

(not SK T.)
Ut. Inspector

INTERVIEW WITH ANDREW PRYZOCKI

1940 Edwin
Detroit, Michigan 48212

INTERVIEWER: Pat Pilling

PP: This is Pat Pilling. The date is September 21, 1982. I'm talking with Mr. Andrew Pryzocki of 1940 Edwin in Hamtramck. Mr. Pryzocki is a utility inspector and works at Chevy Gear and Axle. Could you tell me first where you were born and when you were born?

AP: Greensboro, Pennsylvania; 9/11/45.

PP: You mention Pennsylvania, does that mean perhaps that your father was working in the coal mines in that area?

AP: Yes.

PP: He was. How long had he been working in that area?

AP: All his life. Approximately thirty-some years.

PP: What about his parents?

AP: His parents. . . . I was two or three years old when they passed away, but they come over from Poland.

PP: Both his mother and father? Now did they come right to Pennsylvania or did they stop on the way?

AP: They come right to Pennsylvania.

PP: Do you know what part of Poland they were from?

AP: No, I really don't.

PP: What about your mother? Is she. . . .

AP: She was Hungarian. And her mother and dad came from Hungary, right into the same town in Pennsylvania, I'm pretty sure. Both my grandfathers worked in the coal mines.

PP: Do you know how your parents met? Any idea?

AP: My father used to play baseball and that's how they met.

PP: You mean through her watching baseball or her brother watching or playing in baseball?

AP: No, her watching baseball.

PP: Watching baseball. So they had a real interest in common. I see. Do you have any brothers or sisters?

AP: Yes. I have two brothers and four sisters.

PP: Have any of them worked in the auto industry at all?

AP: I've got a brother that's working right now. He's been there for twenty-one or twenty-two years.

PP: When you say 'there', which plant?

AP: In Gear and Axle.

PP: Oh, in Gear and Axle, too. What is his job?

AP: Utility inspector.

PP: What's his first name?

AP: Gene.

PP: Gene. So he's the only one though of all the group that work there?

AP: Yes.

PP: What about any of the husbands of your sisters? Do they work at all at Gear and Axle?

AP: One brother-in-law, Steve Guizack, he works at Gear and Axle.

PP: As what? What is his job?

AP: He is a manager of a payroll.

PP: So he's a salaried worker, is he?

AP: Yes. And I've got another brother-in-law that works at the Warren plant for Chevy. That's on Mound~~ain~~ Road. He's a machine repairman.

PP: Are all your brothers and sisters living?

AP: Yes.

PP: And they all live in this area?

AP: All but one; one lives in Cleveland, Ohio.

PP: Really not too far away, though.

AP: No.

PP: What made your father move here?

AP: Well, he passed away back there, so my older sister came out and we had a lot of relatives living in Detroit and Warren and this area, so when she graduated from high school, she came out, and she worked for Gear and Axle as a computer programmer, ~~and after that everybody just. . . .~~ My father wouldn't let us go in the coal mines, so we just came out here and this is where we stayed.

PP: So really it was your sister coming to relatives here that really started the family coming. Are you married, by the way?

AP: No.

PP: Have you ever been married?

AP: No.

PP: No, so I can't ask you if your wife is Polish or part-Polish, because you don't have one. And obviously I can't ask you about your children. But, if you had children, say, would you want them to work in the auto plant when they grew up? Have you ever thought about that?

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AP: If I had a son, I wouldn't mind it, because we get good benefits and it's not really hard work. Certain jobs are hard, but that's what human beings were born for, to work, and I wouldn't mind it, if he would. But, like I say, I'm not married, so . . .

PP: Now, did any of your uncles or other relatives that you had when you came here in this area, did they ever work in one of the auto plants or in Gear and Axle?

AP: No.

PP: They didn't? Do you feel any sort of identity with Poland? Are you interested in what's going on in Poland, say, with the Solidarity Movement, worker movement.

AP: I read the papers every day.

PP: Now, when you say the 'papers', you mean the English the English language or the Polish, or both?

AP: English. I like what they're doing over there, just trying to work. I know they're hard-working people and I don't think they get paid enough for what they do and how many hours they work.

