

WHAT DOES GENERAL MOTORS KNOW ABOUT APARTHEID?

PLENTY.

Furthermore, the company is used to speaking on the subject. A member of the all-white South Africa Foundation since the 1960's, it has sought consistently to present the "truth" about South Africa to interested Western investors. Working with other foundation members like F. H. Y. Bamford, director of the Armaments Development and Production Corporation of South Africa, GM tries to picture US investments as a liberalizing force in the country. GM's own history suggests the opposite.

GM came to South Africa in 1926, before South African racism had crystallized into apartheid. It did business as usual in 1947, when the Nationalists took power; and it stood by silently in the 1950's and 1960's as the pass laws, preventative detention laws, the banning acts, the Bantu education act and other police-state acts stripped South Africa's non-whites of what little freedom they had.

In 1960, the world reacted with outrage when South African police machine-gunned 69 African pass law demonstrators to death at Sharpeville. Riots followed, and the government promptly banned the two major African political parties and arrested 234 of its opponents in pre-dawn police raids. GM reacted by buying newspaper ads affirming its continued support of South Africa. Also in 1960, the corporation and the Ford Motor Co. announced plans to build two multi-million-dollar car assembly and machining plants in South Africa, in order to reduce Pretoria's dependance on imports. As foreign capital fled the country, the auto giants and large US banks provided the apartheid government the support it needed to weather the crisis.

GM's plant was specifically designed, the *Johannesburg Financial Gazette* noted in 1967, so that "In times of emergency or war each plant could be turned over rapidly to the production of weapons and other strategic requirements."

In 1970 another side benefit emerged: General Motors' Ranger, "South Africa's own car," was first introduced to European markets. The company promised that it would be a major source of critically needed foreign exchange for South Africa.

In 1971, forty-five years after GM first came to Port Elizabeth, the *Race Relations News* reported that

one-third of the African babies born in that city died before their first birthday. African workers in GM plants, while admittedly provided with some fringe benefits, were paid a starting wage of 52 cents an hour - a figure right on the "poverty datum line" set by the government. GM had an agreement with the all-white union to protect all-white access to key supervisory and highly-skilled positions. The company's excuse for all this was that it was "non-political." As the managing director told the Council on Corporate Priorities, "I do not consider it appropriate to work publicly for changes in the laws."

GM has since announced new policies supposedly designed to bring about peaceful change in South Africa. But the hard fact is that US corporations are both insufficiently motivated and legally impotent to bring about meaningful change. Until the recent recession, they earned 17-25% profits in South Africa, vs. only 11% worldwide - the high profits partly due to the fact that Africans in South Africa are virtually a captive labor force, with no right to strike and little right to organize. US companies interested in change - if such there be - are strapped into racism by numerous laws and government regulations: GM, for instance, still maintains segregated toilets and pays different starting rates to different races.

US investment does, however, give Pretoria the technology and the capital it needs to defy world opinion, suppress its African population, and silence its few white critics.

Banned editor Donald Woods, the late Steve Biko, the South African liberation movements, the US congressional Black Caucus, the US National Council of Churches and the UN General Assembly have all called on US corporations to pull out of South Africa.

For 50 years, GM and other US corporations have proven that in South Africa, they cannot put fundamental human rights before their own self-interest and their all-consuming search for profit. Therefore this University has no moral choice but to disinvest in the people who bankroll apartheid.

**GM OUT OF SOUTH AFRICA! U-M OUT OF GM!
ACTION BY SHARPEVILLE DAY!**

The Washtenaw County Coalition Against Apartheid
Next Meeting: 7:30 p.m., Tues. Feb. 7 at Trotter House

U - M COMMON STOCK HOLDINGS

IN COMPANIES DOING BUSINESS IN SOUTH AFRICA (6/30/1977)

Company	Market Value 6/30/77
* GENERAL MOTORS	\$1,792,441 (see other side)
American Express	1,656,733
* Citicorp	5,447
INA Corporation	1,283,261
American Cynamid	958,853
American Airlines	43,000
Abbott Laboratories	300,507
Black & Decker Mfg.	242,941
* Burroughs	280,687
* Caterpillar Tractor	1,847,191
* Colgate- Palmolive	299,598
* CPC International	762,493
Dart Industries	854,496
Dow Chemical	1,903,424
* Eastman Kodak	1,422,526
* Eli Lilly	195,625
* Exxon	2,153,803
Firestone Tire & Rubber	1,360,162
* Ford Motor	436,218
General Foods	1,792,441
Goodrich (B.F.)	13,250
* Goodyear Tire & Rubber	701,577
Gulf Oil	14,000
* International Business Machines	4,302,936
ITT	631,400
Johnson & Johnson	141,250
* Kellogg	345,644
Kimberly-Clark	400,975
* Merck	1,226,054
* Minn. Mining & Mfg.	1,581,333
* Mobil	1,773,712
Monsanto	1,269,628
Owens-Corning Fiberglass	8,323
Owens-Illinois	1,202,862
* Pfizer	702,000
Polaroid	90,987
Searle, G.D.	109,080
Shell Oil	278,139
Square D	1,133,872
* Sterling Drug	534,644
Texaco	1,141,933
Trane	507,952
* Union Carbide	14,418
Warner-Lambert	576,822
Weyerhaeuser	598,321

* denotes companies which signed the "Sullivan statements" developed by GM, pledging non-discriminatory hiring etc. in S. Africa. Of these, GM, Caterpillar, Goodyear and Mobil belong to the South Africa Foundation; Mobil supplies the Smith regime in Rhodesia, contrary to international law; Ford sells M-113A 1 personnel carriers to Pretoria through an Italian affiliate, circumventing U.S. policy; Citicorp rushed loans to S. Africa following the Soweto riots; and no firm but Ford presently negotiates with an African union in South Africa.