

P.O. Box 471 Cooper Station
New York, N.Y. 10003
April 28, 1977

TO ALL ORGANIZERS AND ANTIRACIST DIRECTORS

Dear Comrades,

Enclosed is a copy of a report by Richard Booth from Madison on the International Committee Against Racism (INCAR) Third Annual Midwest Region Conference. The conference was held February 25-27 on the University of Wisconsin-Madison campus.

INCAR is a national organization that has been under the political leadership of the Progressive Labor party.

Information on the activities of INCAR may be useful for YSA antiracist work.

Comradely,

Osborne Hart
Osborne Hart
YSA National Office

Report on Third Annual Region Conference of the
International Committee Against Racism

The Third Annual Midwest Region Conference of INCAR was held in Madison, Wisconsin, February 25-27. The theme was "Youth Against Racism." Unfortunately it did not explain that "open to all" means "all who agree with the CAR line," or that "active campaigns against racism" means "physical confrontations with racists." These two refinements were to become clear during the conference when SCAR members were excluded from several workshops and a demonstration.

Carol Deak, INCAR Administrative Coordinator, estimated the attendance at 250-300. The SCAR members counted 200, many of whom were observers from Madison. The conference drew people from Madison, Minneapolis, Chicago, St. Louis, Detroit, Houston, Boston, and New York. Only 100 were left for the closing plenary. Approximately 20 percent of those in attendance were Black.

Vivian Buckhoy of Chicago INCAR opened the conference. She started by reading the three principles of INCAR: multiracial unity; rank and file organization; and action orientation. She then outlined a "trend toward fascism" -- a conference theme -- which is characterized by KKK and Nazis being favorably portrayed in the media, and the attacks on gains made by minorities and poor in the sixties. She stated that militant antiracists would not cry "free speech for the KKK and Nazis as intellectuals and liberals do." INCAR would emphasize education, demonstrations, and "confrontations."

Next was Barry Blackstone, a high school CAR activist from Boston. In outlining the situation in Boston, he said there were many antiracist organizations. The most prestigious, NSCAR and the NAACP, "don't act, just talk." In light of this, he explained how he had "found his organization."

Jose Narvaiz of the Texas Farmworkers gave a talk on the struggle in the fields of Texas. Unfortunately he directed most of his attack against the United Farm Workers, and specifically Cesar Chavez.

He ended with how they are trying to convince students not to scab in the fields during the summer, and how he hopes to organize students into CAR. The audience voiced approval with a long chant, "TFW-CAR."

A member of the Madison Progressive Labor Party (PLP) then gave their analysis of the situation in South Africa.

Carol Deak then outlined CAR's membership situation and goals. New chapters were reported in Philadelphia, Denver, Houston, New Haven, Davis (Indiana), and Durham (North Carolina). They also

reported union chapters in auto and steel in Detroit and Gary. Membership, it was claimed, had tripled in the last six months, going from 200 to 675. They are setting a goal of 600 new members by June.

In the afternoon we attended a South Africa workshop. There was a short history of South Africa followed by discussion around questions prepared by the workshop leaders. Discussion was very open, and many good points were made. SCAR activists, for example, proposed that CAR and SCAR join forces for March 26, and explained how Madison CAR and SCAR had been working together. Participants agreed that it was foolish to build separate demonstrations.

The workshop was followed by a demonstration, which SCAR members were not allowed to participate in.

Extensive precautions were taken. It was explained beforehand that no one was looking for a confrontation, but if anything happened, "no one should run ... CAR would defend itself." One out of ten marchers was a marshal. Marchers lined up in rows of four, and linked arms. This was particularly ridiculous in Madison because passers-by don't hassle demonstrators.

Sunday morning's discussion was about CAR's summer project, a summer-long "community organizing" drive.

Workshop reports comprised the closing plenary on Sunday afternoon. All workshop reports were turned in to the steering committee, discussed, and then a steering committee member reported to the conference. The ground rules were: Steering committee makes all proposals; no proposals or discussion from the floor; and only CAR members vote.

A campus workshop reported, "We must build multiracial ties and friendships, which means build CAR." CAR pledged to work on the weakest link, which is where racism is exposed: BEOG cutbacks, reverse discrimination cases, and South Africa. CAR also demands that universities help find jobs for minority and working class youth.

A job struggle workshop reported no conclusions, but planned a conference in Chicago for later this spring. They also endorsed PLP's call for a May Day demonstration.

The University of Wisconsin campus paper carried an explanation by a CAR member of why the SCAR activists were excluded from some of their activities: "NSCAR is a front group for the Socialist Workers party. They provoke nationalism, which is a form of racism."

It seemed that many new CAR members do not fully understand CAR politics, or go along with their tactic of exclusion. They are serious about fighting racism. Many have joined CAR, and later dropped out because of their sectarianism.