PP: Do you read or write Polish, by the way, or speak Polish?

AP: I speak a little bit of Polish. I don't write it and I can't read it. The only words I know is bad words!

PP: Do you feel closer to any one particular area of Poland?

AP: No.

PP: No? You don't have any particular interest.

AP: I know there's a north and a south.

PP: Well, this is what they call Russian Poland, German Poland?

AP: Yes. . .

PP: . . . Austrian Poland?

AP: I always wanted to take a vacation and go there for ten days or two weeks or so, and just look around and see what it's like. But I've been taking vacations and going fishing and hunting and one to Costa Rica and I just never had time enough to go to see. But I'm going to. My mother's brother, he went to every country, all the countries on his vacations. He went to different places every year. And he went to Poland.

PP: How did he like it?

AP: He said he did!

PP: Did it seem to him like he . . . had imagined?

AP: It was different.

PP: Oh, it was different?

AP: I mean compared to over here.

PP: Oh, yes, yes. But was it like he had read about, imagined?

AP: Yes.

PP: So you actually were brought up--you said you were born in Pennsylvania, but how old were you when you came to Michigan?

AP: To Michigan? Nineteen.

PP: Nineteen. So that you were really brought up in Pennsylvania?

AP: Yes.

PP: Were you in a Polish community in Pennsylvania?

AP: Yes.

PP: YOU were? Now, when you were nineteen, did you move right here to Hamtramck?

AP: No, I stayed with my sister for a couple of years?

PP: Where did she live at that time?

AP: Up on Twelve-Mile Road in Vanland.

PP: So that you weren't really in a Polish area. Or were there mostly Polish people around?

AP: No.

PP: What made you decide to move down here?

AP: Well, my brother-in-law, I told you, was a plant manager, or the manager of the payroll and he got me a job application and he wanted me to go in, so I did. And I like it.

PP: So then, do you own this house?

AP: No.

PP: You rent it. But at least you don't have far. . . you can walk to work, right?

AP: Right.

PP: Which is a great advantage, especially in winter. Do you attend a Polish Parish church?

AP: *St. Floreans*
~~Saint Florence.~~

PP: *St. Floreans*
~~Saint Florence?~~ So you're near your church, too.

Do you belong to any Polish organizations?

AP: No, but there is a few Polish clubs in Hamtramck I could have joined, but I really haven't.

PP: No, you're not interested. You're more the fishing-hunting type.

AP: Outdoors.

PP: Outdoor type. When you were being raised in Pennsylvania, did your parents own their own home?

AP: Yes.

Home:
PP: They did. Do you feel it's important to own your own home?

AP: Well, I'm in the process now of buying one.

PP: Oh, you are? Not this one, somewhere else? Whereabouts?

AP: Well, there was two of them, one on Twelve-mile, and one on Outer Drive, right behind Holy Cross Hospital.

PP: Now, is that in the Warren area? That's Warren, isn't it?

AP: Well, no, it's right on the borderline of Warren and Detroit.

PP: So, you're going to buy one of them, but you don't know which yet?

AP: Uh-hm.

PP: I see. So then you'll have to drive in to work?

AP: Yes.

PP: Is there any reason why? You just want to get out of this area, away from the plant, or you just want to own your own home?

AP: Yes.

PP: Do you have anything like a boat or a cottage?

AP: I have a seventeen-foot fishing boat; I've got a 24-foot pontoon boat; I've got a 55-foot house-trailer, up north.

PP: Where do you keep all these? Oh, up north. Oh, you own something up north, do you, own some land? Whereabouts?

AP: Gelnne? Right around ^{Escoda} Escoda-Gelnne area? It's right on the water.

PP: First of all, when you came here, you lived with your sister. Then, after that, did you come here, or did you live someplace else, between the time you lived with your sister and the time you rented this house?

AP: I lived with one sister for awhile, then I lived with my other sister and then I got an apartment and then I looked in the ads in the paper in this area, so I moved here.

PP: What kind of work did you do when you were in high school? Did you finish high school, by the way?

AP: Yes.

PP: In Pennsylvania?

AP: Yes.

PP: What kind of work, jobs, did you have when you were in high school?

