PACKARD ELECTRIC
# Cablegram

Volume 47, Number 3 June, 1985

*Twisters hit Warren area*

# Packard employes left homeless

**by Mark Rollinson and Michael Hissam**

As many as six tornadoes and accompanying thunderstorms ripped a 200-yard wide path of destruction through an area of Warren and Niles on Friday, May 31. The devastation resulted in a loss of at least twelve lives and damage or destruction to at least 1,022 dwellings in the Trumbull County (Warren) area. Early last week President Reagan declared Trumbull County a disaster area.

Packard Electric Warren-area plants and surrounding branch and satellite facilities suffered no losses or damage. The same cannot be said, however, for all Packard Electric Warren Operations employes and retirees and their personal property.

Marie Sofranik, 54, an employe in Dept. 1407, was killed when a tornado leveled her home in Lordstown, about ten miles southwest of Warren. Her son Steve remains hospitalized.

Three employes remain hospitalized with injuries: Bob Sankey, superintendent, Assembly Tool and Equipment Engineering, in satisfactory condition; Dolores Thomas, Dept. 949, in fair condition and Kathryn Bullock, Dept. 1352, in satisfactory condition.

Helen Thomas, 84, of Niles, mother of Dolores Thomas, was killed when the storm leveled a store she and her daughter had just entered. Denise Mazza, 21, of Girard, was another fatality of the storm. Mazza was the daughter-in-law of Richard Mazza, Dept. 543.

Based on available information there are over 100 instances of

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**Richard Walters,** *a bank manager in Warren, photographed this tornado as it moved away from his neighborhood.*

***Lantern Lane** residential area near Warren (above) shows signs of tornado destruction.*

# Information Briefs

### U.S. preference goes to buckling up

A public opinion poll conducted by **Motor Trend** magazine indicates that Americans believe in buckling up and are in favor of mandatory safety belt usage laws. Of the people queried, 68 percent want a safety belt law in their state, 88 percent would abide by that law, 86 percent believe buckling up saves lives and 84 percent want strict enforcement of the laws.

### Outlook good at Hughes

Donald H. White, president of Hughes Aircraft Company, expects the firm's sales to rise to more than $6 million this year and in 1986. The company is a leading developer and producer of communications satellites and electronics.

### U.S. auto dealers decline

In the first three months of this year, the domestic auto industry lost 38 dealer outlets, according to an **Automotive News** census. The census found 20,864 dealerships handling domestic makes of passenger cars on April 1 compared with 20,902 on January 1.

### Buick recall

Buick Motor division will recall about 197,000 model year 1984 and early production 1985 Regal coupe models to modify the rear bumper systems. Dealers will install a modified bumper reinforcement at no charge to owners.

### Just like the supermarket

Auto manufacturers and suppliers are jumping on the bar code technology bandwagon, according to the Automotive Information Council. Bar code systems can save companies money through their speed in tracking movements of goods and their accuracy in identifying products. A bar code, often called a universal product code, is a string of numbers and letters represented by thin and thick lines on a product label.

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Tornado photo Page 1 courtesy of Richard Walters - Second National Bank.

Aerial photo Page 1 and firefighter photo Page 8 courtesy of Warren Tribune Chronicle (Rob Englehart)

Top o' the Strip Roller Rink photo Page 8 courtesy of Dave Hofius - Packard Electric.

# Packard Clinton plant assists unemployed Mississippi youths

Packard's Clinton plant is doing its fair share to help fight unemployment in Mississippi. Recently the plant became involved in "Crossroads", a program created by the Governor's Office of Voluntary Citizen Participation (GOVCP) to help prepare unemployed rural Mississippi youths for permanent jobs. Glenn Reeser, director of Packard's Mississippi Operations, serves as chairman of the GOVCP advisory board.

Through the Crossroads program and the efforts of Packard's Clinton plant in cooperation with IUE Local 698, unemployed Mississippi youths are being given an opportunity to develop work skills.

"In rural localities the labor force lacks skills sufficient to work for industries other than marginal, low-paying ones," said Reeser. "Often they lack job-seeking techniques and adequate employability skills and are at a distinct disadvantage in seeking employment.

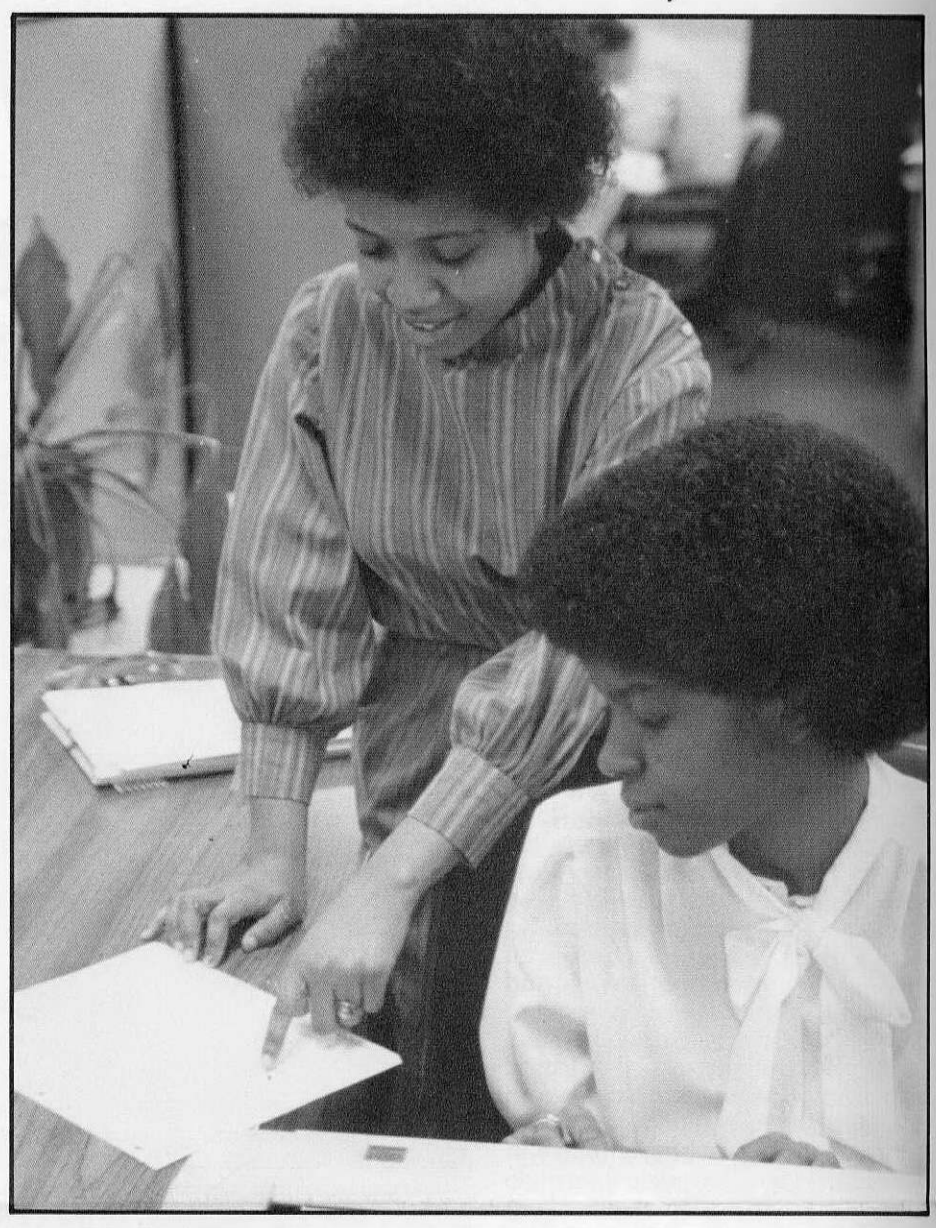
"Packard Electric's Internship Program (Crossroads) represents the commitment of labor and management of a major corporation in working with state agencies, local governments, citizens and key professional volunteers in confronting a crucial community problem ... chronic unemployment among citizens of our rural population."

