



# Vanguard

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UAW LOCAL 2000

## UAW President Gettelfinger to CAP delegates: We will bring change to America

UAW President Ron Gettelfinger delivered the keynote address on this, the opening night of the UAW's 2008 Community Action Program (CAP) Legislative Conference.

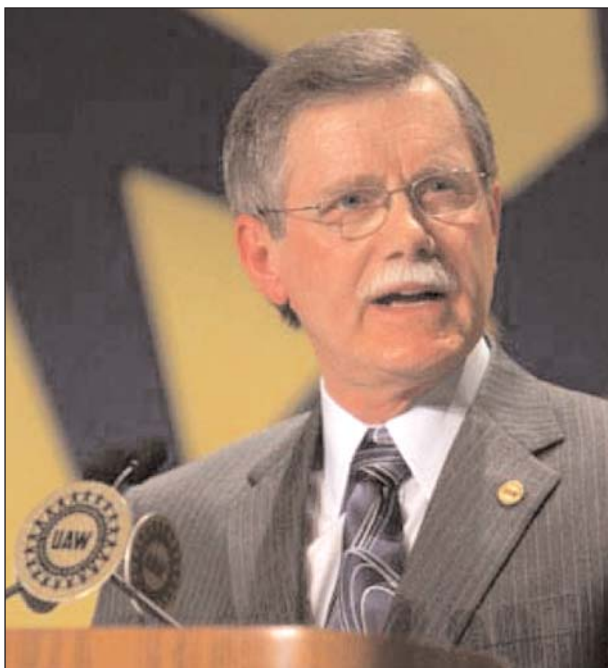
Over 1,400 UAW activists from throughout the United States and Puerto Rico are attending the conference, Feb. 3-6, to fine tune the union's legislative agenda in this critical election year.

Gettelfinger praised the work of the delegates and encouraged them to work harder still this election year. "As the political season heats up, you will be on the front lines – registering voters, working phone banks, participating in literature drops, going door to door and getting out the vote.

"It's hard work and time consuming, but we know you'll be there."

Though the union has not made a presidential endorsement yet, Gettelfinger said he is confident the union will have the chance to endorse a strongly pro-worker candidate for the White House. "Senator Clinton and Senator Obama are both our friends and support the basic right to organize, and will work with our union to pass the Employee Free Choice Act.

"They each have a plan to achieve the goal of universal health care for everyone and understand that manufacturing matters, and both of them will work with us to



UAW President Ron Gettelfinger's keynote address at the 2008 UAW CAP Conference Feb. 3, 2008 in Washington D.C. Photo by Rick Reinhart.

create and preserve U.S. jobs."

Gettelfinger said the union would make an endorsement at the appropriate time that the choice will be clear because, "we won't get caught up in politics and personalities," he said. "We'll stick to the issues that matter to our members and to working families."

He stressed the link between political action and the union's core work of improving workplaces and highlighted some of the union's recent achievements in collective bargaining, organizing and defending workers' economic security during corporate restructurings and bankruptcies.

But, he said, the work is not done. The president called for national health care that covers every man, woman and child in

America, for fair trade agreements that create good paying jobs in the U.S. and for reform of U.S. bankruptcy laws.

Citing numerous anti-union decisions by the National Labor Relations Board, Gettelfinger said the union would continue to fight the rulings, but workers still need a change in Washington.

"Brothers and sisters, there's only one real way to repair the ruin and the wreckage that George Bush and his anti-worker appointees have made to our nation's labor laws. We need political action!"

**Continued on page 5**

# President's Report

by *Tim Donovan*



When I became president in 2001, I committed to the membership that we would have a Local 2000 web site. With membership approval, [www.uawlocal2000.org](http://www.uawlocal2000.org) became a reality within 6 months. Since then, our web site has not only become a useful tool for our members, but it has received numerous awards from the Local Union Press Association (LUPA) and is used as the model at the

UAW Black Lake course courses on publications and web sites.

Well over 1000 members have subscribed to receive automatic updates and Information Bulletins and the site is nearing 80,000 visits. Most members have subscribed due to reading our in-plant Information Bulletins. The insert below from a January bulletin was updated, as they are periodically, to include the ODJFS unemployment information:

**KEEPING INFORMED:** At the Local 2000 web site, you can download and view Local 2000's newspaper, The Vanguard, access information regarding employee benefits, services and ODJFS unemployment instructions in

the event of a layoff. You can also sign up to receive automatic information bulletins. To subscribe, go to [www.uawlocal2000.org](http://www.uawlocal2000.org) and click on SIGN UP in the blue box on the right side of our home page. Your email address will not be shared with any other agency or person.