AP: I drived the coal truck, part-time, after school.

PP: Did you ever work in the mines at all?

AP: No. I went in one time. My father took me in and he says, "You don't want to be in here." He said he'd break both my arms and my legs if I would, so I didn't go! That's why I'm out here.

PP: So when you came out here, what was the first thing you did as far as getting work?

AP: I worked in a gas station one block away from my sister's house for about a month or a month-and-a-half. [Then] my brother-in-law got me into Gear and Axle, that's when I started working and that's where I've been every since.

PP: So you said--maybe you'd like to repeat again what your seniority date is, so we know when you started work at Gear and Axle.

AP: 7/14/65.

PP: Now, when you started at Gear and Axle, what kind of work did you do?

AP: I worked on production for approximately a month and I went on inspection as a bench-inspector and then they put me on as floor inspector, that was a little bit more raise. Now, a utility inspector is as high as you can^{go} besides a supervisor.

PP: Well, let's go back to your first work, though. What kind of work did you do on production? What was your job?

AP: I run the shafts that go into rear-ends. I just heated them up. Then on overtime I would go out in the shop and clear up scrap off of pinions, clean them up. That's when they asked me if I wanted to go on inspection.

PP: Well, now you said a bench inspector was your next job. What is that? Exactly what do you do?

AP: What you do is, ^Pproduction runs the stock and it comes around in line to you and you, like small pails (?) you'll take them off and check them one-hundred percent for okay or scrap or repairs and then that's the way we have good quality.

PP: Small what did you say?

AP: Small ^{was} gears.

PP: Small gears.

AP: Small side gears.

PP: So then how long did you stay as a bench inspector?

AP: Probably three months.

PP: Then what?

AP: Then I went to ^{be a} the floor inspector.

PP: What is that?

AP: That is where you walk around and check certain jobs, make sure the bench inspector is not in trouble, or something's wrong.

Then after that, I went to utility inspector. That's a little higher; if there's trouble, say like a trouble-shooter. Then they made me plant-wide utility. You have to know all the jobs, the whole plant. And if one utility inspector would get in trouble I would have to go back there, step-by-step-by-step to find out exactly what the problem is. Then they cut that out because they were laying off and now I'm just a regular one-group utility.

PP: In other words, you're not utility plant-wide, you're just with one area.

AP: One area right now.

PP: What plant are you in?

AP: Right now I work in Plant One.

PP: Plant One. What kind of work is being done in plant One?

AP: Just making ring gears, pinions, side gears.

PP: Do they consider that your particular job is a skill trade or do they consider it production? How do they classify that?

AP: Well, I make more than production. It's an easier job. Last two or three contracts we've been trying to get in the skill trade, but we're not classified right now as a skill trade, which I think we should be.

PP: So you're classified as what then? You're classified as production, then?

AP: No, inspection.

PP: Inspection? But on the other hand, if you're classified as inspection, you're neither production nor skill trade, then?

AP: That's right.

PP: So you're sort of an in-between and yet you're still members of the union?

AP: Yes.

PP: Actually, how many years seniority do you have?

AP: I'm going on eighteen.

PP: Are you in any danger at all of being laid off? I mean do you have enough seniority? When the lay-offs came with the utility inspectors, how long had people been utility inspectors, that were laid off, how much seniority did they have?

AP: Approximately fourteen to fifteen years.

PP: And yet you had eighteen. So you really haven't had that much more, but apparently they have to have so many utility inspectors, so that you're pretty much safe as far as ^a job. You must feel pretty good about that, don't you?

AP: Yes.

PP: You must have friends who were laid off. What are they doing now? Are they working?

AP: Yes, they're all called back.

PP: Oh, they're all called back? One thing I have wondered about and I've asked this of various people that I've talked to, in the trades, why is it that Gear and Axle seems to have a large number of men working overtime? Certainly overtime, sometimes six, seven days a week. And yet, we hear about all these tremendous lay-offs.

AP: Layoffs. Well, that's the Local's fault.

PP: Oh, it's the Local's fault.

AP: They shouldn't allow that. As far as I'm concerned, I can't see ^(same) people laid off, getting unemployment and ^(others are) they're working ten hours a day, six-seven days a week. They should call some of

these people back who are laid off and then the men wouldn't have to work five to five, ten hours, twelve hours a day.