The statement was made recently during an address to Mississippi's Eighth Annual Voluntary Action Fair/Volunteer Recognition in Clinton.

Currently youths begin the Crossroads program by being trained by community volunteers for a week in developing work discipline and learning how to respond during job interviews.

Following the introduction to basic work skills the youths are assigned to one of several temporary volunteer work areas to receive practical work experience. Reeser explained that groups of three or four unemployed youths spend periods of six months at the Clinton plant.

"Here at Packard they get six months of outstanding experience in an industrial environment," said Reeser. He described the Crossroads program at the Clinton plant as a factory internship.



***Crossroads interns*** *Mavis Gaines, left, and Patricia Wade, both of Dept. 2058, prepare a report.*

He explained the uniqueness of the Crossroads program to Packard Electric. "Packard-Mississippi has had a hiring freeze in place since 1979, so we are not able to employ these youths on a permanent basis. After six months one group leaves and a new group comes in."

Reeser noted that the Crossroads program at the Clinton plant represents a joint effort between IUE Local 698 and Packard management. He explained that both the Clinton IUE union and management view the program as a project to help the community.

Mavis Gaines is one of four Crossroads youths currently obtaining work experience at the Clinton plant. She began her six-month Crossroads factory internship in January as a clerk in Clinton's Methods Lab. How does she feel about the program? "I love it! It's great meeting people and I really enjoy the clerical work," she said.

Gaines, unlike many of her compatriots in the program, has some previous work experience. She also had formal office management training at a local junior college. She is optimistic that she will be able to get a job when she leaves the Crossroads program in July.

### Human Resources Symposium

What has been the success rate of the program? According to Reeser, all four of the youths from the first group recently left the program at Packard to gain permanent jobs.

So pleased is the Clinton plant with the program that a film was developed to be shown at a recent industry symposium. The symposium was hosted by the Clinton plant in conjunction with the Mississippi Department of Human Resources to encourage other Mississippi industries to follow the Clinton plant's lead.

"We had a pretty good turnout," said Reeser. He added that other industries are now adapting the Crossroads program in other areas of the state, but much more needs to be done.

"This program is a role model for the way that private industry, government and communities can interact in a very productive way," concluded Reeser.

# Hughes Aircraft Co. becomes GM wholly-owned subsidiary

GM has announced agreement with the Howard Hughes Medical Institute to acquire one hundred percent of the capital stock of the Hughes Aircraft Company, one of the world's foremost defense electronics companies, for $2.7 billion in cash and 50 million shares of a new General Motors Class H common stock.

The Hughes Aircraft Company will be wholly-owned by a new subsidiary of GM called GM Hughes Electronics Corporation (GMHE). In addition, GM will contribute the assets of Delco Electronics Division, AC Spark Plug Division's Instrument and Display Systems Business Unit, and Delco Systems Operations to a new, wholly-owned subsidiary of GMHE, the Delco Electronics Corporation (DEC).

"The acquisition of Hughes Aircraft Company represents the combination of two of the world's premier industrial concerns," said GM Chairman Roger B. Smith. "We believe that such a joining will greatly benefit the competitiveness of America's industrial base.

"We are mindful of Hughes Aircraft Company's stature as a critical national resource, one which has contributed immeasureably to the defense needs of the nation. GM will protect this tradition by maintaining the Company intact as a separate and independent enterprise with the current management having discretion and full authority to run their business — similar to GM's relationship with the highly successful Electronic Data Systems Corporation."

Smith added the GM's expertise in electronic and mechanical sciences and high volume manufacturing will increase the competitiveness of Hughes Aircraft in the defense and space businesses.

GM Hughes Electronics will operate independently with its own board of directors comprised of both senior GM and Hughes Aircraft executives.

# GM reorganization: Where does Packard fit?

A year ago last January GM announced a restructuring of its five car divisions and GM of Canada into two operating groups — B-O-C (Buick, Oldsmobile and Cadillac) and C-P-C (Chevrolet, Pontiac and GM of Canada). Although Packard Electric and many other GM component divisions were not directly involved in the restructuring, certain changes have been implemented at the division as a result.

The **Cablegram** recently conducted an interview with David Heilman, director of Engineering, and Carl Rausch, chief engineer, Application Engineering, regarding how the reorganization has and will continue to affect the division.

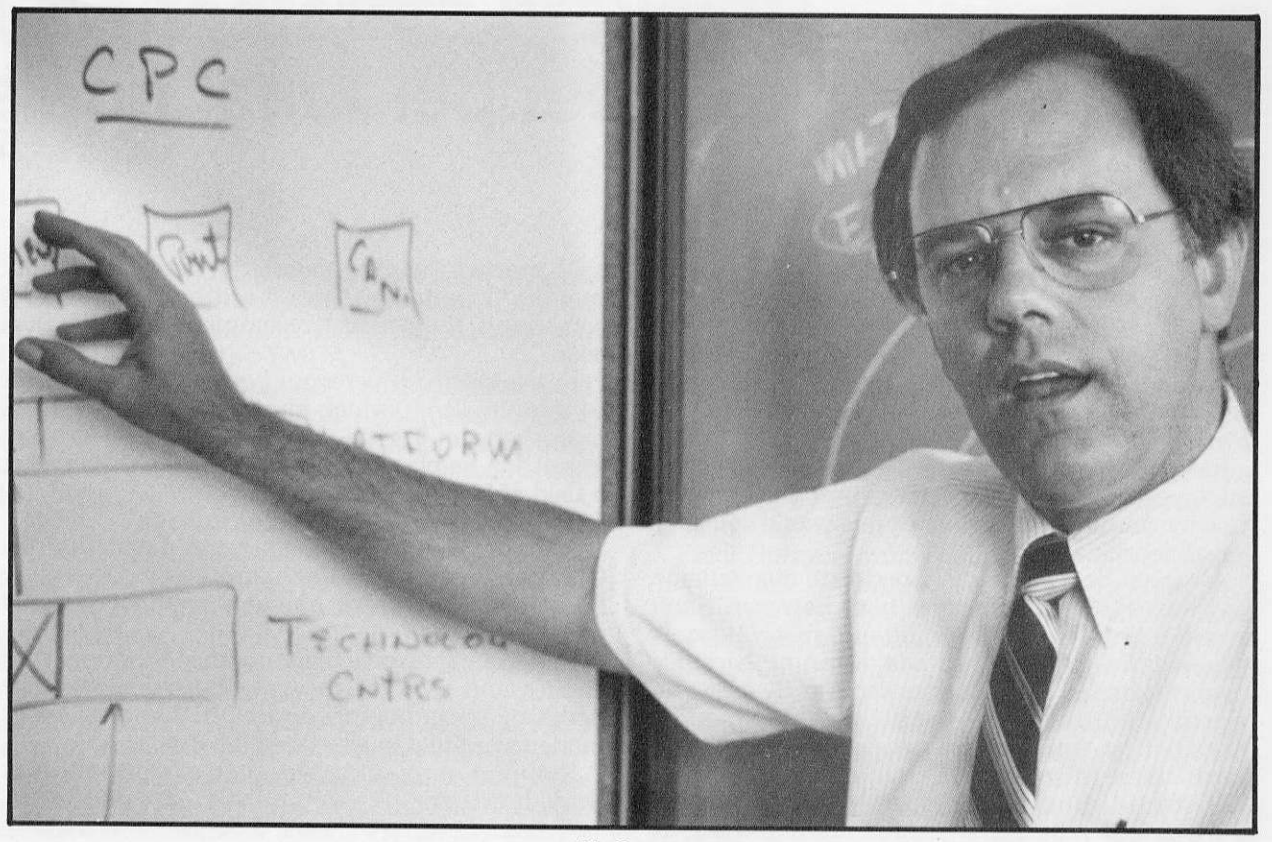
**Cablegram:** What are some of the biggest benefits to Packard Electric as a result of the GM reorganization?