You can click on the UAW logo on the top left of the Local 2000 web site to link to the UAW International web site. The UAW International web site also has a wealth of useful information on it.

In the very near future, we will be sending out "**Call for Action**" alerts asking members to contact their elected state and federal representatives about issues that not only affect us and other UAW members, but working families everywhere and our nation's economy. Our nation's unions are always under attack, along with our workers' rights, safety and health care.

The following are some very important issues to watch for:

- The US-Korea Free Trade Agreement
  - Auto provisions threaten US production and jobs
  - Immediately eliminates US tariffs on imported Korean autos
  - Phases out 25% US tariff on imported pickups
  - Will trigger a surge in auto imports from Korea

**Continued on page 3**



# Vanguard

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[www.uawlocal2000.org](http://www.uawlocal2000.org)

***"Were it not for the labor press, the labor movement would not be what it is today, and any man who tries to injure a labor paper is a traitor to the cause."***

~ **Samuel Gompers**

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## Unit 1 Report



Well, I hope everybody is weathering the winter ok. We have a lot of good things in the near future happening at OHAP. I would like to thank everyone for their support of the local agreement. It was a long hard negotiations but we made forward strides with it. A couple of the highlights of the agreement are:

Covered walkways, tag relief maintained, stronger job posting language, general utility language strengthened, new perfect attendance reward program, FPS group size kept small, and many other improvements.

There will be a sign up period from Feb. 18 to March 19, for anyone wishing to take a retirement package. As soon as we have all the information from the National Ford Department we will put it out to the membership. The main changes in the packages is the amount of money being offered, (Non Skilled \$50,000 and Skilled

\$70,000).

I have been working with the company on locations within the plant to insure some jobs. We have identified several locations. But we still need to find some more room to bring more jobs into the plant. We are also waiting for the official announcement of the product that is coming to our plant. There are many speculations but remember that these are just speculations.

It looks like we will be working overtime for at least the next few months. The Order Bank is staying around 13,500 units.

I want to remind everyone that this is a very important year for choosing who we would like to have as our President. As of yet the UAW has not endorsed any specific person but we will be endorsing the Democratic Party candidate. We have seen in the last eight years what the republican presidency has done for Labor. Please remember the local candidates that support Labor as well. We need all the help we can get from the township trustees to the President on the United States.

*by Nick Gallogly*

## President's Report

**Continued from page 2**

- Will increase our auto trade deficit with Korea - 12 billion in 2006
- Will result in the loss of tens of thousands of jobs for American workers
- Trade Adjustment Assistance (TAA)
  - Federal program to assist manufacturing workers who lose their jobs due to foreign trade
  - Provides job training and income support for up to two years
- Respect Act H.R. 1644, S. 969
  - The National Labor Relations Board (NLRB) has gutted workers' NLRA rights in a series of bad, anti-worker decisions.
  - Passage of H.R. 1644 and S. 969 would restore NLRA protections to millions of workers who are employees, not supervisors.
- National Health Care Reform
  - We need a national health care program that will guarantee quality, affordable and comprehensive health care for all Americans.
  - The US is the wealthiest nation in the world but ranks 37th in health status.
  - Congress needs to pass legislation to expand the SCHIP program to cover millions of uninsured children.
  - Approve measures to address the retiree health care legacy cost problem

*by Tim Donovan*

- Corporate Bankruptcy Reform
  - Corporations are using the bankruptcy process to:
    - Reject collective bargaining agreements
    - Dump retiree pensions and health care benefits
    - Slash wages and benefits for active workers
    - Eliminate jobs
- H.R. 3652 and S. 2092 - Business Bankruptcy Act - Protecting Employees and Retirees
  - Would close loopholes created by court decisions, such as:
    - Executive compensation - consider the overall financial status of the companies' related businesses, both domestic and foreign
    - Prevent companies from shifting their resources to foreign operations while claiming that workers in the US subsidiaries must make sacrifices

In closing, I again urge all Local 2000 members who have internet service to sign up for automatic Information Bulletins and updates. I also urge the membership, when called upon, to make every effort to contact their representatives. Reforms must be made in Washington if we want to protect our rights as working Americans. A few voices cannot accomplish much. It requires all of us working together for our common interest to make a difference.

# Ford Crossover's stayed hot in January

**Dearborn, Mich., Feb. 1, 2008** – Demand for Ford's crossovers remained strong in January. Sales for the Ford Edge were 95 percent higher than a year ago and the Lincoln MKX was up 78 percent.