PP: Of course, it may be that some of the men like to work long hours, simply because it gets them more money, get's them time-and-a-half or so.

AP: But it gets old.

PP: Huh?

AP: It gets old after a while. At ten or twelve hours a day, seven days a week. And there's a lot of men work it, but they'll take off two days a week instead of trying to help themselves. That's what overtime's about as far as I'm concerned. If you're going to work overtime, work overtime. If you don't take no time off, you're just going to make more money. But there's people down there don't think that way. I work Sunday, I'm going to take off Monday.

PP: In other words, you'll work Sunday, which is double time; but now if you take off Monday, then you lose the day's pay for that. Is that right? But you've still gained because actually you're gaining a day, really. And if it doesn't make that much difference to you personally, I suppose it's okay. Well, what about the plants themselves. One thing that I'm not familiar enough with is, but if the plants themselves hired more men then they would have to pay a lot of benefits, so would it be to the advantage of the plant people, *the* management, to keep the same group of men and pay them overtime? Would it be cheaper for them to do that than to hire in, say, two other men?

AP: Well, that's what their plan is.

PP: I mean, you were talking about the local, but is it management or is it the local, or is it both together?

AP: Both together.

PP: Both together, you think.

AP: See, I can't see why, if you work eight hours, you'd be there five days a week. If you work overtime, you going to take off and they're losing right there.

PP: But not everybody does take time off.

AP: No, that's right!

PP: Think about some of the people you know. They work and they work the full six days and even in some cases seven days.

AP: Yes.

PP: Especially a man with a wife, family, and he has a lot of extra expenses, house, clothing for the kids and all this kind of thing. Well, let's see, you said, I believe, that you're thirty-seven now, is that right?

AP: Uh-hm.

PP: Have you ever thought on ^{about} to what age you plan on retiring? I know it's a long way off.

AP: Approximately when I'm fifty years old, because I'll have thirty years in.

PP: You'll have your thirty years in. So you really feel that you're going to take the thirty-and-out.

AP: Yes.

PP: Have you any idea what you might do when you've had your thirty years?

AP: I plan on doing a lot of outdoorsmen. I just bought two Snowmobiles. I'm planning on staying probably in this area or up north for the summer and going to Florida or California and golfing during the winter.

PP: At the age of fifty? I mean you're not going to take any kind of new work?

AP: No. I don't know yet.

PP: No, no. You don't know yet, no. It's too far off. But in other words, you don't have any plans of, say, starting any kind of business, being a fishing guide or doing anything like that?

AP: I haven't even thought about it.

PP: Well, a lot of this sort of thing depends on age. You'd be amazed, but some people, of course, even in their thirties and twenties are thinking years ahead. Maybe they want to do something completely different. On the other hand, ^{the} people who are in their late fifties, refuse to even think about retirement. So it just depends on the person.

Let's talk a little bit about lay-offs now. Have you been laid off at all since you started working at Gear and Axle?

AP: Really, not. For inventory. If you've got more seniority, they'll ask you if you want to work through it or being laid off for a week. But you automatically. . . they give you a date to come back. That's, I've never been really laid off.

PP: So, in other words, it's just been for a few days or something like that?

AP: Yes.

PP: Not really been an actual, even a real temporary layoff?

AP: No.

PP: A very temporary layoff. I mean you have a date to come back. So, it's not really a layoff which is an indefinite period.

AP: It's like a vacation.

PP: Have you ever worked at another auto plant besides Gear and Axle?

AP: No, I haven't.

PP: You haven't. Tell me, do you like the kind of work that you're doing?

AP: Yes.

PP: Why is that?

AP: It's steady and it's not really hard work. Like I said, it's steady work.

PP: What shift are you on?

AP: I work third shift.

PP: Third shift? That's nights, isn't it?

AP: Umm.

PP: Do you like that shift?

AP: Yes and No.

PP: Well, tell me why yes, why no.

AP: Well, it's good, where I live, I can walk to work. It just takes so much to get used to on midnights. Your sleeping habits. I average probably three or four hours a day at maximum.

