the “block machining line has been turning down overtime,” says Local 1250 member Ryan Ashley. Blocks form the base of the engines, so when there are block shortages, no engines can be built. “As a result, they’ve been sending the V6 assembly department home early just about every day.”

“The strategy of refusing overtime is working in Buffalo,” says Local 897 member Ryder Littlejohn. “They want to ship 10 jobs (40 dies) to Chicago Stamping because we are going to shut Oakville down from everyone refusing overtime.” Ford Oakville Assembly in Canada employs nearly five thousand, building the Edge and Nautilus. Potentially shutting down plants across the border shows the power of refusing voluntary overtime.

## MEMBER RESPONDS TO FORD CEO

*By Mary Ost, Local 897 Member*

Jim Farley, CEO of Ford, recently sent out a video on why negotiations are not going well. He says that the UAW is asking for too much. That what we are asking for would have devastating effects on the company. This from a man who earns over \$10,000 an HOUR!

Farley calls this a “record contract” deal. If you look closely at the highlights, you can see that some of these things have already been fought for and won in previous contracts. For example, we have adequate healthcare. They are not offering improvements; they are just keeping it as it is. This will cost them nothing more. Also, they are offering “up to” five weeks of paid vacation. The problem is it takes years to earn five weeks of vacation. Most people get two. Apparently adding one extra paid holiday in this contract constitutes “more vacation time.”

Back when Ford was at a low point and needed its workers to make concessions, we did. We saved the company from ruin. We were told that these benefits were suspended. It has been well over a decade, and the company is thriving. It is time for them to make good on their word. The UAW is only asking for its fair share. The company is making record profits. The workers deserve more.

There are still many people in our plant working two full-time jobs just to make ends meet. Jim Farley will not be happy until we are, in the words of Chris Farley on Saturday Night Live, “living in a van down by the river.” Comedy must run in the family.

## UNITE ALL WORKERS FOR DEMOCRACY

UAWD is a caucus of UAW members building a rank-and-file movement for the long haul. We campaigned for “1 Member, 1 Vote” in the lead-up to the 2020 referendum and ran the “Members United” slate, including UAW President Shawn Fain, during the 2022 IEB elections. UAWD members have fought for and won reforms like day-one strike pay and an increase in strike pay. Our focus in 2023 is supporting Big 3 workers in the fight to win the strongest contracts possible. Learn more at [uawd.org](http://uawd.org).