Retail demand for Ford, Lincoln and Mercury cars also was strong in January, especially for the new Focus. Sales for the Focus were up 44 percent compared with a year ago, with retail sales up 33 percent. Combined retail sales for the Ford Fusion, Mercury Milan, and Lincoln MKZ also were higher than a year ago.

"We're very pleased with this result," said Jim Farley, Ford's group vice president, Marketing and Communications. "Our dealers really delivered this month, despite a challenging economic and competitive environment.

"It's not going to get any easier – at least for awhile," said Farley. "Recent monetary actions and the proposed stimulus package may help the economy



later this year, but we're not pinning our hopes on that. Our plan is based on restructuring our business to be

<b>Ford Brand Jan. 2008 U.S. Sales</b>			
	<b>Jan. Month</b>		<b>%</b>
	<b>2008</b>	<b>2007</b>	<b>Change</b>
<b>Econoline</b>	11,333	12,521	- 9.5
	<b>Jan. CYTD</b>		<b>%</b>
	<b>2008</b>	<b>2007</b>	<b>Change</b>
<b>Econoline</b>	11,333	12,521	- 9.5

profitable at lower demand and changed mix while also accelerating the development of new products people want to buy."

The next wave of new Ford products will arrive this summer – the distinctively designed Ford Flex crossover and the elegant Lincoln MKS sedan. A new Ford F-150 pickup truck will debut later in the fall.

Ford, Lincoln and Mercury sales totaled 148,355, down 4 percent compared with a year ago.

Total Ford Motor Company sales, including Jaguar, Land Rover, and Volvo, were 159,914, down 4 percent.

Note: The sales data included in this release and the accompanying tables are based largely on data reported by dealers representing their sales to retail and fleet customers.

# UAW President Gettelfinger to CAP delegates: We will bring change to America

## Continued from page 1

Gettelfinger said the economy is the number one priority in the presidential campaign.

"A record number of American families are struggling to make ends meet. Our wages are stagnating, and middle-class jobs are disappearing," said Gettelfinger. "If we don't mobilize for change, it won't be long before we lose the rest of our industries as well, including the industries where the majority of our manufacturing members work: auto, aerospace and ag-imp.

He said the stakes couldn't be any higher. "Our jobs are on the line. Our industries are at risk. The future of our children and grandchildren hangs in the balance."

He urged activists not take a November win for granted. "We can't afford to be complacent simply because the polls and the pundits say this could be a good year for our candidates. We all know the only poll that really counts is the one that takes place on Election Day."

Bringing the cheering delegates to their feet,

Gettelfinger said that UAW members will make sure that issues affecting working families will be at the center of this year's political debate.

"We hear that the 2008 election will be about change," he said. "Brothers and sisters, the change that we need is to take our country back on behalf of hard-working Americans who made it great in the first place. That's what we need to do. That's our directive. That's our marching orders."

"We will honor the great social vision of our union – a vision that reaches beyond our own membership, beyond the bargaining table and across international borders.

"It is a vision of people working together to build a better world for everyone. "With union in our hearts and solidarity in our spirit we will move forward together. We will stand up for working families and we will win in November!"

# Women's History Month

## • Mother Jones •

Typically clad in a black dress, her face framed by a lace collar and black hat, the barely five-foot tall Mother Jones was a fearless fighter for workers' rights—once labeled "the most dangerous woman in America" by a U.S. district attorney. Mary Harris "Mother" Jones rose to prominence as a fiery orator and fearless organizer for the Mine Workers during the first two decades of the 20th century. Her voice had great carrying power. Her energy and passion inspired men half her age into action and compelled their wives and daughters to join in the struggle. If that didn't work, she would embarrass men to

action. "I have been in jail more than once and I expect to go again. If you are too cowardly to fight, I will fight," she told them.

Mother Jones' organizing methods were unique for her time. She welcomed African American workers and involved women and children in strikes. She organized miners' wives into teams armed with mops and brooms to guard the mines against scabs. She staged parades with children carrying signs that read, "We Want to Go to School and Not to the Mines."

**Early Years** ~ Born Mary Harris in 1837 in Cork, Ireland, the woman who would become Mother Jones immigrated to North America with her family as a child to escape the Irish famine. She spent her early years in Canada and trained to be a dressmaker and teacher.

In her early 20s, she moved to Chicago, where she



**Pray for the dead  
and fight like hell  
for the living.**

**Mother Jones**

worked as a dressmaker, and then to Memphis, Tenn., where she met and married George Jones, a skilled iron molder and staunch unionist. The couple had four children when tragedy struck: A yellow fever epidemic in 1867, which killed hundreds of people, took the lives of Mary's husband and all four children.

