

Originally Processed With FOIA(s):

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FOIA Number:

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FOIA MARKER

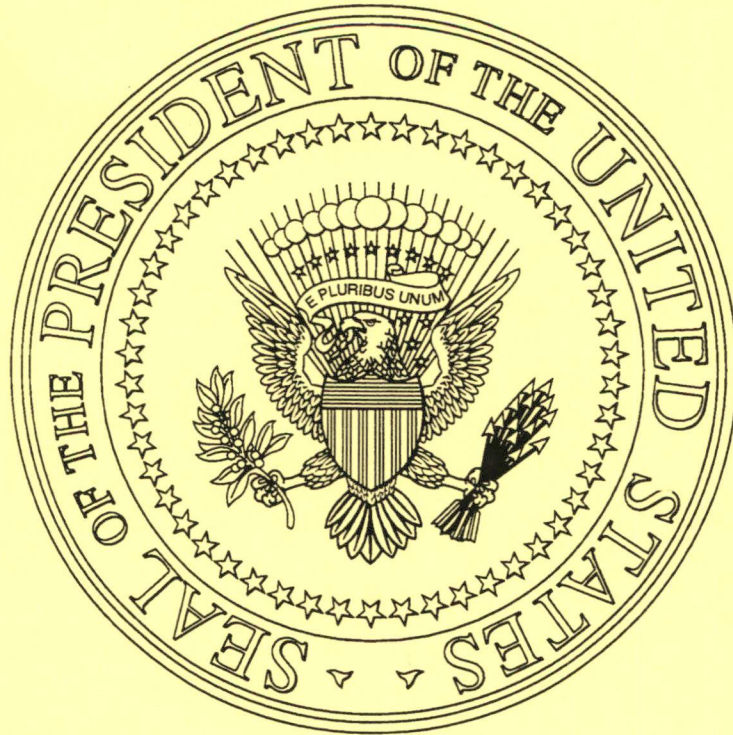
This is not a textual record. This is used as an administrative marker by the George Bush Presidential Library Staff.

Record Group/Collection: George H.W. Bush Presidential Records
Collection/Office of Origin: Speechwriting, White House Office of
Series: Speech File Backup Files
Subseries: Chron File, 1989-1993

OA/ID Number: 13840
Folder ID Number: 13840-002

Folder Title:
Warren, Michigan Rally 10/29/92 [OA 7582] [2]

Stack:	Row:	Section:	Shelf:	Position:
G	26	23	2	2



**THE TRIP OF
THE PRESIDENT
TO
TOLEDO, STRONGSVILLE AND
COLUMBUS, OHIO;
AND
WARREN, MICHIGAN**

October 28, 1992

The Trip of the President
to Toledo, Strongsville and Columbus Ohio;
and Warren, Michigan
October 28, 1992



Gulf of Mexico

Atlantic Ocean

LEGEND

 Air Force One flight

	From/To	Statute Miles	Flying Time
A	Lima, Ohio to Toledo, Ohio	61	0 hour and 35 minutes
B	Toledo to Cleveland, Ohio	100	0 hour and 55 minutes
C	Cleveland to Columbus, Ohio	110	1 hour and 00 minutes
D	Columbus to Mt. Clemens, Michigan	160	0 hour and 45 minutes

SCHEDULE

THE WHITE HOUSE

WASHINGTON

SCHEDULE OF THE PRESIDENT

FOR

TOLEDO, OHIO

OCTOBER 28, 1992

EVENTS:

Toledo Welcome

DRESS:

Men - Business Suit
Women - Day Dress

CONTACTS:

Presidential Advance Office
John G. Keller, Jr. - 202/456-7565

Trip Coordinator
Anne Mincy - 202/456-7565

Toledo, Ohio Signal - 202/757-2107

ADVANCE:

Dianne Harrison	- LEAD	Kim Palmese	- SITE
Stacey Silva	- PRESS	Debby Wilson	- SITE
Julie Pearson	- USSS	Leo Tomeu	- SITE
John Wissler	- MIL. AIDE		
Richard Williams	- WHCA		
Jeff Mason	- AF1		

WEATHER:

Cloudy/Low 50's

SCHEDULE OF THE PRESIDENT

FOR

TOLEDO, OHIO

OCTOBER 28, 1992

10:00 am THE PRESIDENT arrives Toledo Landing Zone, Toledo,
(E.S.T.) Ohio and boards Motorcade.

10:10 am THE PRESIDENT departs Toledo Landing Zone en route
Seagate Center.

MOTORCADE ASSIGNMENTS:

Lead	D. Harrison
Spare	B. Farish Doctor
LIMO	THE PRESIDENT Sec. Baker
Follow-Up	
Control	D. Bates Adm. Howe Mil. Aide
Support	M. Fitzwater J. Keller Official Photographer Medic
WHCA	J. Yakeley
Camera I	J. Herrick
Camera II	
Staff Van	All Remaining Staff and Guests

Wire I

Wire II

Press Van I M. Busch

Press Van II

Press Van III

(Drive Time: 5 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Seagate Center, Guests and Staff will be escorted to Staff Viewing Area/Holding Room.

Please board Motorcade no later than **11:20 am** for transport to Toledo Express Airport.

10:15 am

THE PRESIDENT arrives Seagate Center and proceeds to Holding Room.

Met by:

The Honorable John Robson
Mayor, Walbridge, Ohio

Mr. Ben Marsh
Bush/Quayle Supporter

Ms. Mary Brown
Bush/Quayle Supporter

Mr. James King
Bush/Quayle Supporter

Mrs. Betty Jo Sherman
Bush/Quayle Supporter

Ms. Peg Ramm
Bush/Quayle Supporter

Mr. James Donnelly
Executive Director and Chief Executive Director,
Seagate Center

Mr. Mark Tansey
Event Coordinator, Seagate Center

Mr. Michael Fritz
Deputy Director and Comptroller, Seagate Center

10:20 am THE PRESIDENT arrives Holding Room and holds
briefly.

10:24 am THE PRESIDENT departs Holding Room and proceeds to
Off-Stage Area.

10:25 am THE PRESIDENT, accompanied by Mr. Bruce Willis,
Actor, arrives Off-Stage Area and holds briefly.

EVENT: TOLEDO WELCOME

OPEN PRESS

ON-STAGE ANNOUNCEMENT

REMARKS

10:26 am THE PRESIDENT is announced onto Stage by The
Honorable George Voinovich, Governor of Ohio, and
remains Standing.

10:28 am THE PRESIDENT is introduced for Remarks by Mr.
Bruce Willis.

10:30 am THE PRESIDENT makes Remarks.

10:50 am THE PRESIDENT concludes Remarks, departs Stage and proceeds to Holding Room.

10:55 am THE PRESIDENT arrives Holding Room for Private Time.

(PRIVATE TIME: 30 MINUTES)

11:25 am THE PRESIDENT departs Holding Room and boards Motorcade.

NOTE: Six Police Photos will be taken at this time.

11:30 am THE PRESIDENT departs Seagate Center en route Toledo Express Airport.

MOTORCADE ASSIGNMENTS:

Same as on Arrival.

(Drive Time: 20 Minutes)

11:50 am THE PRESIDENT arrives Toledo Express Airport and boards Air Force One.

11:55 am THE PRESIDENT departs Toledo, Ohio en route
(E.S.T.) Cleveland, Ohio.

(Flying Time: 55 Minutes)
(Interchange: Yes)
(Time Change: None)
(Food Service: Lunch)