**Rausch:** One of the biggest benefits is that there is now only one group of engineers responsible for each "platform" (body designation, i.e. C-car, B-car, J-car, etc.). This will lead to more commonality. In the case of the C-car it used to be that we (Packard) would have to get Oldsmobile engineers, Buick engineers, Cadillac engineers and Fisher Body engineers all to agree on something. Now we can go to one group, B-O-C Engineering for C-car, for example, and they have the ability to make the decision for all three (car divisions). The platform engineers have responsibility for designing the entire vehicle. It's a better systems approach.

**Cablegram:** The lines of communication appear to be shorter with the reorganization. How is that working to Packard's advantage?

**Heilman:** With our resident engineers participating at the car groups in the design, they are one step closer to our customer — the person who will buy the vehicle.

**Cablegram:** How has this reassignment of Packard engineers helped the division?




Heilman

**Rausch:** We're assigning resident engineers to work at the platform centers. They are now essentially the wiring release engineers for the corporation. It fits well with the new corporate structure to have our resident engineers at the platform centers. Our release engineers essentially take the place of someone at the car divisions who released wiring system designs to Packard for us to manufacture. This improves accuracy and timing and saves corporate resources.

**Cablegram:** What is the biggest difference to Packard in how the GM car divisions will function due to the reorganization?

**Heilman:** Prior to the reorganization the car divisions really never provided a place to do systems engineering. With the platforms more of the engineering function is together. Now we're able to sit down and talk about systems engineering.

**Cablegram:** How do the various platform groups view Packard's efforts to adapt to the GM reorganization?

**Rausch:** They see value in having Packard Electric engineers help them design at their locations. They see an advantage in giving Packard engineers more and more design responsibility. It's to our advantage to do that because that allows us more participation in the design of the vehicle from our perspective.

Rausch

**Cablegram:** What has Packard Electric engineering had to do to prepare for this reorganization?

**Rausch:** It has mostly affected Application Engineering. We've restructured. Instead of having engineers assigned to five car divisions and Fisher Body, we now have Application Engineers assigned to the C-P-C Group and the B-O-C Group.

We've organized our engineers in the C-P-C and B-O-C Groups by platform. In other words, if an engineer has the Pontiac Fiero there isn't a Fisher Body engineer and a Pontiac engineer. We have an engineer who has responsibility for the whole Pontiac Fiero.

**Cablegram:** Will we be able to detect any differences in Packard Electric products as a result of our adjustment to the GM reorganization?

**Heilman:** You won't see much difference in the

(Continued on Page 8)

# *See how they run . . .*

## Packard marathoners strive to meet personal goals

**by Patricia Reilly**

Some mechanics advise car tune ups twice yearly to keep vehicles in good working order. Glenn Reeser, director, Mississippi Operations, keeps a more personal transportation system—his legs—in good shape by training to run marathons twice yearly.

Reeser is one of several Packard Electric employes who amuse themselves in their leisure time by running what most people would consider "horrible" distances.

A person does not merely decide to step outside and run a **26.2-mile** marathon, however. Sane marathoning requires training and motivation. It also requires a certain attitude. Running becomes an end in itself; it is no longer necessarily a means of getting from one place to another. (Indeed, some marathoners run the 26.2 grueling miles only to finish where they began.)

"I started running five years ago when I was in Mexico," Reeser said. "It was a social thing at first. One day a group of us decided to run a 10-kilometer race in El Paso. We all finished the race—some slower than others.

"I started running regularly, and within six months I ran my first marathon. That isn't something they really recommend you do that soon."

Reeser posted a personal best of two hours and 54 minutes (2:54), which he ran in the Fiesta Bowl marathon in Tempe, Ariz. In a New Orleans marathon he placed in the top 50 finishers among a field of 3000 runners.

**Improved performance**

Sodonia Holmes, LFT operator, Dept. 2120 in Clinton, Miss., ran her first marathon in December. She crossed the finish line at three hours and 58 minutes (3:58).

She then returned home, bathed, changed her clothes and reported to work that evening. Four hours of marathoning and eight hours of work made for a full day, she agreed.

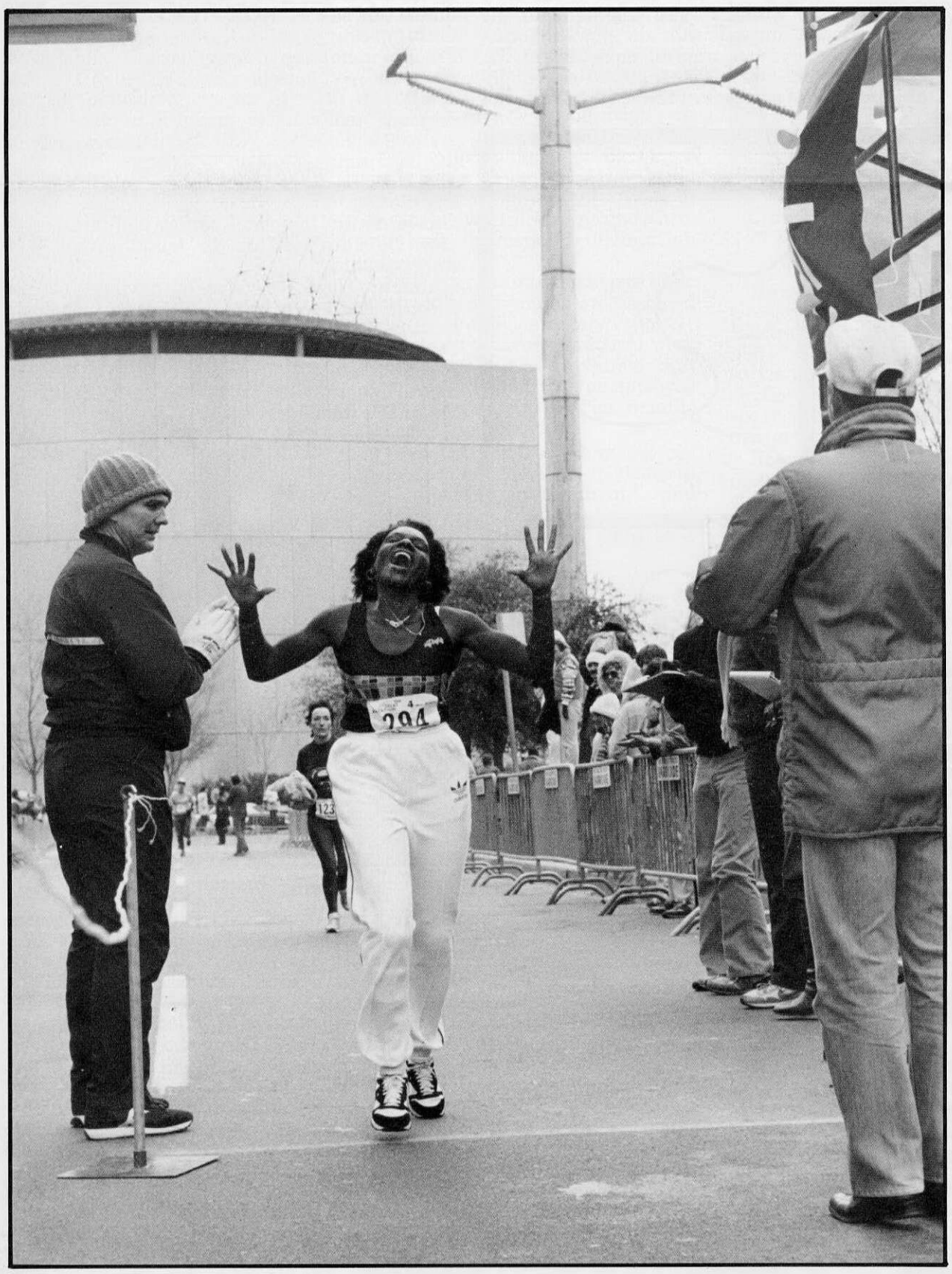
Running only improves her performance at work, however.