Mary moved back to Chicago and returned to commercial dressmaking. She opened her own shop, patronized by some of the wealthiest women in town. According to one account of her life, Mary's interest in the union movement grew when she sewed for wealthy Chicago families. "I would look out of the plate glass windows and see the poor, shivering wretch-

es, jobless and hungry, walking alongside the frozen lake front," she said. "The tropical contrast of their condition with that of the tropical comfort of the people for whom I sewed was painful to me. My employers seemed neither to notice nor to care."

Tragedy struck Mary again when she lost everything in the Great Chicago Fire of 1871. After the fire, Mary began to travel across the country. The nation was undergoing dramatic change, and industrialization was changing the nature of work. She moved from town to town in support of workers' struggles. In Kansas City, she did advance work for a group of unemployed men who marched on Washington, D.C. to demand jobs. In Birmingham, Ala., she helped black and white miners during a nationwide coal strike. Mary organized a massive

**Continued on page 7**

# Women's History Month

## • Mother Jones •



Continued from page 6

show of support for Eugene Debs, the leader of the American Railway Union, after he served a six-month prison sentence for defying a court order not to disrupt railroad traffic in support of striking Pullman workers.

### A mother to millions of working men and women

In June 1897, after Mary addressed the railway union convention, she began to be referred to as "Mother" by the men of the union. The name stuck. That summer, when the 9,000-member Mine Workers called a nationwide strike of bituminous (soft coal) miners and tens of thousands of miners laid down their tools, Mary arrived in Pittsburgh to assist them. She became "Mother Jones" to millions of working men and women across the country for her efforts on behalf of the miners.

Mother Jones was so effective the Mine Workers sent her into the coalfields to sign up miners with the union. She agitated in the anthracite fields of eastern Pennsylvania, the company towns of West Virginia and the harsh coal camps of Colorado. Nearly anywhere coal miners, textile workers or steelworkers were fighting to organize a union, Mother Jones was there.



She was banished from more towns and

was held incommunicado in more jails in more states than any other union leader of the time. In 1912, she was even charged with a capital offense by a military tribunal in West Virginia and held under house arrest for weeks until popular outrage and national attention forced the governor to release her.

Mother Jones was deeply affected by the "machine-gun massacre" in Ludlow, Colo., when National Guardsmen raided a tent colony of striking miners and their families, killing 20 people—mostly women and children. She traveled across the country, telling the story, and testified before the U.S. Congress.

In addition to miners, Mother Jones also was very concerned about child workers. During a silk strike in Philadelphia, 100,000 workers—including 16,000 children—left their jobs over a demand that their workweek be cut from 60 to 55 hours. To attract attention to the cause of abolishing child labor, in 1903, she led a children's march of 100 children from the textile mills of Philadelphia to New York City "to show the New York millionaires our grievances." She led the children all the way to President Theodore Roosevelt's Long Island home.

In her 80s, Mother Jones settled down near Washington, D.C., in 1921 but continued to travel across the country. In 1924, although unable to hold a pen between her fingers, she made her last strike appearance in Chicago in support of striking dressmakers, hundreds of whom were arrested and black-listed during their ill-fated four month-long struggle. She died at the age of 94 in Silver Spring, Md., and was buried in the Union Miners Cemetery in Mount Olive, Ill.

Sources Collins, Gail. *America's Women*, 2003, p. 287-289; *The Illinois Labor History Society*, [www.kentlaw.edu/ilhsl/majones.htm](http://www.kentlaw.edu/ilhsl/majones.htm); photo from George Meany Memorial Archives.

## Ford celebrates Black History Month with the son of Martin Luther King, Jr.

Ford's African Ancestry Network (FAAN) will celebrate Black History Month with the son of famed civil rights leader, Dr. Martin Luther King Jr.

Martin Luther King III, son of Dr. King and Coretta Scott-King, will be the keynote speaker as FAAN members, Ford employees and the public gathers to celebrate Black History Month. The theme for this year's FAAN event is "Sharecropper to Shareholder: Voices of the Past to the Present".

"Ford and FAAN are honored that we are able to join together with one of the country's leading human rights and community advocates," said Roman Krygier, Jr., group vice president, Global Manufacturing and executive champion for FAAN. "We look forward to the wisdom and guidance that Martin Luther King III's speech will bring to our employees and surrounding communities."