THE WHITE HOUSE

WASHINGTON

VISIT OF THE PRESIDENT

TO

TOLEDO, OHIO

OCTOBER 28, 1992

EVENT: Toledo Welcome

DATE: Wednesday, October 28, 1992

TIME: 10:15 am - 11:30 am

LOCATION: Seagate Center

ATTENDEES: 4,000

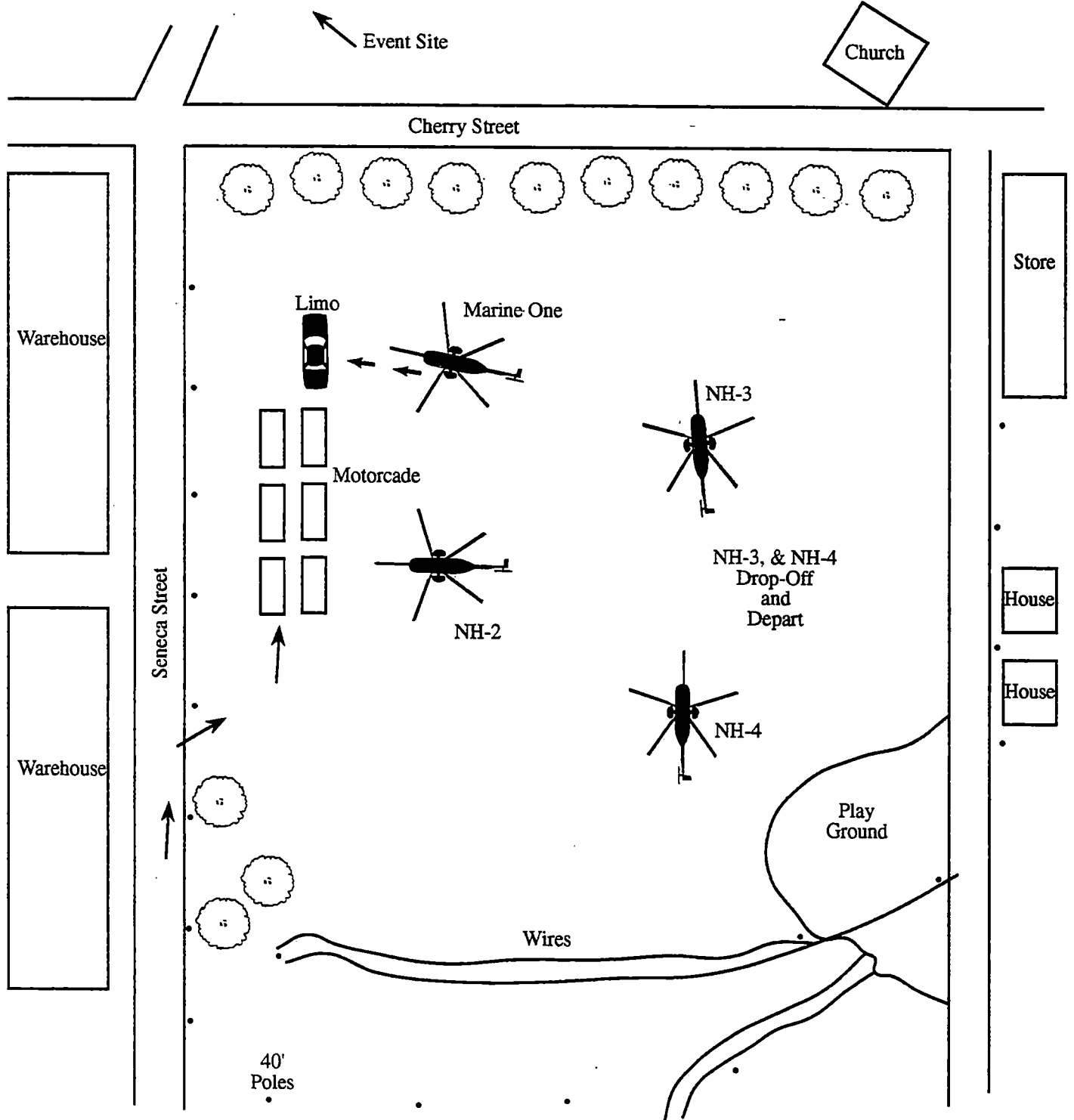
PRESS: Open

SCENARIO: THE PRESIDENT arrives Seagate Center and is met by: The Honorable John Robson, Mayor, Walbridge, Ohio; Mr. Ben Marsh, Bush/Quayle Supporter; Ms. Mary Brown, Bush/Quayle Supporter; Mr. James King, Bush/Quayle Supporter; Mrs. Betty Jo Sherman, Bush/Quayle Supporter; Ms. Peg Ramm, Bush/Quayle Supporter; Mr. James Donnelly, Executive Director and Chief Executive Director, Seagate Center; Mr. Mark Tansey, Event Coordinator, Seagate Center; and Mr. Michael Fritz, Deputy Director and Comptroller, Seagate Center. Following Greetings, THE PRESIDENT proceeds to Holding Room. THE PRESIDENT arrives Holding Room and holds briefly. THE PRESIDENT departs Holding Room and proceeds to Off-Stage Area. THE PRESIDENT arrives Off-Stage Area and holds briefly. THE PRESIDENT, accompanied by Mr. Bruce Willis, Actor, is announced onto Stage by The Honorable George Voinovich, Governor of Ohio, and remains Standing. THE PRESIDENT is introduced for Remarks by Mr. Bruce Willis. THE PRESIDENT makes Remarks. THE PRESIDENT concludes Remarks, departs Stage and proceeds to Holding Room. THE PRESIDENT arrives Holding Room for Private Time. (PRIVATE TIME: 30 MINUTES) THE PRESIDENT boards Motorcade and departs Seagate en route Toledo Express Airport. (NOTE: Six Police photos will be taken at this time.)

The backdrop is a portion of the audience seated on bleachers 20 X 56 feet, created an arena affect.

The press platform is located straight-on at 70 feet.

TAB A
TOLEDO, OHIO
Landing Zone
Downtown Toledo
Wednesday, October 28, 1992

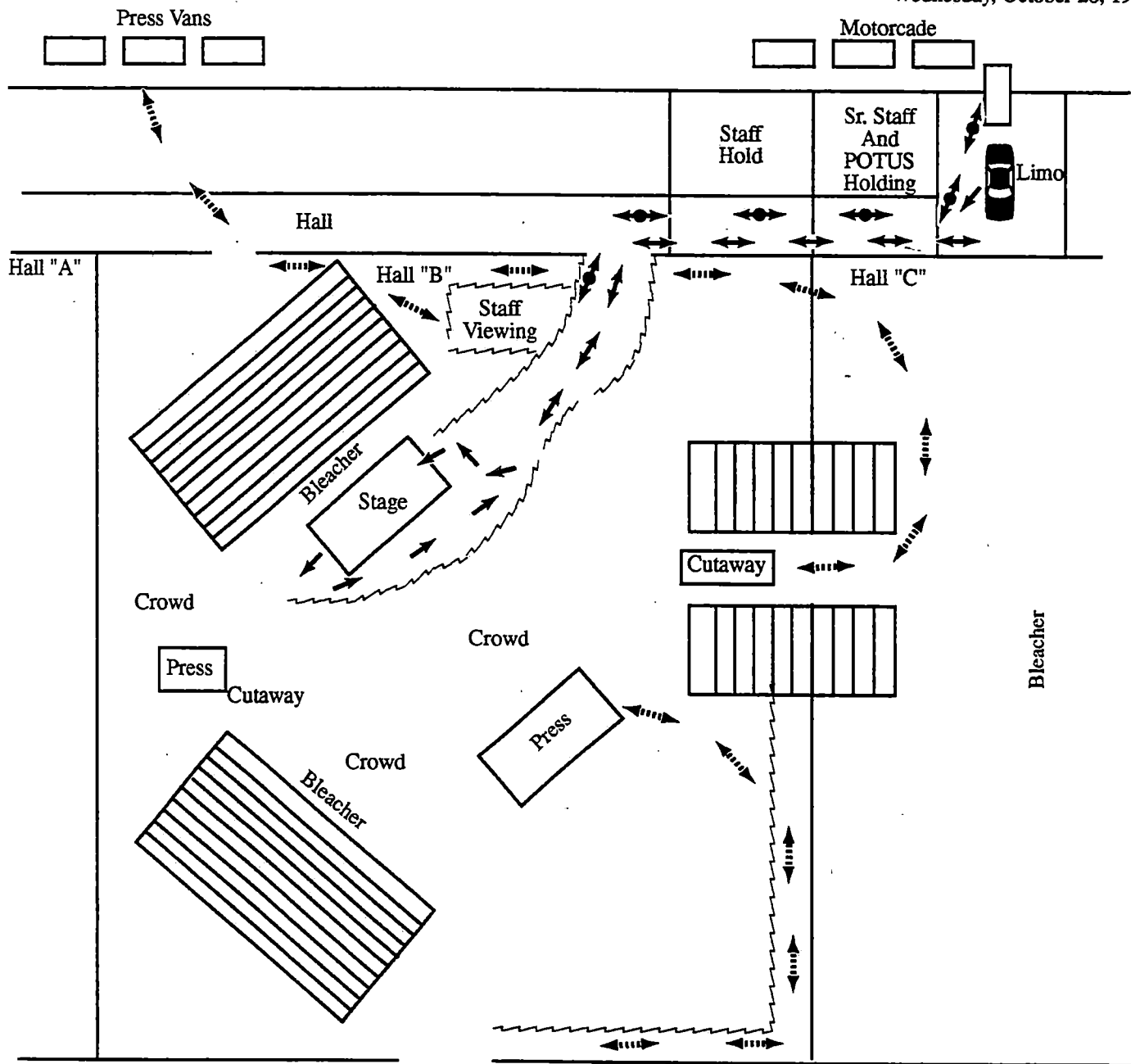


KEY:

→ THE PRESIDENT

TAB B
 TOLEDO, OHIO
 Toledo Welcome
 Overview

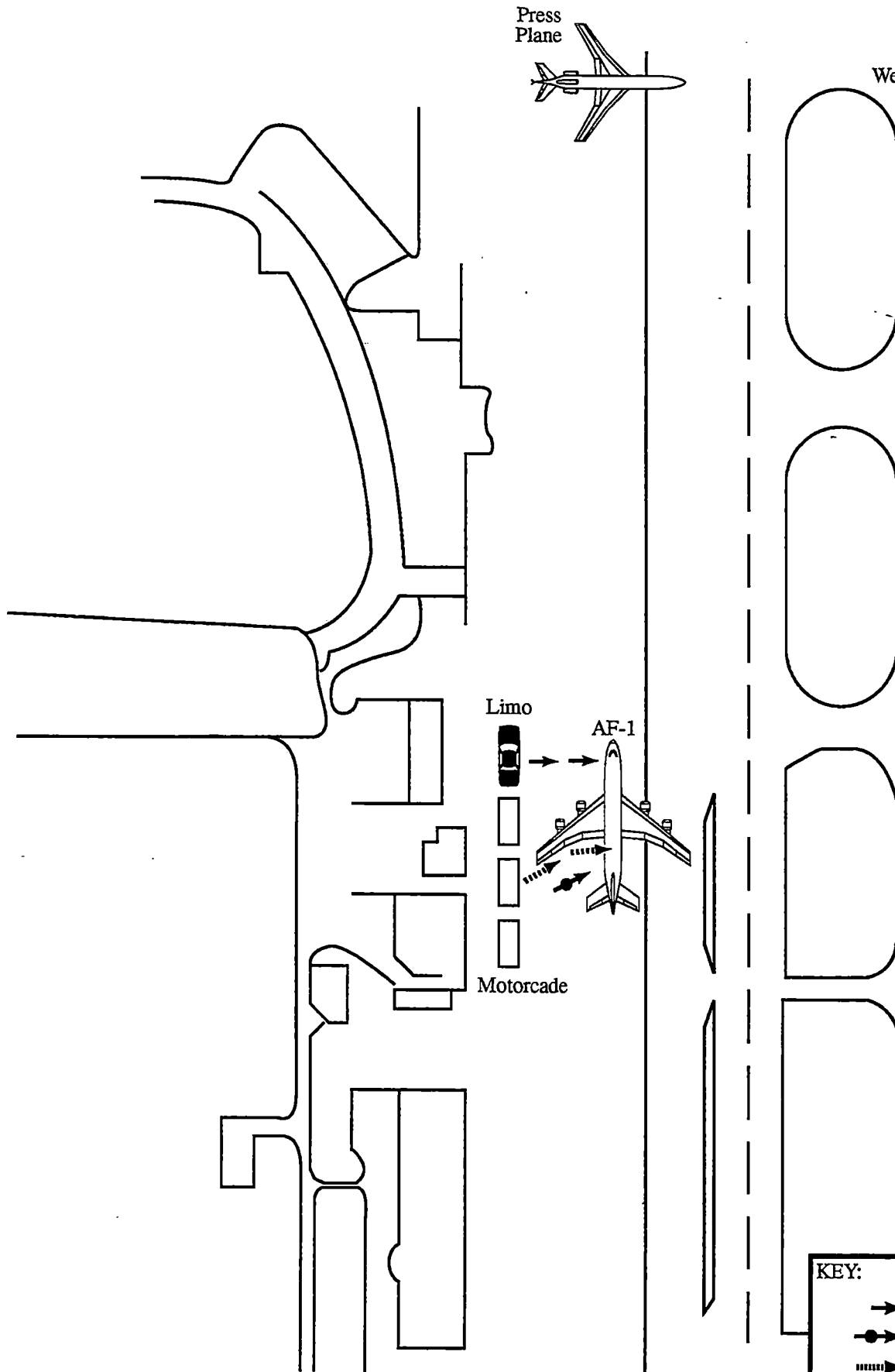
Wednesday, October 28, 1992



KEY:

- THE PRESIDENT
- - - - - GUESTS / STAFF

TAB C
TOLEDO, OHIO
Toledo Express Airport
Departure Diagram
Wednesday, October 28, 1992



KEY:

- THE PRESIDENT
- GUESTS / STAFF
- ▄→ PRESS POOL

SCHEDULE

THE WHITE HOUSE

WASHINGTON

SCHEDULE OF THE PRESIDENT

FOR

STRONGSVILLE, OHIO

OCTOBER 28, 1992

EVENTS:

Strongsville Welcome

DRESS:

Men - Business Suit
Women - Day Dress

CONTACT:

Office of Presidential Advance
John G. Keller, Jr. - 202/456-7565

Trip Coordinator
Shirley Huang - 202/456-7565

Cleveland, Ohio Signal - 202/757-2102

ADVANCE:

Kevin Hart	- LEAD	Jim Schaefer	- SITE
Denise Dunckel	- PRESS	Truett Griffen	- SITE
Jim Tomsheck	- USSS	Paul Pelletier	- SITE
Michelle Johnson	- MIL. AIDE	Ann Lange	- PRESS
Lyn Litchy	- WHCA		
Doug White	- AFI		

WEATHER:

Sunny/High 40's

SCHEDULE OF THE PRESIDENT

FOR

STRONGSVILLE, OHIO

OCTOBER 28, 1992

12:50 pm
(E.S.T.)

THE PRESIDENT arrives Cleveland-Hopkins International Airport, Cleveland, Ohio and boards Motorcade.

Met by:

Mr. Vaclav Hyvnar
Nationalities Chairman, Ohio Bush/Quayle '92

Mr. Tim Timken
Finance Committee, Bush/Quayle '92

Mr. Tom Hannon
Finance Committee, Bush/Quayle '92

Mr. Joe Petros
Supporter, Bush/Quayle '92

Mr. Mark Canfield
Supporter, Bush/Quayle '92

Mr. Mark Waznicki
Supporter, Bush/Quayle '92

Mrs. Dorothy Ginther
Supporter, Bush/Quayle '92

Mr. Tom McCabe
Supporter, Bush/Quayle '92

Mr. Russ Davis
Supporter, Bush/Quayle '92

Mr. Andy Anderson
Supporter, Bush/Quayle '92

Mrs. Helen Kreiger
Supporter, Bush/Quayle '92

Mrs. Irene Morrow
Supporter, Bush/Quayle '92

1:00 pm

THE PRESIDENT departs Cleveland-Hopkins
International Airport, Cleveland, Ohio en route
Strongsville Commons, Strongsville, Ohio.

MOTORCADE ASSIGNMENTS:

Lead	K. Hart
Spare	B. Farish Doctor
LIMO	THE PRESIDENT Sec. Baker
Follow-Up	
Control	D. Bates Adm. Howe Mil. Aide
Support	M. Fitzwater J. Keller Official Photographer Medic
WHCA	J. Yakeley
Camera I	J. Herrick
Camera II	
Guest Van	All Guests
Staff Van	All Remaining Staff
Wire I	
Wire II	
Press Mini Bus	M. Busch

Local Press
Mini Bus

(Drive Time: 20 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Strongsville Commons,
Strongsville, Ohio, Guests and Staff will
be escorted to Staff Viewing Area.

Please board Motorcade no later than
2:25 pm for transport to Cleveland-Hopkins
International Airport, Cleveland, Ohio.

1:20 pm

THE PRESIDENT arrives Strongsville Commons,
Strongsville, Ohio and proceeds to Holding Room.

Met by:

The Honorable and Mrs. Walter F. Ehrnfelt (Anne)
Mayor of Strongsville

Ms. Sue Reager
Supporter, Bush/Quayle '92

Ms. Rhonee Iula
Supporter, Bush/Quayle '92

Mr. Charlie Byrne
Supporter, Bush/Quayle '92

Mr. Peter Trakis
Supporter, Bush/Quayle '92

Mr. George Robinson
Supporter, Bush/Quayle '92

1:24 pm THE PRESIDENT arrives Holding Room and holds briefly.

1:26 pm THE PRESIDENT departs Holding Room and proceeds to Off-Stage Area.

1:29 pm THE PRESIDENT arrives Off-Stage Area and holds briefly.

NOTE: The Oakridge Boys will conclude performance from Entertainment Stage at this time.

EVENT: STRONGSVILLE WELCOME

OPEN PRESS

ON-STAGE ANNOUNCEMENT

REMARKS

1:30 pm THE PRESIDENT, accompanied by Mr. Bruce Willis, Entertainer, is announced onto Stage by The Honorable George Voinovich, Governor of Ohio, and remains Standing.

1:31 pm THE PRESIDENT is introduced for Remarks by Mr. Bruce Willis, Entertainer.