PP: How does it affect your life, though? I mean you have to sort of. . . if you want to see people who are on different shifts, for example, if you have friends who are on different shifts. Your social life, I mean, your hours are so different than other people's. How do you manage?

AP: Well, you put your mind down, set the alarm clock, and get up and then go. Wintertime, I ^{would not} don't mind working overtime on Saturday or Sunday, but in the summertime I like to go up north on the weekend.

So I see a lot of my friends. Usually every day.

PP: Have you ever considered at all of any kind of a job change that you might like to get into something else? Of course, I realize as you've already got eighteen years in Gear and Axle, you'd want to probably stay within the UAW, in the plant. That plant or some other plant. But have you ever thought of a job change within the auto industry? Is there any other job that's sort of appealed to you?

AP: Well, they wanted to make a supervisor out of me, but. . .

PP: Now, that would have been salaried?

AP: Yes. That year. . . well, I was asked four or five times after that, but that one particular job I was going to take it, they had a lot of hardcore out of Jackson Prison and they were young and they would do no work. . . .

PP: You say 'hardcore', what does that mean?

AP: Well, they took them out of prison, the government *made* Gear and Axle gave them a job. They forced them in.

PP: So they were really people who were doing time, you mean? Took them out and put them into Gear and Axle.

AP: Yes.

PP: So then, in other words, you would have been over them.

AP: Yes. So I turned it down. I said, "No. They don't know nothing about the factory. They're not going to work. They're going to miss. What am I going to do?" And I don't want to fire nobody, because they need the work, too. They have to have a living. So I turned it down. Besides that, I could go into master mechanics, machine repair, but I like the job I got, so I'm willing to stick it out.

PP: Have you ever thought of relocating in another state, say, if you were laid off? Say, they closed the plant. I don't suppose they will, but say in two or three years, they decided that the plant was too old and they closed it or something like that, would you ever relocate anywhere else?

AP: Right now, no. I would ^{find} someplace to work, if I have to pump gas.

PP: In other words, you'd rather stay in Michigan?

AP: Yes, for a few more years.

PP: If you did move from Michigan or this area, what do you think you'd miss most?

AP: Snow.

PP: Snow? Uh-huh. So, in other words, you're not one of these people that would ever want to move to the southwest.

AP: I like the fall, winter, spring, summer, the different climates every so many months.

PP: Do you know of any Polish workers who have gone to the southwest at all?

AP: I can't think of any right now.

PP: What about workers who are not Polish?

AP: A lot of them went to Florida.

PP: Did they come back?

AP: To visit. Mostly the people that retired. They're the ones that went to Florida.

PP: Yes, but what about people who lost their jobs through layoffs or something like that, did any of them move. Any of your friends move?

AP: Yes, a couple went to Pennsylvania, back in the coal mines.

PP: Are you talking about Polish friends?

AP: Uh-hm.

PP: Did any of them go down to Texas, the southwest area?

AP: A couple of them, but I don't think they were Polish.

PP: If you were laid off, for any reason. If for some reason they cut back in the plant, even people with eighteen years seniority,
.....

END OF SIDE ONE

PP: if you were laid off at all, for any reason, and you didn't have any work in your particular job, would you consider any kind of retraining for some other kind of job, if you're job was not available to you?

AP: I would have to do something, for sure! I think I'm a little too old to join the service or anything like that. I would probably go to school, ^{might} go back to school.

PP: What would you do?

AP: I would probably go for an electrician or some kind of a skill that you can work for yourself on the outside.

PP: You don't mean within the plant. You don't mean getting back into the plant as an electrician, but just doing something that you could do on the outside?

AP: Yes.

PP: And of course that would be a trade that you could take with you, so to speak, whether you were here or up north.

AP: Yes.

PP: Or anywhere for that matter.

AP: Or a pipe fitter, or whatever.

PP: Yes. In other words, you would go back to school. . . .

Where would you go back to school to do that?

AP: Probably Oakland ^{County or Oakland} College.

PP: What about McComb?

AP: Well, why did I said Oakland? McComb College.

PP: I just wondered because it I think it's a little closer to you.