King is president and CEO of the King Center based in Atlanta, Ga. The King Center is an educational memorial dedicated to the legacy of Dr. Martin Luther King Jr. More than 650,000 visitors from all over the world are drawn annually to the King Center to pay homage to Dr. King. Visitors can view unique exhibits illustrating Dr. King's life and teachings, visit the King Center's Library, Archives, his final resting place and birth home, gift shop and other facilities.

Prior to his current position, Mr. King was the president and CEO of the Southern Christian Leadership Conference (SCLC), an organization his father co-founded in 1957.

"I'm honored for the opportunity to speak at this year's Black History Month celebration," said King. "Ford Motor Company has a rich history of diversity and inclusion, dating back more than a century. The loyalty this company shows to diversity underscores my father's legacy for equal opportunity for all."

Dr. King's widow, Coretta Scott-King, will also be recognized by FAAN with a special award as one of the most notable women leaders in our world today. Although not in attendance, her son will accept the award on her behalf.

Mrs. Scott-King is internationally recognized as one of today's most influential African-American leaders. She has received honorary doctorates from more than 40 colleges and universities, authored three books and has a nationally syndicated column. For 27 years, Scott-King has devoted her life to the King Center, where she helped train tens of thousands of people in Dr. King's philosophy and methods.

During the celebration, FAAN will also present a community service award to Reginald McKenzie, founder of the Reggie McKenzie Foundation of Highland Park, Mich. Heritage awards will be presented to retired Ford



Above photo: Martin Luther King III toured Ford Motor Company's Michigan truck plant in Wayne, Mich. during the company's Black History Month celebration. Mr. King was at the plant to receive the keys of a Lincoln Navigator for the King Center in Atlanta, Ga. donated by the Ford Fund. Photo by Ford Photographic Sam VarnHagen.



Right photo: Dr. Martin Luther King, Jr. and his wife, Coretta Scott King, sit with three of their four children in their Atlanta, Ga., home on March 17, 1963.

Motor Company vice presidents and FAAN founders, Ronald Goldsberry, Ph.D, former head of Ford's Global Service Business Strategy and Elliott Hall, former head of Ford's Dealer Development and Minority Operations. All of the honorees are inspirational leaders in the African-American community.

### About FAAN

The concept of the FAAN first took hold in the minds of its founders in the early 1990s. The group is committed to building an inclusive cross-functional group that builds a sense of community among all employees in the Company, from new hires to those reaching retirement.



**2008 Vehicles Built by Union Members  
In the United States & Canada**



**U A W**

<b>CARS</b>	Mazda 6	Chevrolet Suburban*	Jeep Commander	Dodge Ram Pickup*
Buick Lucerne	Mercury Sable	Chevrolet Tahoe/ Tahoe Hybrid	Jeep Compass	Ford Explorer Sport Trac
Cadillac CTS	Mitsubishi Eclipse	Chrysler Aspen	Jeep Grand Cherokee	Ford F-Series*
Cadillac DTS	Mitsubishi Galant	Dodge Durango	Jeep Liberty	Ford Ranger
Cadillac STS	Pontiac G5	Dodge Nitro	Jeep Patriot	GMC Canyon
Cadillac XLR	Pontiac G6	Ford Escape/ Escape Hybrid	Jeep Wrangler	Isuzu i-Series
Chevrolet Cobalt	Pontiac Solstice	Ford Expedition	Lincoln Navigator	Lincoln Mark LT
Chevrolet Corvette	Pontiac Vibe	Ford Explorer	Mazda Tribute/ Tribute Hybrid	Mazda B-series
Chevrolet Malibu/ Malibu Hybrid	Saturn Aura/ Aura Hybrid	Ford Taurus X	Mercury Mariner/ Mariner Hybrid	Mitsubishi Raider
Chrysler Sebring	Saturn Sky	GMC Acadia	Mercury Mountaineer	Toyota Tacoma*
Dodge Avenger	Toyota Corolla*	GMC Yukon/ Yukon Hybrid	Mitsubishi Endeavor	<b>VANS</b>
Dodge Caliber	<b>SUVS/CUVS</b>	GMC Yukon Denali	Saturn Outlook	Ford E-series
Dodge Viper	Buick Enclave	Hummer H1	<b>PICKUPS</b>	Chevrolet Express
Ford Focus	Cadillac Escalade	Hummer H2	Chevrolet Colorado	Chevrolet Uplander
Ford Mustang	Cadillac Escalade ESV	Hummer H3	Dodge Dakota	GMC Savana
Ford Taurus	Cadillac SRX			
Lincoln MKS				