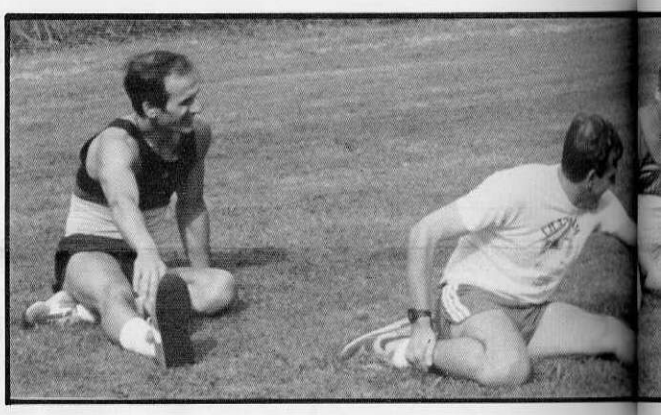
"I used to come to work dragging and looking for coffee," she said. "I don't need it anymore. Now I stay away from caffeine. Running just perks me up."

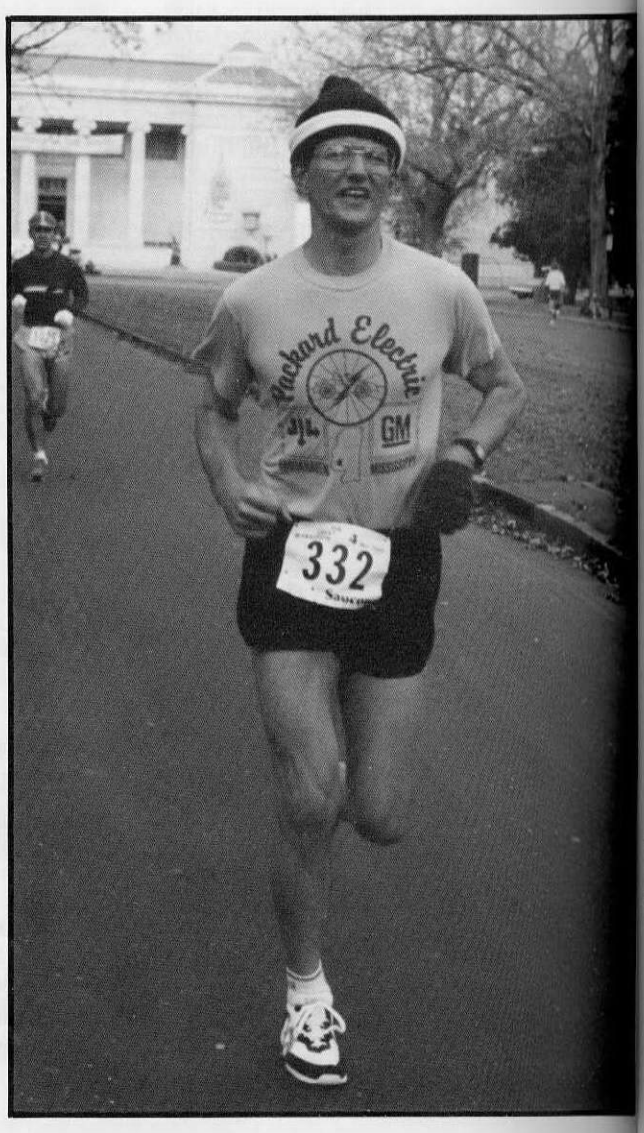
Her training consists of daily three to six-mile jaunts and weekly three to 13-mile local races, in addition to consuming generous helpings of pizza and fruit juices.

*"The marathon is the one distance that challenges you to the limit, both physically and mentally." — Don Brown*

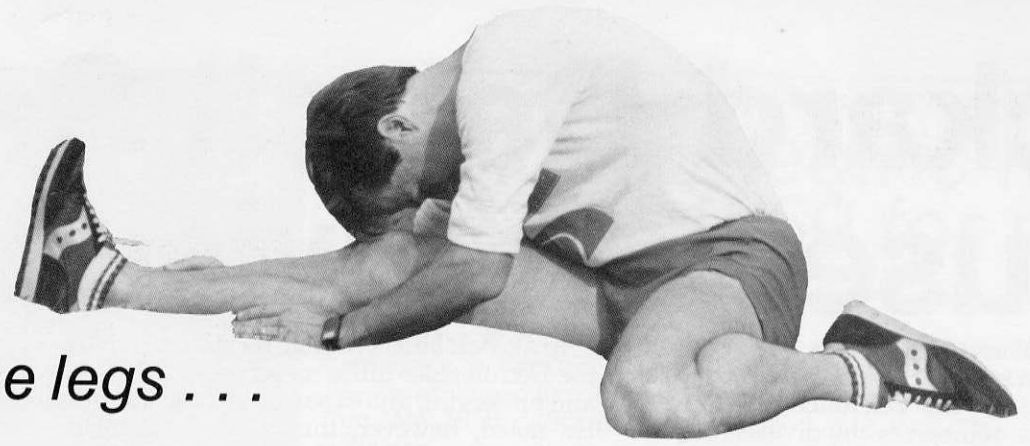
She spent her first marathon expecting a 'wall'—the feeling a runner experiences at approximately the 20-mile mark, when the body has used up its sugar and the runner feels he or she can't possibly go on. Most runners need to overcome this physically and psychologically in order to complete the race.





# *But first we must persuade the legs . . .*



"I was looking for the wall all the while I was unning, but I haven't found it yet!" she said.

**Warren runners**

Warren Operations marathoners have been qually busy, with more than a half dozen of them unning in a recent marathon in Cleveland.

Jim Crouse, chief engineer, Cable, Components nd Ignition Systems, ran two marathons in lay—one in Cleveland and one in Pittsburgh. He gs approximately 50 miles a week to prepare for marathon run. On days he doesn't run, he takes the pool to swim 40 laps, thus exercising dditional muscles.

"Nine or 10 years ago I decided to run to get shape for snow skiing," he said. "I had run only mile before I realized I was totally out of shape."

Determined to improve his fitness level, he orked up to running longer distances.

"I'm not too concerned about where I place in race," he said. "I have some personal goals which accomplish on my own."

Don Brown, supervisor, Quality Control, began unning to maintain physical fitness after playing ports in college.

"I toned up my muscles and lost some weight. Weight comes on very easily when I'm not physically active," he said. "I also joined a physical fitness program at the YMCA."

In an experience similar to Crouse's, Brown could barely eke out half a mile of continuous running when he first began. He increased his endurance so that he could run two miles comfortably, and then began training for three to six-mile road races.

**43 marathons**

"I really enjoyed road racing and thought I'd like to try a marathon," he said. "After running 43 marathons, I can say it's the one distance that really challenges you to the limit, both physically and mentally. You need to push yourself mentally in order to keep up a strong pace."