AP: I would probably go there. I even thought about going there just to take a couple courses. What courses, I didn't really make up my mind, yet, but just for something to do.

PP: Have you ever thought of taking a course, say, in computers?

AP: I've thought about it, but that's as far as I went.

PP: How about something in robotics?

AP: No.

PP: No? Do you have any robots in your part of the plant? Any kind of mechanical device that's doing the work that was done by a man at one point?

AP: Yes. Not too many though in my particular plant, but the other plant they just put in mostly all robot machines.

PP: When you say 'the other plant' which plant?

AP: That would be ~~P~~ Plant Eight.

PP: Plant Eight. What do they do in ~~P~~ Plant Eight?

AP: Well, they make the big truck rear ends, axles, and. . . they've been working on it a couple years now and they just got it going. Now they're working five to five.

PP: What do you think your friends would feel about your going into a different kind of work? How do people--Polish friends I'm talking about now--feel, how do you think they would feel about your trying something else? Do you think they'd feel that was a good thing, or do you think they'd feel that you should really stick with the type of work you've got and try and get something. . . .

AP: I think they would encourage me to, you know, if you can move up, because we're working for money, for a living. I think they would give me a hundred percent background.

PP: What about your family, your brothers and sisters?

AP: Same thing.

PP: Is your mother still living?

AP: No.

PP: What do you feel about a man taking early retirement because he's been laid off so much, so that instead of going through continual lay-offs and going back and forth, he just decides to take early retirement. Do you think that's a good idea? How do you feel about it?

AP: It just depends on his age and how much seniority he's got, because you have to have ten years in in Gear and Axle before you can get any type of retirement. But myself, if I didn't have ten years in, I'd go into something else.

PP: Such as what?

AP: Some kind of, like I said, pipe fitter or electrician.

PP: Do you feel that affirmative action had anything to do with job layoffs or is it strictly based on seniority?

AP: Right now, it's strictly based on seniority.

PP: When you mentioned those hardcore people coming from Jackson, were they mostly black?

AP: All of them!

PP: All of them. Have you played any kind of a role in your union local?

AP: No, not really.

PP: Do you vote?

AP: Yes.

PP: You do vote. Well, do you ever attend a meeting?

AP: Yes. I'm not in the local hall at all; I just go to the meetings and vote.

PP: Well, now, being on inspection, what I was wondering about, do you vote then with the production workers? Do you vote with the skill trades? Or do you have inspection meetings?

AP: We usually vote with the production people. Now, like I say, we've been trying to get classified as skill trade, because we actually do more and know more than machine repairmen or whatever is on skill trades. Because we have to know what's going on, where it's at, what to check, you've got to read blueprints, which they don't have to. They just take two bolts off and change the motor and put it back on.

PP: Have you taken any education classes at the local?

AP: No, I haven't.

PP: Are you aware that they do have some on everything from pre-retirement to, I think, assertiveness training? I mean, in addition to classes that they have strictly on union stuff, like collective bargaining and grievance procedures.

AP: No, I never did.

PP: Well, do you think that the unions should offer classes in education other than the kind of classes they're offering now?

AP: I think so.

PP: You think it's a good idea? Do you think you might take one on pre-retirement when you get up to that age?

AP: Ahh...for something to do, I would. I think they ought to have classes and I think if anybody that wouldn't take them, there's something wrong with them.

PP: If you knew a few years ago what we know now about the economic conditions in Michigan, and we all know how bad that is, would you perhaps have tried a different kind of work?

AP: I'd a went back to school.

PP: Oh, would you?

AP: Uh-hm.

PP: You mean gone to college?

AP: Uh-hm.

PP: To do what? What would you . . . ?

AP: Well, playing football. I got two scholarships and my father said I was too small to play college football, so he talked me out of going. That's why I come out here.

PP: But if you'd played football, that you would have done part of the time, but what would you have taken up in college then?

AP: Probably economics or English or history, or something.

PP: Are you interested in economics now. I mean do you read about it?

AP: Yes, I read it.

*Current
educ*

PP: I just wondered if you had any special interests. You know, some people follow the stock market and they do all this kind of thing.

AP: I even thought about if I went there, like a phys ed. teacher. That's what usually, if you get the scholarship, that's the easiest thing to do.