**CAW**

<b>CARS</b>	Dodge Charger	<b>SUVS/CUVS</b>	Ford Edge
Buick Lacrosse	Ford Crown Victoria	Chevrolet Equinox	Lincoln MKX
Chevrolet Impala	Lincoln Town Car	Chrysler Pacifica	Pontiac Torrent
Chrysler 300	Mercury Grand Marquis	Dodge Magnum	Suzuki XL7
Dodge Challenger	Pontiac Grand Prix		

**UAW/CAW**

<b>PICKUPS</b>	<b>UAW/CAW VANS</b>
Chevrolet Silverado*	Chrysler Town & Country
GMC Sierra*	Dodge Caravan

**IUE**

<b>SUVS/CUVS</b>	GMC Envoy Denali
Chevrolet TrailBlazer	Isuzu Ascender
GMC Envoy	Saab 9-7X

This guide is prepared by the UAW to provide information for consumers who want to purchase vehicles produced by workers who enjoy the benefits and protections of a union contract.

All these vehicles are made in the United States or Canada by members of the United Auto Workers (UAW), Canadian Auto Workers (CAW) or International Union of Electrical Workers-Communications Workers of America (IUE).

Because of the integration of U.S. and Canadian vehicle production, all these vehicles include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (\*) are sourced from the United States and another country.

When purchasing one of these models, check the Vehicle Identification Number (VIN).

A VIN beginning with "1", "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. The Toyota Corolla, for example, is made in the United States by UAW members, but the Canadian model is made in a nonunion plant and other models are imported from a third country.

\*Vehicles marked with an asterisk are produced in more than one country, but all models made in the United States are assembled by UAW members.



**2008 Vehicles Built by Union Members  
In the United States & Canada**



**U A W**

<b>CARS</b>	Mazda 6	Chevrolet Suburban*	Jeep Commander	Dodge Ram Pickup*
Buick Lucerne	Mercury Sable	Chevrolet Tahoe/ Tahoe Hybrid	Jeep Compass	Ford Explorer Sport Trac
Cadillac CTS	Mitsubishi Eclipse	Chrysler Aspen	Jeep Grand Cherokee	Ford F-Series*
Cadillac DTS	Mitsubishi Galant	Dodge Durango	Jeep Liberty	Ford Ranger
Cadillac STS	Pontiac G5	Dodge Nitro	Jeep Patriot	GMC Canyon
Cadillac XLR	Pontiac G6	Ford Escape/ Escape Hybrid	Jeep Wrangler	Isuzu i-Series
Chevrolet Cobalt	Pontiac Solstice	Ford Expedition	Lincoln Navigator	Lincoln Mark LT
Chevrolet Corvette	Pontiac Vibe	Ford Explorer	Mazda Tribute/ Tribute Hybrid	Mazda B-series
Chevrolet Malibu/ Malibu Hybrid	Saturn Aura/ Aura Hybrid	Ford Taurus X	Mercury Mariner/ Mariner Hybrid	Mitsubishi Raider
Chrysler Sebring	Saturn Sky	GMC Acadia	Mercury Mountaineer	Toyota Tacoma*
Dodge Avenger	Toyota Corolla*	GMC Yukon/ Yukon Hybrid	Mitsubishi Endeavor	<b>VANS</b>
Dodge Caliber	<b>SUVS/CUVS</b>	GMC Yukon Denali	Saturn Outlook	Ford E-series
Dodge Viper	Buick Enclave	Hummer H1	<b>PICKUPS</b>	Chevrolet Express
Ford Focus	Cadillac Escalade	Hummer H2	Chevrolet Colorado	Chevrolet Uplander
Ford Mustang	Cadillac Escalade ESV	Hummer H3	Dodge Dakota	GMC Savana
Ford Taurus	Cadillac SRX			
Lincoln MKS				

**CAW**

<b>CARS</b>	Dodge Charger	<b>SUVS/CUVS</b>	Ford Edge
Buick Lacrosse	Ford Crown Victoria	Chevrolet Equinox	Lincoln MKX
Chevrolet Impala	Lincoln Town Car	Chrysler Pacifica	Pontiac Torrent
Chrysler 300	Mercury Grand Marquis	Dodge Magnum	Suzuki XL7
Dodge Challenger	Pontiac Grand Prix		

**UAW/CAW**

<b>PICKUPS</b>	<b>UAW/CAW VANS</b>
Chevrolet Silverado*	Chrysler Town & Country
GMC Sierra*	Dodge Caravan