Brown posted his fastest time of 2:54 while running in Buffalo's Skylon marathon in 1976.

Don Cordner, assistant staff engineer, Application Engineering, has run ever since he did cross country racing in high school. He prefers shorter five or 10-kilometer races, but ran his first marathon in October.

"I was really wiped out when I finished," he said. "I did better in my second marathon, which I ran in May."

He runs approximately 50 miles a week to train for a marathon, and occasionally wears hand weights during his workout.

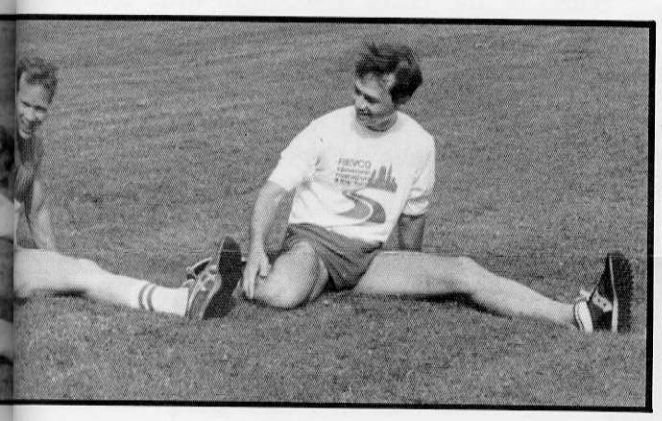
**Running as therapy**

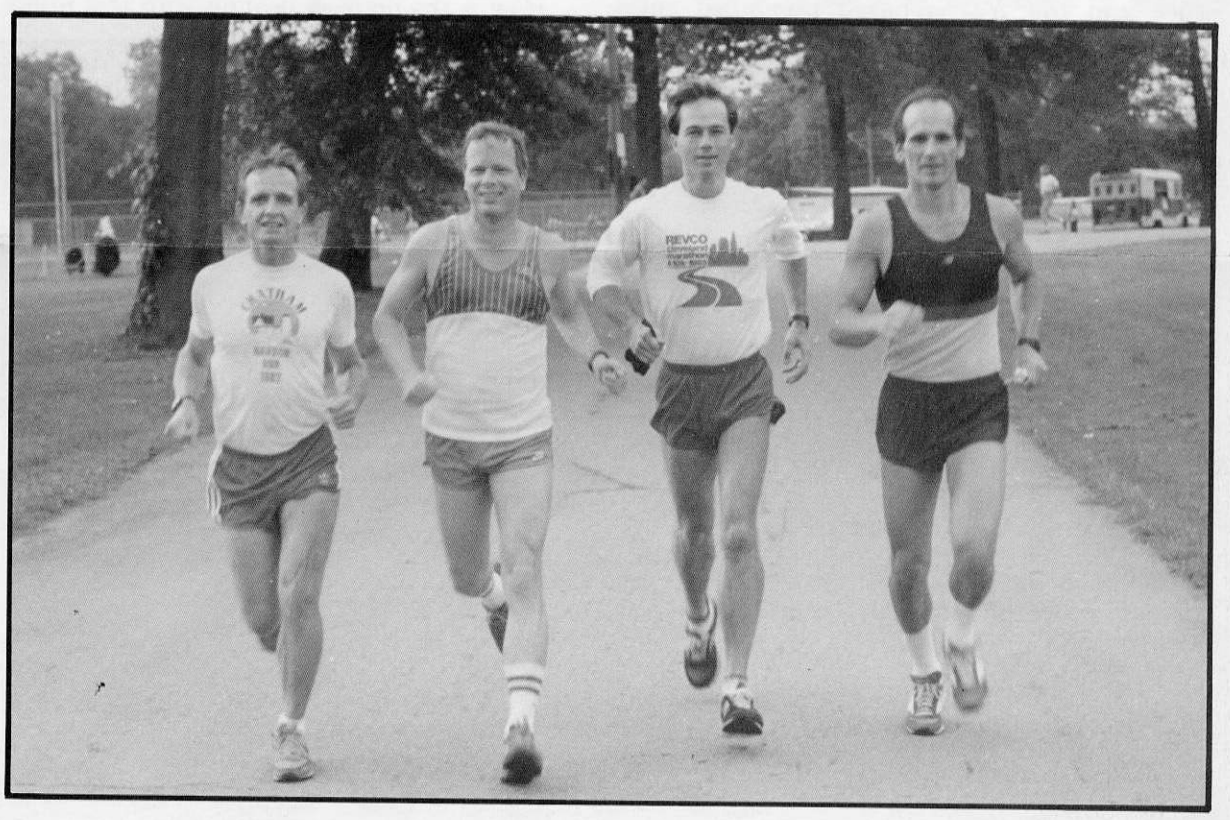
"Running makes me feel healthier," he said. "The times I run by myself are good therapy. It relieves tension and gives me time to reflect."

Fred Burazer, millwright, Dept. 4551, logged more than 2,300 miles over an 11-month period. His fastest time was 47:32 for a 10-kilometer race, and he hopes to run his first marathon in the fall.

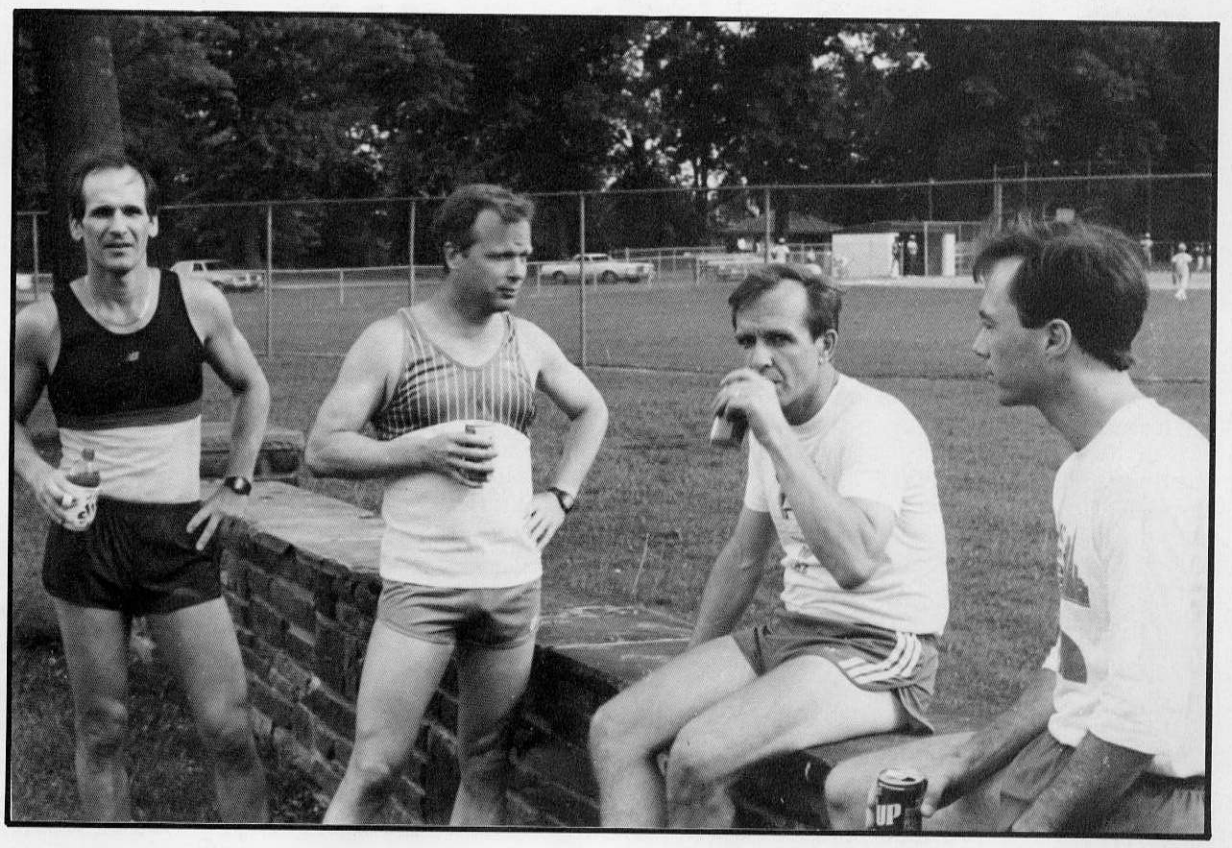
He took up running three years and 45 pounds ago after a Red Cross nurse at a Packard Electric bloodmobile told him he had high blood pressure. On his doctor's advice, he took up running and lost weight.

