

DODGE TRUCK SPARK

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Write to: D.T. Spark,
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Both Tiers Lose Money With A Bonus

In the new contract, the company and its buddies want to sell us more of what we already hate. They will sugar-coat it with a signing bonus.

But if we went back to the 3% yearly raises that we used to have, the net 4-year gain for FIRST TIER workers would be over \$18,000, even without counting the extra we would make in overtime. And at the end of the contract an assembler's base wage would be about \$31.77.

The 4-year gain for SECOND TIER workers with a 3% yearly raise would be \$9500, even more with overtime, and at the end of the contract the second tier base pay would be \$16.74.

An up-front bonus, without yearly raises, even if the bonus is \$10,000, even if second tier gets a dollar raise now, still means that the company gets away super cheap – and we all stay behind.

Everyone Up To Full Pay, Now!

There is no excuse for keeping this unfair system of two tier. Even at top pay rates, labor costs are only 9% of the cost of a vehicle. The entire manufacturing cost is only 15%. Management and profit take all the rest! Yet labor is what makes these units valuable.

We all build it, together as one. They can afford to pay us, together as one.

Counting His Chickens?

Sergio Marchionne predicts that Chrysler will make a profit of THREE BILLION dollars next year.

Does he think his cheap-labor contract is already in the bag?

Avoid An Arbitrator?

UAW officials can't say that this will be a good contract. So their alternative is to scare us into voting yes even if it's bad. They will be telling us it's important to keep it out of an arbitrator's hands.

Why? Has the arbitrator already said he *“doesn't want to add fixed costs to the companies?”* Bob King already said that.

Promises, promises

News “leaks” say that the contract will list company promises to keep certain plants open and certain products coming. They will claim that such promises mean “job security.”

In 2007 and 2009, there were the same lists of promises. In 2007 Chrysler had 49,600 hourly workers. Today it is down to 23,000. Job security?

If you want to know what those promises were worth, ask someone from Detroit Axle about theirs.

Bobbleheads At Work

Spark received the following letter:

“Have you noticed the bobble-heads on people's dashboards that bob up and down when the car hits a bump in the road or a rough patch? That's how it is with our so-called “union.” Whatever new hardships management wants to heap on the workers, the only thing our “union” does is nod “yes.”

Spark thanks the letter writer! We will add this comment. It's easy to get mad at the bobbleheads, but they are not the whole union. There are some officials and reps who do try to do their jobs the right way. Make sure they know they are supported.

Should you buy a used car in a hurry?

Any smart used-car salesman tries to get your name on the dotted line in a hurry – before you notice more of the problems with the car!

If you sign too quick, you are stuck. And UAW contract “highlights” have failed their road tests too many times! This year, Ford workers still have the right to strike. Suppose they come up with a better deal. And suppose we wait, before saying yes – until we see what they can do? Until we see if there’s a better deal to be had?

Strike Vote At Ford

The strike vote passed with unusually high numbers – better than 97% voting for a strike at Ford’s five biggest plants.

Some top union officials said that the vote was only a formality.

But Ford workers know what their vote means.

A “formality?” We’ll see!

A Spark Public Meeting, this Sunday at 5 PM:

“No More Concessions, Make the Bosses Pay.”

Concessions put us on the poverty road. It’s time to get off! Meeting at the International Institute, corner of Kirby and John R, near Wayne State. \$5.