**IUE**

<b>SUVS/CUVS</b>	GMC Envoy Denali
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# '97 cargo van going the distance: One million miles



## Timeline

**100,000:** While turning onto the loop to 15/23 off I-75 in Findlay, Ohio.

**200,000:** East bound on the Western Kentucky parkway in Kentucky while passing a rest area.

**300,000:** In front of the gaurd rail on US 24 heading east out of Waterville, Ohio.

**400,000:** Heading west on Rt 2 at the beginning of the Sandusky bay bridge in Sandusky, Ohio.

**500,000:** (2-20-03) On the Ohio turnpike heading west between the 27 and 26 mile markers.

**600,000:** (1-30-04) Southbound on I-65 at Park City, Kentucky.

**700,000:** (1-5-05) Northbound on I-75 at mile marker 11 in Cincinnati, Ohio.

**800,000:** (12-2-05) Northbound on I-65 at mile marker 76 in Upton, Kentucky.

**900,000:** (12-14-06) Northbound on I-30 in Arkansas at mile marker 22.

**1,000,000:** (2-03-08) Toledo, Ohio in Target parking lot with friends and family. 14 people counting me piled in my van for the last 1/2 mile. It was on Super Bowl Sunday. Giants vs. Patriots.

**By Larry P. Vellequette**  
**Blade Business Writer**

When your Grandma turns 100, she gets a cake with a forest of candles.

But as Doug Schell approaches a rare magic milestone 10,000 times as big, he just can't figure out how best to mark the occasion.

"I'm thinking of throwing it a party," Mr. Schell said last week as he was driving his 1997 Ford E-250 cargo van near Hamilton, Ont. "But I don't know if that's too weird."

Sometime in the next few days, Mr. Schell's van - which he bought used in Monroe, Mich., in 1996 and uses to deliver cargo across North America - will have been driven 1 million miles.

According to a relatively recent odometer survey from Ford Motor Co., Mr. Schell's van has the highest odometer reading for any E-250 in the country. The van still has its original engine and transmission, neither of which has been rebuilt.

And according to a relatively recent odometer survey from Ford Motor Co., Mr. Schell's van has the highest odometer reading for any E-250 in the country. The van still has its original engine and transmission, neither of which has been rebuilt.

"When I bought it [for \$14,000], it had 40,000 miles on it," said Mr. Schell, 41, of Holland, Ohio. "It's a really good van. I can't complain at all."

He works as an expeditor for Toledo's Bolt Express, driving packages, auto parts, and even single envelopes from point-to-point across North America. "I drive between 80,000 and 100,000 miles a year. I'm always out on the road," he said.

His maintenance secrets for getting a million miles from his van would make most automotive engineers and



Doug Schell's short trip in Spring Meadows Shopping Center's parking lot in his Ford E-250 cargo van marked a long journey as his odometer flipped to all zeroes in his half-mile jaunt. (THE BLADE/ANDY MORRISON)

mechanics cringe: He changes his oil every 10,000 miles, but one time drove it 55,000 miles before an oil change. He adds a quart of oil with every other fill-up, however.

Doug Schell, a driver for Toledo's Bolt Express, hopes to get 100,000 more miles out of his van.

He's also gotten amazing durability out of some of his van's components. He had well over 900,000 miles on the odometer before he had to put in a new exhaust system, and he got 500,000 miles out of his first serpentine belt.

Mr. Schell's regular maintenance provider backs up his claims, with service records that date to the purchase of the vehicle.

"Our mechanics always love working on his van because they're always amazed at how many miles he's driven since he was last in," said Brent Gilley, owner of Mytee Automotive, on Holland-Sylvania Road south of Central Avenue. "He puts on more miles in a couple weeks than I put on in a year."

It wasn't that long ago that odometers on American-made vehicles only had five numbers, not including the tenths tumbler, and would show 00,000

**Continued on page 11**

*"It's a really good van.  
I can't complain at all."  
~ Doug Schell*

# '97 cargo van going the distance: One million miles



Doug Schell, a driver for Toledo's Bolt Express, hopes to get 100,000 more miles out of his van. (THE BLADE/ANDY MORRISON)

**Continued from page 10**

when a vehicle hit 100,000 miles.

But as quality has improved over the decades, so has the length of time and distance that consumers are keeping their vehicles, and the number of digits required to measure that distance.

"In all the years I've been at Ford, this is probably the highest-mileage E-Series I've ever heard about," said Jim Cain, a spokesman for Ford Motor Co. in Dearborn. The automaker hired a company to survey registration data across the United States a few years ago in a hunt for high-mileage cars and trucks, he said.