The 61-year-old Burazer now says, "I enjoy running because it takes the stress away. I've made it into a hobby, and now my blood pressure is back to normal!"





***Dennis Hodge, Marty Morris, Don Brown** and **Jim Crouse** (above) prepare for a workout. (upper right) After warming up, Crouse, Brown, Morris and Hodge are ready to intimidate casual strollers in Perkins Park in Warren. (below) Packard runners know the value in replacing water lost through exercise.*



***odonia Holmes** (far left)completes er first marathon. Glenn Reeser (left) icks up the pace during a cold New rleans marathon.*

# Packard Detroit Sales office focuses on division's future

**By Mark Rollinson**

Some refer to it in military parlance as Packard's front line. Whatever the reference, Packard's Detroit Sales Office represents the division's eyes and ears in the Motor City.

George Kralovich, director of Sales Engineering at Packard's Detroit office, understands the reason behind the division having a regional office in Detroit.

"The (domestic automotive) purchasing and engineering heart is located here," he stressed. "Our function is to be on the front line; to find out what is new and to seize new opportunities."

He explained that catering to the needs of Packard's allied customers was why the regional sales office was started in the greater Detroit area nearly 30 years ago.

John Furrie is the Packard sales manager for the B-O-C Group in Detroit. He explained the working relationship between Packard's two sales offices — Detroit and Warren.

"The Detroit sales office is responsible for the allied car divisions including Fisher Body and GM Truck & Bus. The Warren office is responsible for the allied component divisions." He noted that there is also a Packard engineer in the Detroit office who is responsible for the component divisions which are located in Michigan.

While the Detroit sales office maintains no regular non-allied customer contacts, Kralovich noted that there is communication between his office and the Warren-based non-allied sales operation.

"We often identify non-allied products which require wiring and components before they eventually end up in GM vehicles."

Kralovich still considers the primary purpose of the Detroit sales office as serving allied customers and preserving and expanding Packard's business. He noted, however, that a new dimension and challenge has been added.

He noted the increased penetration in the Detroit area of overseas suppliers. Packard competitors such as Yazaki, VDO and Nippondenso are establishing sales offices and even technical and design facilities near Detroit. More importantly, these overseas competitors are approaching Packard Electric's GM customers.

"They're coming here to capture a larger share of the U.S. market, and to support Japanese car manufacturing," Kralovich said. He noted that Japanese automakers such as Honda and Nissan have already established manufacturing facilities within the U.S.

"It emphasizes what our job is," Furrie said. "We must be here (Detroit). Our presence must be seen. Our role of spending time with the customer and helping him design out of his problems is going to be even more intense."

Furrie referred to the increased competition brought on by having what were once overseas competitors now on Packard's domestic doorstep.

"We need to stay close to the customer and continue satisfying their needs and not let the Yazakis and other wiring or component manufacturers satisfy them before Packard can."

### Systems approach

How is the division dealing with this influx of new arriving competitors?

Packard is working with other GM divisions within the Electrical Components Group (ECG) and Mechanical Components Group (MCG) which are also affected by the presence of the newly arrived overseas competitors.

Kralovich elaborated on the role Packard's Detroit sales office plays in the systems approach to doing business with the division's allied customers.

"We're supplying total vehicle systems to GM instead of acting individually (as separate divisions)," he explained. "Together we (ECG and MCG) can develop a plan to sell our combined products."

"If we're going to step up to the Nippondensos and to the Yazakis we have to, as a division as well as one of the allied component divisions, approach the customer with a combined front," emphasized Furrie.

Kralovich noted that the systems approach from Packard's standpoint goes beyond just the physical product. He explained that the overall system will include research, marketing, service and a competitive price.

### Competitors' response?

How will the newly arrived overseas competitors respond to the ECG/MCG systems approach? Kralovich acknowledged that the competition is resourceful. "They can each establish a systems approach of their own."

But, Kralovich noted that to truly compete with GM component divisions the competition will need to increase their cost of doing business (burden). Some of the costs associated with competing against Packard and other GM divisions include new facilities and new U.S. based personnel.

"Their cost will have to go up accordingly," stressed Kralovich.

***Proximity** of Packard's Detroit Sales office in the New Center One Building (left) to the GM Building (right) in Detroit is an advantage.*

# GM sets $1 million tornado fund

General Motors Chairman Roger B. Smith has announced a $1 million GM challenge grant to assist victims of the tornadoes which struck Trumbull and Mahoning counties.

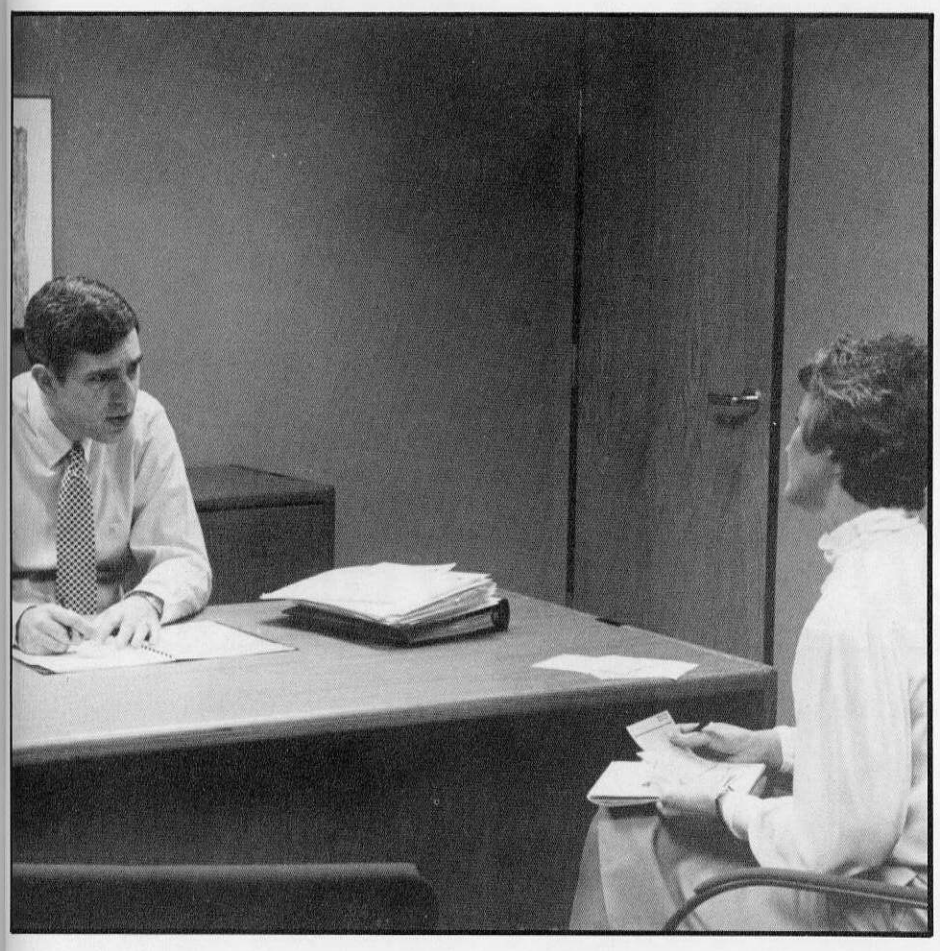
"As part of the $1 million grant," Smith added, "we are immediately contributing $100,000 to the Trumbull County Chapter of the American Red Cross to address their efforts to assist the tornado victims.