1:35 pm THE PRESIDENT makes Remarks.

1:55 pm THE PRESIDENT concludes Remarks, departs Stage and proceeds to Holding Room.

2:00 pm THE PRESIDENT arrives Holding Room for Private Time.

(PRIVATE TIME: 30 MINUTES)

2:30 pm THE PRESIDENT departs Holding Room and boards Motorcade.

2:35 pm THE PRESIDENT departs Strongsville Commons, Strongsville, Ohio en route Cleveland-Hopkins International Airport, Cleveland, Ohio.

MOTORCADE ASSIGNMENTS:

Same as on Arrival.

(Drive Time: 20 Minutes)

2:55 pm THE PRESIDENT arrives Cleveland-Hopkins International Airport, Cleveland, Ohio and boards Air Force One.

3:00 pm THE PRESIDENT departs Cleveland, Ohio en route
(E.S.T.) Columbus, Ohio.

(Flying Time: 1 Hour)

(Interchange: Yes)

(Time Change: None)

(Food Service: Snacks)

THE WHITE HOUSE

WASHINGTON

VISIT OF THE PRESIDENT

TO

STRONGSVILLE, OHIO

OCTOBER 28, 1992

EVENT: Strongsville Welcome

DATE: Wednesday, October 28, 1992

TIME: 1:30 pm - 1:55 pm

LOCATION: Strongsville Commons

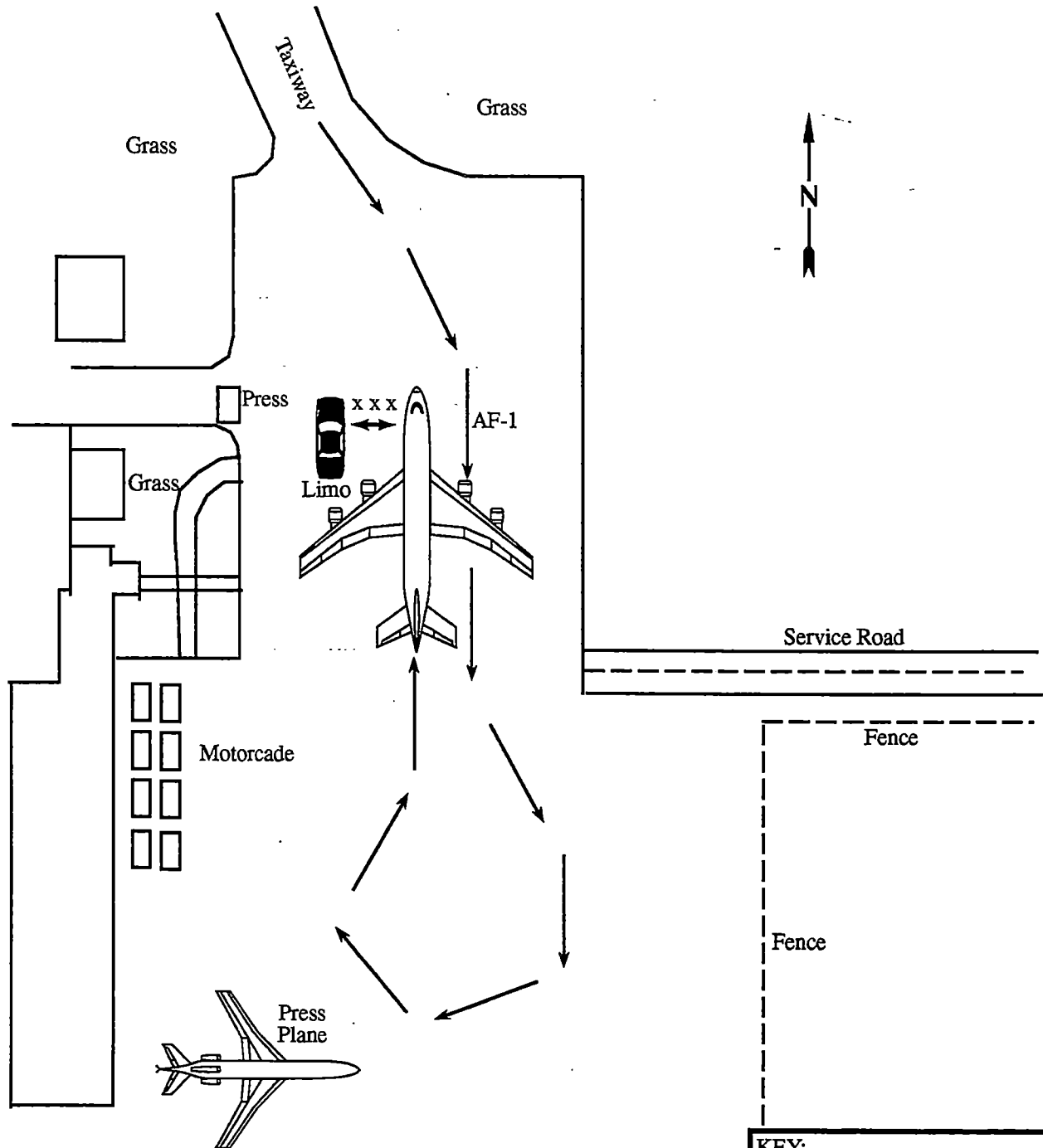
ATTENDEES: 8,000

PRESS: Open

SCENARIO: THE PRESIDENT arrives Strongsville Commons, Strongsville, Ohio and is met by: The Honorable and Mrs. Walter F. Ehrnfelt (Anne), Mayor of Strongsville; Ms. Sue Reager, Supporter, Bush/Quayle '92; Ms. Rhonee Iula, Supporter, Bush/Quayle '92; Mr. Charlie Byrne, Supporter, Bush/Quayle '92; Mr. Peter Trakis, Supporter, Bush/Quayle '92; and Mr. George Robinson, Supporter, Bush/Quayle '92. Following the Greetings, THE PRESIDENT proceeds to Holding Room. THE PRESIDENT arrives Holding Room and holds briefly. THE PRESIDENT departs Holding Room and proceeds to Off-Stage Area. THE PRESIDENT arrives Off-Stage Area and holds briefly. (NOTE: The Oakridge Boys will conclude performance from Entertainment Stage at this time.) THE PRESIDENT, accompanied by Mr. Bruce Willis, Entertainer, is announced onto Stage by The Honorable George Voinovich, Governor of Ohio, and remains Standing (Enter Stage Right). THE PRESIDENT is introduced for Remarks by Mr. Bruce Willis, Entertainer. THE PRESIDENT makes Remarks. THE PRESIDENT concludes Remarks, departs Stage and proceeds to Holding Room (Exit Stage Left). THE PRESIDENT arrives Holding Room for Private Time. (PRIVATE TIME: 30 MINUTES) THE PRESIDENT departs Holding Room and boards Motorcade. THE PRESIDENT departs Strongsville Commons, Strongsville, Ohio en route Cleveland-Hopkins International Airport, Cleveland, Ohio.

The Backdrop will be a white gazebo with the Strongsville Community Band. The Press Platform is located straight-on at 65 feet.

TAB A
 CLEVELAND, OHIO
 Cleveland-Hopkins
 International Airport
 Arrival/Departure Diagram
 Wednesday, October 28, 1992



KEY:

- ➔ THE PRESIDENT
- X GREETERS

Withdrawal/Redaction Sheet

(George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
01. Diagram	Re: POTUS visit to Strongsville, Ohio. (1 pp.)	10/28/92	(b)(7)(e), (b)(7)(f)	

Collection:

Record Group: Bush Presidential Records
Office: Speechwriting, White House Office of
Series: Speech File, Backup
Subseries:
WHORM Cat.:
File Location: Warren, Michigan Rally 10/29/92 [2]

Date Closed: 12/7/2004	OA/ID Number: 07582
FOIA/SYS Case #:	
Re-review Case #: 2004-2265-S	
P-2/P-5 Review Case #:	
MR Case #:	Appeal Case #:
MR Disposition:	Appeal Disposition:
Disposition Date:	Disposition Date:

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P-1 National Security Classified Information [(a)(1) of the PRA]
P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P-3 Release would violate a Federal statute [(a)(3) of the PRA]
P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
P-5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA]
P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

Freedom of Information Act - [5 U.S.C. 552(b)]

(b)(1) National security classified information [(b)(1) of the FOIA]
(b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
(b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
(b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
(b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
(b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
(b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
(b)(9) Release would disclose geological or geophysical information

THE WHITE HOUSE

WASHINGTON

SCHEDULE OF THE PRESIDENT

FOR

COLUMBUS, OHIO

OCTOBER 28, 1992

EVENTS:

Downtown Columbus Welcome
"Ask George Bush" with Ohio Broadcasters

DRESS:

Men - Business Suit
Women - Day Dress

CONTACTS:

Office of Presidential Advance
John G. Keller, Jr. - 202/456-7565

Trip Coordinator
Lori Rosso - 202/456-7565

Columbus, Ohio Signal - 202/757-2109

ADVANCE:

John Horne	- LEAD	Jim Ursomarso	- SITE
Lani Miller	- PRESS	Bobby Peede	- SITE
Jim Knodell	- USSS	Kathryn Burton	- PRESS
Rusty Schorsch	- MIL. AIDE		
Jim Maluda	- WHCA		
Steve Deaux	- AFI		

WEATHER:

Partly Cloudy/Low 60's

SCHEDULE OF THE PRESIDENT

FOR

COLUMBUS, OHIO

OCTOBER 28, 1992

4:00 pm
(E.S.T.)