PP: Yes. In other words, you'd end up as a coach, a football coach, or something. How do you feel about Japanese and other foreign cars?

AP: I don't like them.

PP: Does it make any difference whether it's Japanese or French or German?

AP: Nothing!!

PP: Nothing.

AP: We've got people laid off and they're buying their cars. I can't see that.

PP: Would you feel differently if the cars were assembled in the United States, like the Volkswagen, for example. I think they have a plant in Pennsylvania.

AP: They still ship them from over there, over here. Long as they got an automobile factory that the American people can work, I wouldn't mind it at all. As long as there's people off the streets working. Like the place in Pennsylvania, the Volkswagen that you mentioned? They probably got all Americans working there.

PP: Yes, I would imagine.

AP: No, I wouldn't mind that. But when they ship all these Japanese cars over here and the American people buy them, you're just knocking someone out of work.

PP: How do you resolve that with the fact that--I've been told-- that the engines for the LUV (?) trucks, for example, was supposedly made in Japan and brought over here and put into a body here in the States?

AP: I wouldn't buy one.

PP: I mean, had you heard that that was the case?

AP: Yes.

PP: Because that is a situation where a good part of the car, a very important part of the car, was actually assembled in Japan, brought over here by Chevrolet apparently and put in the LUV truck.

Japan imports | AP: (I know ~~of~~ cars that Japanese make are good because their quality is probably ninety percent better than what we get. Now, if GM would want to buy them, someone would have to put them in. Now, I wouldn't mind buying something like that as long as someone's working on them in this country.)

PP: Oh, I see what you mean, being assembled. What kind of car do you drive?

AP: Chevrolet Montecarlo.

PP: What year is it?

AP: '82.

PP: '82. How do you feel about young people today being perhaps trained to do more than one kind of job? Do you think that's a good idea?

AP: I think it is. They always have a back-up.

PP: Do you think it would have been good for you to have had that?

AP: Well, I ~~would~~ did have a back-up if I would have went to college, but I didn't. I come out here and this is the only trade I know. Well, I know different stuff, like bricklaying and all that, but besides that I don't.

PP: How do you feel about the Quality of Life Circles? The Quality of Work Life, I guess they call it. Are you part of one of those?

AP: Yes. The Quality of Work I think is real good.

PP: I mean do you think they're really useful?

AP: Yes, I think it's useful.

PP: Have you seen any advantage in the one you've been in? I mean, anything positive come out of it?

AP: No.

PP: So then why do you think it's useful?

AP: Well, how can I answer this? It's a job, it's a place to work. They back you up, ^a hundred percent. And they've been getting into quality real heavy. The bosses are getting together and playing ball and doing things with the working people, which years ago, they wasn't even allowed to speak to them on the outside. Now, everybody's getting together like a group.

PP: How do you rate the importance of a man's job to his image of himself?

AP: The quality that he does?

PP: No, not the quality. Do you think that a man's job is very important in the way that he sees himself as a human being?

AP: Yes.

PP: Why do you feel that way?

AP: Because men are born on this earth to work and they have to like their job to work, especially if they have a family.

PP: What do you think is the future of the US auto industry? I know it's a big question, but I just wondered if you had any thoughts about whether it's going to stay about the same, whether. . . .

AP: We're going to go down a little bit.

PP: Do you think we're going to go down a bit? Why do you think that?

AP: Because there's too many Japanese cars coming over. There's a big clause in it right now, a big step where they're taking over. And something like that, once they get their foot in the door, they want the other foot in.

PP: Well, that man from China is buying McCloudth Steel, perhaps. And there is some Japanese money coming over here, I suppose, into other. . . .

AP: There's more money going over there than there is coming over here.

PP: Well, do you think that the U.S. auto industry, though, will build smaller cars? Because that seems to be what people want.

AP: Well, we've been building them for a couple of years, now.

PP: But, you think they're much higher priced? It's the higher prices that scare people?

AP: Yes. They're shipping their cars over here and selling them cheaper for what we can make them.

PP: Well, thank you very much indeed, for talking to me.

AP: You're welcome!

END OF INTERVIEW