"Furthermore, we are issuing a challenge to all General Motors employes in the Mahoning Valley, and throughout Ohio, to help their fellow employes who have suffered so much from this tragedy. The corporation will match on a dollar-for-dollar basis all contributions from GM employes in the state so that GM will provide up to $1 million (including the immediate Red Cross contribution) to provide funds to help meet the needs of our General Motors people who have suffered losses," Smith said.

The monies raised, to be known as the GM Mahoning Valley Employe Care and Share Fund, will be administered by joint committees comprised of Elmer E. Reese, Packard Electric general manager; Richard F. Hoover, manager of the B-O-C Lordstown plants; Greg Whitman, president and Harold E. Nichols, IUE Local 717 shop chairman; Les Johnson, president and Bill Capshaw, shop chairman of UAW Local 1714; and Rudy Gasparek, president and Al Alli, shop chairman of UAW Local 1112.

"The citizens and businesses of Mahoning Valley have a long history of generosity in meeting the needs of their neighbors. It is times of adversity such as this that communities and people pull together. We hope that GM and its employes can play a part in eliminating much of the suffering of those who have been affected by this severe disaster," Smith concluded.

***William P. McKinnon,** (left) GM vice president of Personal Administration and Development, presents a $100,000 check to William Mottice, (right) executive director of the Trumbull County Chapter of the American Red Cross.*



***George Kralovich*** *makes a point with Donna Gettig in the Detroit Sales office.*

# *Packard Electric honors Class of 1959 for service*

Nearly 560 Packard Electric employes — Packard's Class of 1959 — were honored for 25 years of service on May 18 at Packard Music Hall in Warren.

Packard General Manager Elmer Reese reminisced about what was happening in 1959 at the division and around the world.

Reese noted that GM produced 475,000 cars and trucks and posted record sales for the year.

He compared Packard's wiring content of 450 feet in a typical 1959 Chevrolet Bel Air with 4,300 feet on the 1986 Eldorado/Seville cars.

Reese reflected on some of the division's technological advances for the year such as a lock-in lamp socket for parking lights. A snap-on lens for the dome lamps on the newly introduced Corvair was also developed by Packard in 1959.

"I'm not sure if it was an example of the leading edge of technology in 1959," he remarked, "but this division bought large amounts of oleomargarine." He noted that it was used to protect battery cables.

"Weather made big news in 1959," said Reese. "It started snowing one day in January. Then, a few days later, the rains came, and the Mahoning River surged out over its banks causing one of the **worst** floods in Warren's history."

In national news he noted that both Alaska and Hawaii were made states, Castro took over Cuba and the Los Angeles Dodgers won the World Series.

"But there are many things that have stayed with us over these 25 years," Reese told the audience. "The power of Packard people has always been there. You've devoted a lifetime and your loyalty to Packard Electric."

Reese displayed his optimism for the future of Packard Electric.

"Packard has a fantastic future," he said. "But we must work together to achieve success. Together, we must make Packard Electric and excellence synonymous."

# Fox posts 25 years perfect attendance

Twenty-five years of perfect work attendance is a pretty good record. Some people with such a record might decide to ease off a little. Such is not the case with Sherwood Fox, an Artos cutter in Dept. 1603. He has such an attendance record at Packard Electric.

The 47-year-old former Marine and one time secret serviceman to Dwight D. Eisenhower, joined Packard in August, 1959. Before attaining 90 days seniority, he was laid off. Ever since he was recalled by Packard on Sept. 24, 1959 he has worked every day he was scheduled.

"I've been lucky," Fox said. He noted that jobs in the Mahoning Valley in 1959 were scarce due to a recession at that time. "I came here and asked Packard for a job," he explained. "They gave me a job when jobs were hard to find." He added that he feels he owes the division the best attendance he can deliver.

"I've never taken off any time that wasn't covered," noted Fox. He added that occasionally he doesn't use all of his allotted vacation time.

For 16 years Fox has been an Artos cutter operator at Packard — the past two years in Dept. 1603. "I like the Artos cutter," he said. He noted that he ran a mold machine in Plant 8 for more than six years. "Back then it was hard to get a cutter," said Fox who has received two merit contact awards for excellence as an Artos cutter operator.

Jack Wolcott, general foreman in Dept. 1603, has known Fox for about 15 years. "I don't know what adjective you use for 26 years (effective in August) of perfect attendance," said Wolcott. "He truly is an excellent employe."

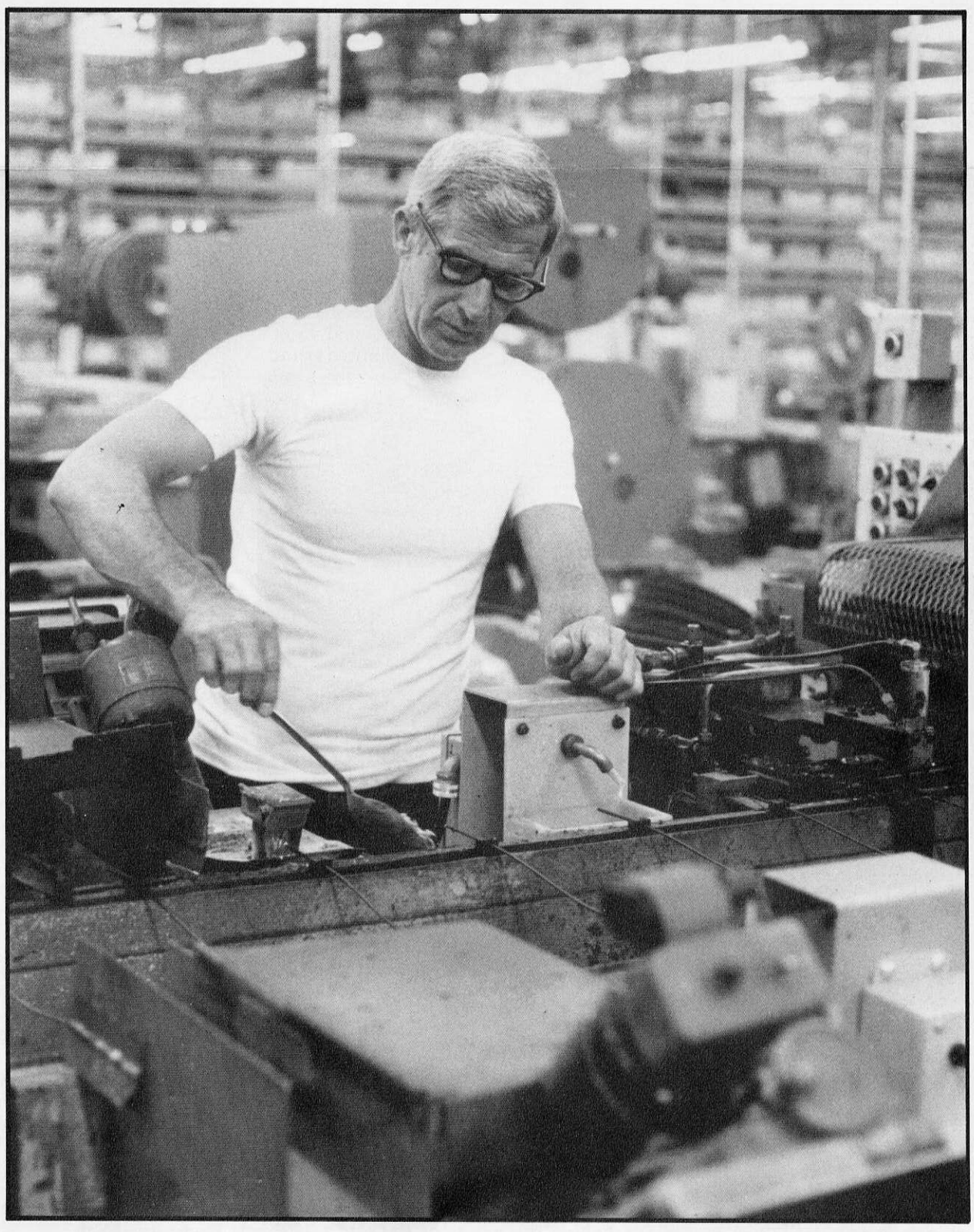
Wolcott considers Fox's attendance record as representative of his attitude toward his job. "It would be a pleasure having a plant full of Sherwood Foxes!"