THE PRESIDENT arrives Port Columbus International Airport, Columbus, Ohio and boards Motorcade.

Met by:

Father Carlton Jones
Chairman, Catholics for Bush

Mr. David Schreiber
Supporter, Bush-Quayle

Mr. Kelly England
Supporter, Bush-Quayle

Ms. Beth Lear
Supporter, Bush-Quayle

Mr. Scott Marrah
Supporter, Bush-Quayle

Ms. Lori Watiker
Supporter, Bush-Quayle

Mr. Neil Carson
Supporter, Bush-Quayle

Mrs. Bonnie Susey
Supporter, Bush-Quayle

Mr. Steve Brock
Supporter, Bush-Quayle

Ms. Michelle Holdgreve
Supporter, Bush-Quayle

Mr. Brian Walton
Supporter, Bush-Quayle

Mr. Meredith Ashley

NOTE: The Honorable George Voinovich,
Governor, Ohio will accompany THE
PRESIDENT throughout the visit.

4:10 pm

THE PRESIDENT departs Port Columbus International
Airport en route Nationwide Plaza.

MOTORCADE ASSIGNMENTS:

Lead	J. Horne
Spare	B. Farish Doctor
LIMO	THE PRESIDENT Sec. Baker
Follow-Up	
Control	D. Bates Adm. Howe Mil. Aide
Support	M. Fitzwater J. Keller Official Photographer Medic
WHCA	J. Yakeley
Camera I	J. Herrick
Camera II	
Guest and Staff Mini Bus	All Remaining Guests and Staff
Wire I	
Wire II	
Press Mini Bus	M. Busch
Local Press Van	

(Drive Time: 15 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Nationwide Plaza,
Guests and Staff will be escorted to
Holding Room/Staff Viewing Area.

Please board Motorcade no later than
4:50 pm for transport to Sheraton Inn.

4:25 pm

THE PRESIDENT arrives Nationwide Plaza and
proceeds to Holding Room.

Met by:

The Honorable Gregory Lashutka
Mayor, Columbus, Ohio

Mr. Dick McFerson
President, Nationwide Insurance

Mr. Steve Rish
Vice President, Public Relations, Nationwide
Insurance

Mr. Sid Druen
Vice President and Deputy General Counsel,
Nationwide Insurance

Mr. Craig Zimpher
Federal Affairs Officer, Nationwide Insurance

4:30 pm

THE PRESIDENT arrives Holding Room and holds
briefly.

4:32 pm

THE PRESIDENT departs Holding Room and proceeds to
Off-Stage Area.

4:33 pm THE PRESIDENT arrives Off-Stage Area and holds briefly.

NOTE: Dais participants are announced onto Stage at this time.

EVENT: DOWNTOWN COLUMBUS WELCOME

OPEN PRESS

ON-STAGE ANNOUNCEMENT

REMARKS

4:35 pm THE PRESIDENT is announced onto Stage by Mr. Arnold Schwarzenegger, Entertainer, and remains Standing.

4:40 pm THE PRESIDENT makes Remarks.

5:00 pm THE PRESIDENT concludes Remarks, departs Stage and boards Motorcade.

5:05 pm THE PRESIDENT departs Nationwide Plaza en route Sheraton Inn.

MOTORCADE ASSIGNMENTS:

Same as on Arrival.

(Drive Time: 10 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Sheraton Inn,
Guests and Staff will be escorted to
Holding Room/Staff Viewing Area.

Please board Motorcade no later than
6:10 pm for transport to Ohio Historical
Society.

5:15 pm THE PRESIDENT arrives Sheraton Inn and proceeds to
Suite.

Met by:

Ms. Tricia Ramsey
Sales Manager, Sheraton Inn

Mr. Michael Angelisanti
General Manager, Sheraton Inn

5:20 pm THE PRESIDENT arrives Suite for Private Time.

(PRIVATE TIME: 1 HOUR)

6:20 pm THE PRESIDENT departs Suite and boards Motorcade.

NOTE: Six Police Photos will be taken at this
time.

6:25 pm THE PRESIDENT departs Sheraton Inn en route Ohio
Historical Society.

MOTORCADE ASSIGNMENTS:

Lead	J. Horne
Spare	B. Farish Doctor
LIMO	THE PRESIDENT Sec. Baker
Follow-Up	
Control	D. Bates Adm. Howe Mil. Aide
Support	M. Fitzwater J. Keller Official Photographer Medic
WHCA	J. Yakeley
Camera I	J. Herrick
Camera II	
Guest and Staff Mini Bus	All Remaining Guests and Staff
Wire I	
Wire II	
Press Mini Bus	M. Busch
Local Press Van	

(Drive Time: 15 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Ohio Historical Society,
Guests and Staff will be escorted to
Holding Room/Staff Viewing Area.

Please board Motorcade no later than
8:00 pm for transport to Port Columbus
International Airport.

6:40 pm THE PRESIDENT arrives Ohio Historical Society and
proceeds to Holding Room.

Met by:

Mr. Gary Robinson
President, Ohio Association of Broadcasters

Mr. Dale Bring
Executive Vice President, Ohio Association of
Broadcasters

Mr. Gene D'Angelo
President, WBNS-TV

Mr. Tom Stewart
Vice President, WBNS-TV

6:45 pm THE PRESIDENT arrives Holding Room.

6:55 pm THE PRESIDENT departs Holding Room and proceeds to
Off-Stage Area.

6:57 pm THE PRESIDENT arrives Off-Stage Area and holds
briefly.

EVENT: "ASK GEORGE BUSH" WITH OHIO BROADCASTERS

CLOSED PRESS

ON-STAGE ANNOUNCEMENT

LIVE TELEVISION COVERAGE

QUESTION AND ANSWER SESSION

- 6:58 pm THE PRESIDENT is announced onto Stage by Mr. Gary Robinson, Moderator and is Seated.
- 7:00 pm THE PRESIDENT begins participation in "Ask George Bush" with Ohio Broadcasters.
- 8:00 pm THE PRESIDENT concludes participation in "Ask George Bush" with Ohio Broadcasters, departs Stage and proceeds to Holding Room.
- 8:05 pm THE PRESIDENT arrives Holding Room and holds briefly.
- 8:10 pm THE PRESIDENT departs Holding Room and boards Motorcade.
- 8:15 pm THE PRESIDENT departs Ohio Historical Society en route Port Columbus International Airport.

MOTORCADE ASSIGNMENTS:

Same as on Arrival.

(Drive Time: 15 Minutes)

8:30 pm THE PRESIDENT arrives Port Columbus International Airport and boards Air Force One.

8:35 pm THE PRESIDENT departs Columbus, Ohio en route
(E.S.T.) Detroit, Michigan.

(Flying Time: 45 Minutes)
(Interchange: No)
(Time Change: None)
(Food Service: Snacks)

THE WHITE HOUSE
WASHINGTON
VISIT OF THE PRESIDENT
TO
COLUMBUS, OHIO
OCTOBER 28, 1992

EVENT: Downtown Columbus Welcome

DATE: Wednesday, October 28, 1992

TIME: 4:35 pm - 5:00 pm

LOCATION: Nationwide Plaza

ATTENDEES: 5,000

PRESS: Open

SCENARIO: THE PRESIDENT arrives Nationwide Plaza and is Met by: The Honorable Gregory Lashutka, Mayor, Columbus, Ohio; Mr. Dick McFerson, President, Nationwide Insurance; Mr. Steve Rish, Vice President, Public Relations, Nationwide Insurance; Mr. Sid Druen, Vice President and Deputy General Counsel, Nationwide Insurance; and Mr. Craig Zimpher, Federal Affairs Officer, Nationwide Insurance. Following Greetings, THE PRESIDENT proceeds to Holding Room. THE PRESIDENT arrives Holding Room and holds briefly. THE PRESIDENT departs Holding Room and proceeds to Off-Stage Area. THE PRESIDENT arrives Off-Stage Area and holds briefly (NOTE: Dais participants are announced onto Stage at this time). THE PRESIDENT is announced onto Stage by Mr. Arnold Schwarzenegger, Entertainer, and remains Standing (Enter Stage Right). THE PRESIDENT makes Remarks. THE PRESIDENT concludes Remarks, departs Stage and boards Motorcade (Exit Stage Right). THE PRESIDENT departs Nationwide Plaza en route Sheraton Inn.