Assembled in Avon Lake, Ohio, the E-250 van is a heavy-duty vehicle based on the same design as the F-250 pickup, and has been the market leader in that vehicle segment for 28 straight years. Mr. Schell's van has an auto-

matic transmission and a 5.4-litre V-8 engine.

"The vans and trucks are overbuilt, if you will, because we know that people use them," Mr. Cain said.

Mr. Schell doesn't contend his van has been perfect. For example, he hasn't had a working air conditioner in more than five years, something that makes his cargo van "a huge sweatbox" in the summer, he said.

He's certainly broken down on occasion, and was unfortunate enough to hit deer on two separate occasions last year, knocking his van out of commission for weeks.

Asked why he kept his van for all those miles, Mr. Schell said he "really enjoyed not making payments, so I decided that I'm going to keep it going all the way."

Mr. Schell started a Web site several months ago, [www.millionmilevan.com](http://www.millionmilevan.com), to mark his march toward a million miles. On the Web site, he documents not only his van's history but where he was when he hit each significant step toward 1 million.

He recounts previous efforts to notify the manufacturer of his brand of oil, Valvoline, of the milestone. The oil company sent him a two-year-old hat to mark the achievement, he said.

Though automobiles with 1 million miles are rare,

they're not unheard of. A 1966 Volvo owned by a New York man has more than 2 million miles on it, but that car doesn't regularly haul 3,000 pounds of auto parts halfway across the United States, as Mr. Schell's van does.

And even though Ford's Mr. Cain offered to personally spon-

sor a "friends and family" discount on a new vehicle for Mr. Schell, he said he plans to keep his van.

"I'm sure I could get 100,000 more miles out of it, easy," Mr. Schell said.

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*"In all the years I've been at Ford, this is probably the highest-mileage E-Series I've ever heard about"*

*~ Jim Cain,  
Spokesperson for Ford Motor Co.*

## UNION MEETING

Our next membership meeting is

**Sunday, March 9**

at the

Southview High School, 2270 E. 42nd St., in Lorain.



## RETIREE'S MEETING

Our next meeting is

**Thursday, March 6**

at the

UAW Local 2000 Union Hall on Abbe Rd.



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## Short trip flips cargo van to one million miles

**By Larry P. Vellequette  
 Blade Business Writer**

For Doug Schell, it was a short, crowded, and monumental trip.

On Sunday afternoon in a nearly empty parking lot at the Spring Meadows Shopping Center off of Airport Highway, Mr. Schell got into his 1997 Ford E-250 cargo van and drove the last half mile to flip the odometer to all zeroes.

One. Million. Miles.

"I drove the last half a mile with 14 people in it," Mr. Schell said yesterday. "We all had a hoopin', hollerin' good time."

Mr. Schell has driven the van as a personal vehicle and for his job as an expeditor since he bought it used in 1996, when it had only 40,000 miles on it. He has documented each 100,000 milestone on his odometer since then, and maintained meticulous maintenance records. The vehicle still has its original engine and transmission, as well as a number of other parts, he said.

For more than six months, Mr. Schell, 41, who also is a part-time professional wrestler, has documented his van's roll toward a million on his Web site, [www.millionmile-van.com](http://www.millionmile-van.com). He updated the site Sunday night with photos of the big event.

"We didn't have a big party because it was Super Bowl Sunday, and everybody had things to do," he explained. "We got everybody together around 4 p.m. and we all piled in the van and drove the last half mile. Then we took some pictures."

Assembled in Avon Lake, Ohio, the E-250 van is a heavy-duty vehicle based on the same design as the F-250 pickup, and has been the market leader in that vehicle



Doug Schell of Holland, Ohio, expects the odometer on his E-250 cargo van to hit 1 million miles in the next few days. 'I'm thinking of throwing it a party.' (THE BLADE/ANDY MORRISON)

segment for 28 straight years. Mr. Schell's van has an automatic transmission and a 5.4-liter V-8 engine. According to the manufacturer, Mr. Schell has the highest-mileage Ford E-250 van on the road today.

He hit the road again yesterday to go to Indiana to pick up a load of parts for delivery to a plant in Grand Rapids, Mich.

Mr. Schell said previously that he believed he could get "at least another 100,000 miles" out of his van before he had to get another one. But he would sell this one if he gets the right offer; he has posted a virtual "for sale" sign on his Web site.

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**FOR SALE**  
 1997 Ford E-250 Cargo van. \$1 per mile. Slightly used. Only 1,000,000 miles. Get it NOW! The price is rising every day.