Ironically Fox does not consider his attendance feat to be anything out of the ordinary. "I can't think of a good reason to miss work," he said. Overall he divides the credit evenly between his generally good health, the quality of the people he has worked with at Packard and enjoying his work.

Fox describes himself as someone who spends most of his free time outdoors but can still maintain a perfect work record. His time off during the cold months is spent with his snowmobile and this summer he will be on his newly acquired boat.

He considers his work attendance as his contribution to the future of Packard Electric in Warren. "I'm looking down the road," said Fox. "Maybe some day my kid may want a job here. Packard has to stay here (Warren)."

In the meantime, Sherwood Fox's next attendance goal is about four and a half years away when he becomes eligible for retirement. Will he continue his perfect attendance until then? "I'm going to try."



***Sherwood Fox*** *works on his Artos Cutter in Dept. 1603. He hopes to extend his perfect attendance record through to retirement.*

# Reorganization represents PED advantages

(Continued from Page 3)

product itself. The engineering process by which we design that wiring harness will be a more streamlined process.

**Cablegram:** How has the reorganization affected Packard Electric from an equipment standpoint such as our computer activities?

**Rausch:** (The GM reorganization) has given us a more unified focus for our computer aided design (CAD). It has given us an opportunity to provide more leadership in computer aided design for wiring. Computer aided design saves resources and we need them.

**Cablegram:** Has the GM reorganization affected Packard Electric more than other component divisions?

**Heilman:** Prior to the reorganization Packard had worked a lot harder than other GM component divisions to become more closely integrated with our customers. Packard had resident release engineers at Buick, Oldsmobile and Truck & Bus prior to the reorganization. As we approached the reorganization which had more natural places for us to fit and participate, we had a leg up because of the experience. I credit Packard with some real pioneering in that area.

**Cablegram:** Explain the working relationship between Packard and the GM platform groups as compared to working with GM's project centers.

**Rausch:** The project centers don't exist anymore. Packard used to work with project centers early in the development of a vehicle. Then there were coordination meetings with the car division engineering groups. While we might have been uniform while we were working with the project centers, the car divisions would generally go their separate ways.

**Cablegram:** How does the Saturn project fit into the GM reorganization?

**Rausch:** It fits right in because it's a separate platform. Our plan is to provide a resident Packard engineer for Saturn.

# *Tornado destruction widespread*

(Continued from Page 1)

tornado-related injuries to Packard employes.

More than 30 Packard employes lost their residences to the ravaging tornadoes. An additional 150 Packard employe residences were damaged. Reports indicate that more than 20 Packard employes had their vehicles destroyed.

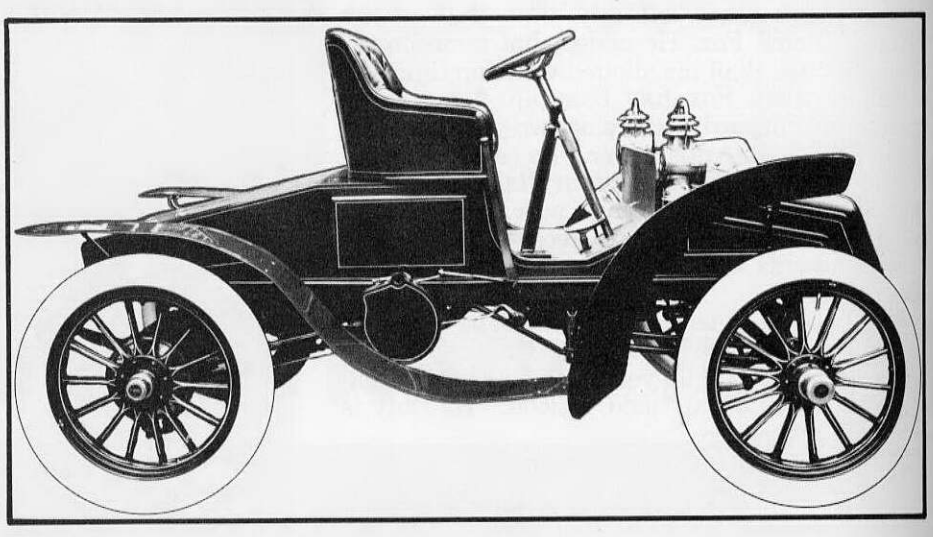
Scores of personal property losses and damages suffered by Packard employes include garages, patios and storage buildings.

Afternoon shift operations were suspended on the day the tornadoes hit when electrical power was lost. The division canceled manufacturing schedules for the following day with power not restored until late that day. Production was resumed with the midnight shift for the morning of Monday, June 3.

The tornadoes which smashed into the Warren area were part of a series of dozens of tornadoes which hit eastern Ohio, Pennsylvania, New York and Ontario.

**Rescue** *workers examine debris from the Top O' the Strip Roller Rink in Niles which was leveled by a tornado.*

***Packard historian Terry Martin** sits behind the wheel of Packard's 1903 Model F in front of the E & R Building. The car will represent Packard Electric Division at several car shows this summer.*



## 1903 Packard on show circuit

Participation in the upcoming car show season will soon begin for the antique 1903 Packard motor car owned by the division. According to Don Mumford, Public Relations staff, this year's events include:

June 9 Warren Jaycees Car Show — behind Warren G. Harding High School

June 16 Stan Hywet Invitational — Akron, Ohio

July 19 - Aug. 3 Curved Dash Oldsmobile Transcontinental Run — R. E. Olds Museum, Lansing, Mich.

Aug. 4 Meadow Brook Hall Concours d'Elegance — Oakland University, Rochester, Mich.

Aug. 10 Hale Farm Car Show — Bath, Ohio

Sept. 22 Live Wire Motoring Club — Packard Electric parking lot

"The 1903 Packard represents the 'can do' capability that is still one of our strengths today," said Bob Meade, executive engineer and member of the division's 1903 Packard committee. "Moreover, the vehicle is a symbol of our continuing quest for excellence in all the products we provide to our customers."

This 1903 Packard Model F completed a 3600-mile transcontinental run from San Francisco to New York from June 18 to Aug. 21, 1983. It covered the same route that a sister Model F nicknamed 'Old Pacific' completed 80 years earlier.