The backdrop will be audience seated in Bleachers. The Press platform will be located at a 70 degree angel at 60 feet.

THE WHITE HOUSE

WASHINGTON

VISIT OF THE PRESIDENT

TO

COLUMBUS, OHIO

OCTOBER 28, 1992

EVENT: "Ask George Bush" with Ohio Broadcasters

DATE: Wednesday, October 28, 1992

TIME: 7:00 pm - 8:00 pm

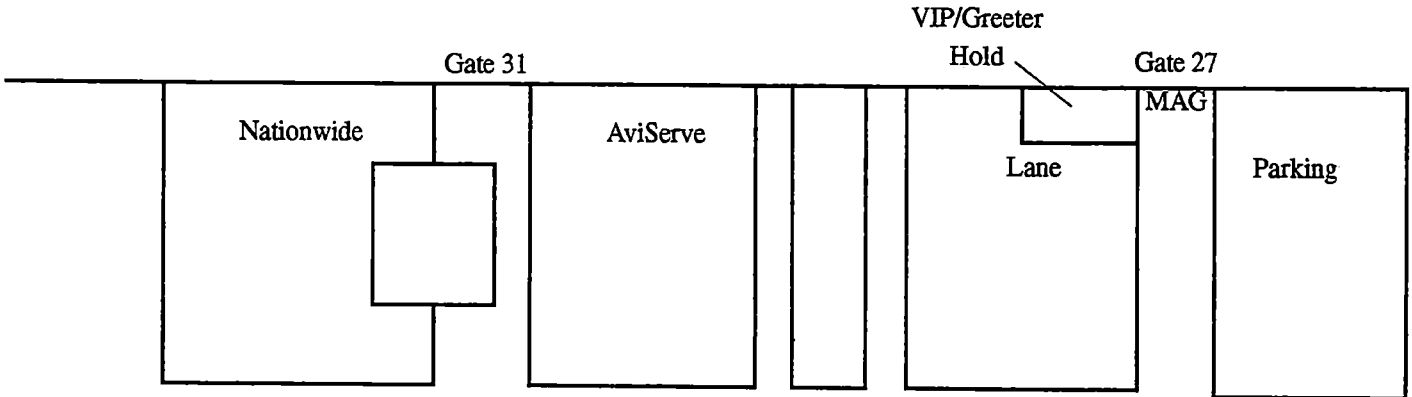
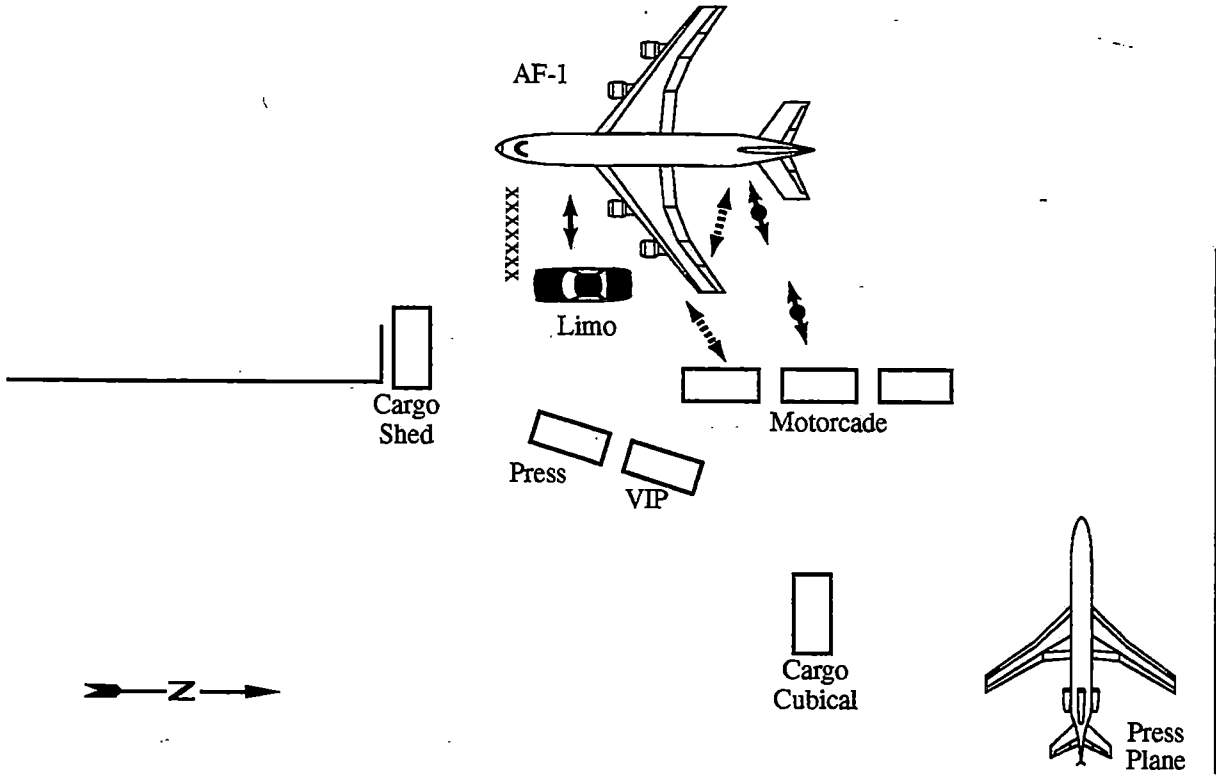
LOCATION: Ohio Historical Society

ATTENDEES: 200

PRESS: Closed

SCENARIO: THE PRESIDENT arrives Ohio Historical Society and is Met by: Mr. Gary Robinson, President, Ohio Association of Broadcasters; Mr. Dale Bring, Executive Vice President, Ohio Association of Broadcasters; Mr. Gene D'Angelo, President, WBNS-TV; Mr. Tom Stewart, Vice President, WBNS-TV. Following Greetings, THE PRESIDENT proceeds to Holding Room. THE PRESIDENT arrives Holding Room. THE PRESIDENT departs Holding Room and proceeds to Off-Stage Area. THE PRESIDENT arrives Off-Stage Area and holds briefly. THE PRESIDENT is announced onto Stage by Mr. Robinson, Moderator, and is Seated (Enter Stage Right). THE PRESIDENT begins participation in "Ask George Bush" with Ohio Broadcasters. THE PRESIDENT concludes participation in "Ask George Bush" with Ohio Broadcasters, departs Stage and proceeds to Holding Room (Exit Stage Right). THE PRESIDENT arrives Holding Room and holds briefly. THE PRESIDENT departs Holding Room and boards Motorcade. THE PRESIDENT departs Ohio Historical Society en route Port Columbus International Airport.

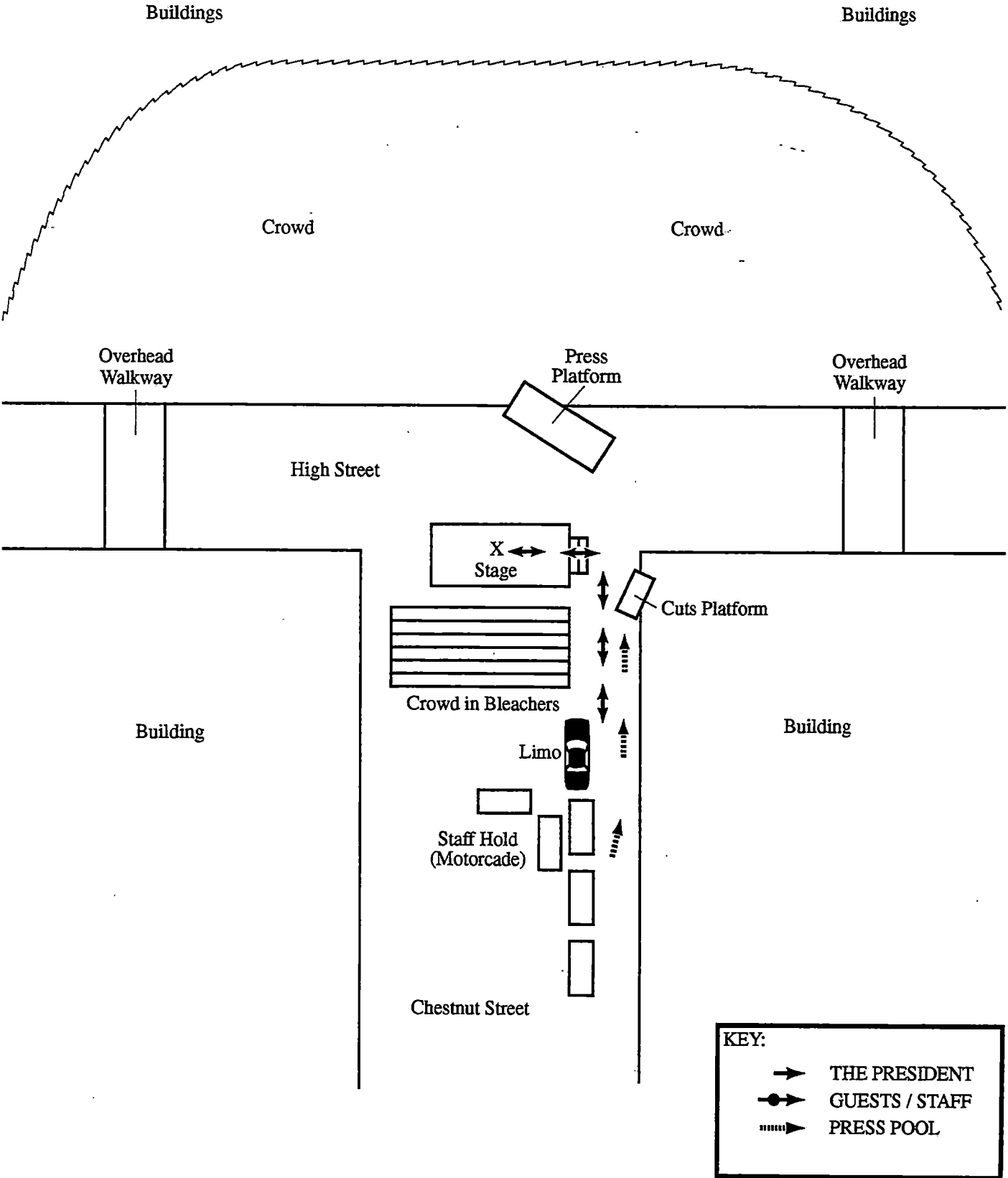
TAB A
 COLUMBUS, OHIO
 Port Columbus International Airport
 Arrival/Departure Diagram
 Wednesday, October 28, 1992



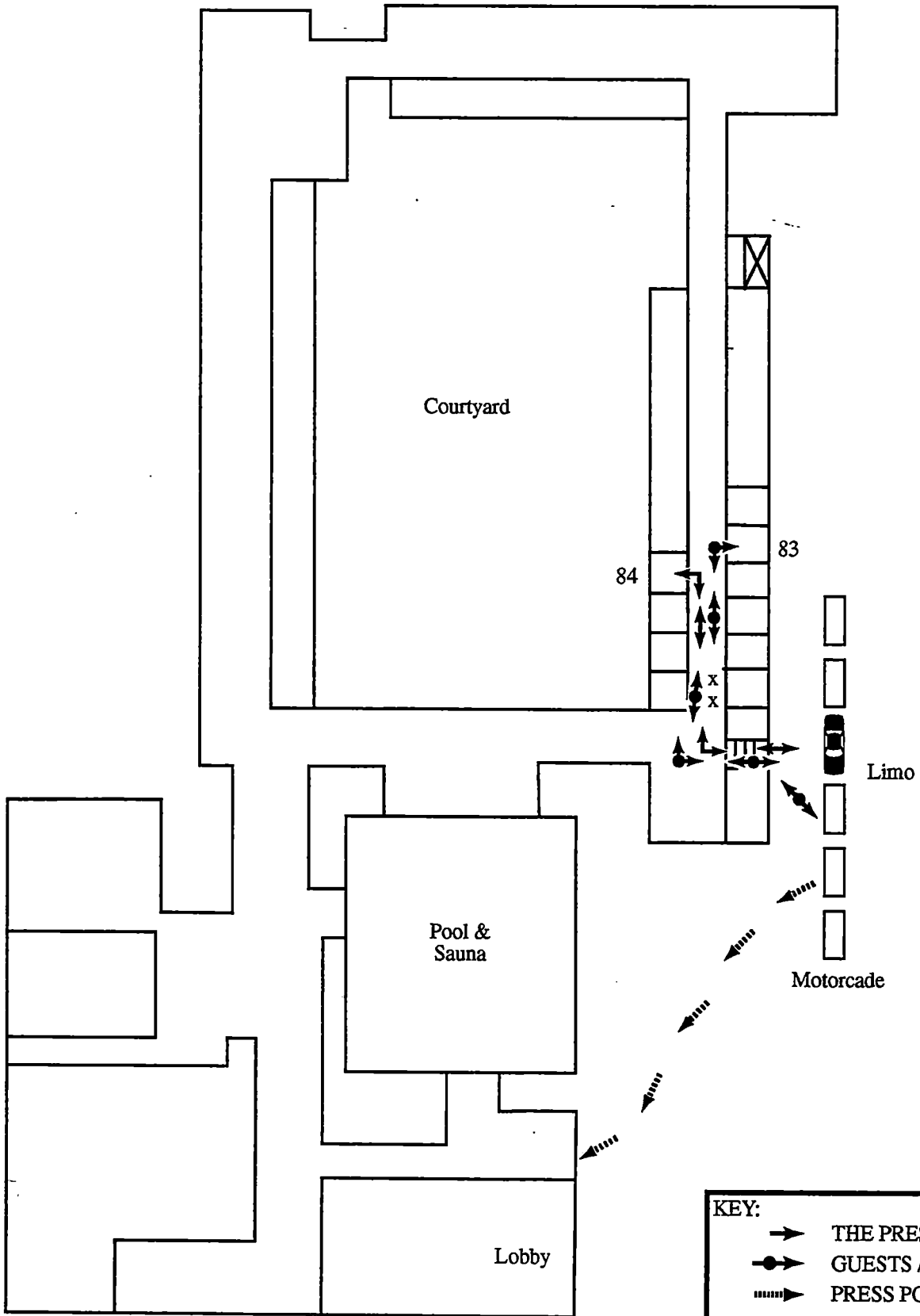
KEY:

- THE PRESIDENT
- GUESTS / STAFF
- ▬→ PRESS POOL
- X GREETERS

TAB
 COLUMBUS, OHIO
 Downtown Columbus Welcome
 Nationwide Plaza
 Wednesday, October 28, 1992



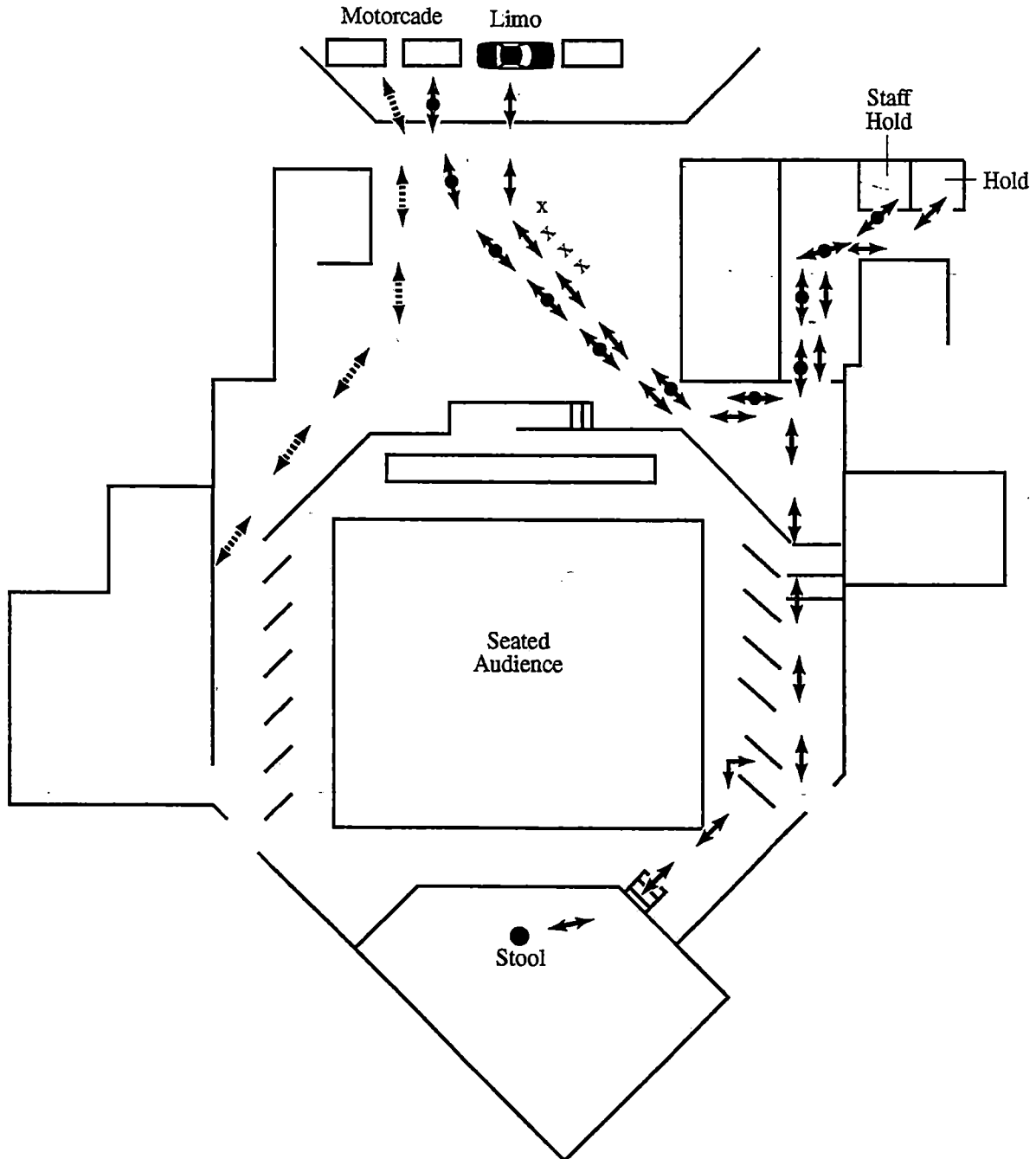
TAB C
COLUMBUS, OHIO
Sheraton Inn
Private Time
Wednesday, October 28, 1992



KEY:

- THE PRESIDENT
- GUESTS / STAFF
- - - - -> PRESS POOL
- X GREETERS

TAB D
COLUMBUS, OHIO
Ohio Historical Society
"Ask George Bush"
Wednesday, October 28, 1992



KEY:

- THE PRESIDENT
- GUESTS / STAFF
-→ PRESS POOL
- X GREETERS

THE WHITE HOUSE
WASHINGTON
SCHEDULE OF THE PRESIDENT
FOR
WARREN, MICHIGAN
OCTOBER 28, 1992

EVENTS:

No Events Scheduled (October 28, 1992)

DRESS:

Men - Business Suit
Women - Day Dress

CONTACTS:

Office of Presidential Advance
John G. Keller, Jr. - 202/456-7565

Trip Coordinator
Paige Scheer - 202/456-7565

Warren, Michigan Signal - 313/939-2285
- * 96 34 000

ADVANCE:

Martin Paine	- LEAD	Bob Athey	- SITE
Topper Ray	- PRESS	Anne Dickerson	- SITE
Steve Saunders	- USSS	Dan Renberg	- SITE
Wayne Justice	- MIL. AIDE	Susan Finkelstein	- PRESS SITE
Lori Colodney	- WHCA		
Denny Fay	- AFI		

WEATHER:

Partly Cloudy/Low 50's

SCHEDULE OF THE PRESIDENT

FOR

WARREN, MICHIGAN

OCTOBER 28, 1992

9:20 pm
(E.S.T.)

THE PRESIDENT arrives Selfridge Air National Guard Base, Mt. Clemens, Michigan.

NOTE: Open Arrival (Base Personnel and Dependents)

Met by:

Brigadier General and Mrs. David T. Arendts
(Barbara)
Wing Commander, Selfridge Air National Guard Base

Colonel and Mrs. Alan Ness (Connie)
191st Group Commander, Selfridge Air National Guard Base

Mr. Rick Boettcher
Co-Chair, Macomb County Bush/Quayle '92

Mr. Dave Viar
Co-Chair, Macomb County Bush/Quayle '92

Mr. Terry Fobbs
Coordinator, Wayne and Oakland County Bush/Quayle '92

The Honorable Gil DiNello
Democratic State Senator; Endorsed Bush/Quayle '92

Mrs. Delores Wheatley
Supporter, Michigan Bush/Quayle '92

Ms. Bonnie Kellogg
Supporter, Michigan Bush/Quayle '92

Ms. Susy Canyock
Supporter, Oakland County Bush/Quayle '92

Ms. Gino Vittalli
Supporter, Macomb County Bush/Quayle '92

Mr. Mike Cassidy
Supporter, Macomb County Bush/Quayle '92

Mr. Jerry Mason
Supporter, Bush/Quayle '92

Mrs. Margaret Elchuk
Supporter, Bush/Quayle '92

Mr. Dave Bertram
Supporter, Bush/Quayle '92

Ms. Jodi Swann
Volunteer Youth Coordinator, Michigan Bush/Quayle
'92

Mr. Patrick Campbell
Manager, Southfield Ramada Inn

9:30 pm

THE PRESIDENT departs Selfridge Air National Guard
Base en route Van Dyke Park Hotel.

MOTORCADE ASSIGNMENTS:

Lead	M. Paine
Spare	B. Farish Doctor
LIMO	THE PRESIDENT Sec. Baker
Follow-Up	
Control	D. Bates Adm. Howe Mil. Aide
Support	M. Fitzwater J. Keller Official Photographer Medic
WHCA	J. Yakeley
Camera I	J. Herrick

Camera II

Guest and Staff
Mini Bus

All Guests and
Remaining Staff

Wire I

Wire II

Press Mini Bus

M. Busch

(Drive Time: 30 Minutes)

GUEST AND STAFF INSTRUCTIONS:

Upon arrival at Van Dyke Park Hotel,
Guests and Staff should proceed to
Staff Office, **Room 485** for Room
Assignments and Keys.

10:00 pm

THE PRESIDENT arrives Van Dyke Park Hotel and
proceeds to Suite.

Met by:

Mr. Leo Vergote
Owner, Van Dyke Park Hotel

Mr. Steven Vergote
General Manager, Van Dyke Park Hotel

10:05 pm

THE PRESIDENT arrives Suite for RON.

RON Warren, Michigan

Withdrawal/Redaction Sheet

(George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
02. Diagram	Re: POTUS visit to Mt. Clemens, Michigan. (1 pp.)	10/28/92	(b)(7)(e), (b)(7)(f)	

Collection:

Record Group: Bush Presidential Records
Office: Speechwriting, White House Office of
Series: Speech File, Backup
Subseries:
WHORM Cat.:
File Location: Warren, Michigan Rally 10/29/92 [2]

Date Closed: 12/7/2004	OA/ID Number: 07582
FOIA/SYS Case #:	
Re-review Case #: 2004-2265-S	
P-2/P-5 Review Case #:	
MR Case #:	Appeal Case #:
MR Disposition:	Appeal Disposition:
Disposition Date:	Disposition Date:

RESTRICTION CODES

<p>Presidential Records Act - [44 U.S.C. 2204(a)]</p> <p>P-1 National Security Classified Information [(a)(1) of the PRA] P-2 Relating to the appointment to Federal office [(a)(2) of the PRA] P-3 Release would violate a Federal statute [(a)(3) of the PRA] P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA] P-5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA] P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]</p> <p>C. Closed in accordance with restrictions contained in donor's deed of gift.</p>	<p>Freedom of Information Act - [5 U.S.C. 552(b)]</p> <p>(b)(1) National security classified information [(b)(1) of the FOIA] (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA] (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA] (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA] (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA] (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA] (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA] (b)(9) Release would disclose geological or geophysical information</p>
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ROOM LIST

WHITE HOUSE ROOM LIST

FOR

WARREN, MICHIGAN

OCTOBER 28 - 29, 1992

<u>OFFICE</u>	<u>HOTEL</u>	<u>ROOM</u>	<u>DROP</u>
Senior Staff Office	Van Dyke Park	690/590	34-281
Staff Office	Van Dyke Park	485	34-220
USSS Command Post	Van Dyke Park	385	34-238
WHCA Office	Van Dyke Park	115	34-240
WHCA Comm Center	Van Dyke Park	215	34-242
Press Office	Van Dyke Park	128	34-228
Press Secretary's Office	Holiday Inn	128	34-227
Press Advance Office	Van Dyke Park	486	34-224
Filing Center	Holiday Inn	Garden Rm	225
Travel Office	Holiday Inn		34-217
Pantry	Van Dyke Park	680	
Motorpool	Van Dyke Park	483	279
Security Room	Van Dyke Park	688	34-308

<u>LAST NAME</u>	<u>FIRST</u>	<u>HOTEL</u>	<u>ROOM</u>	<u>DROP</u>
ATHEY	Bob	Van Dyke Park	491	
BAKER	James	Van Dyke Park	687	34-312
BATES	David	Van Dyke Park	698	
BAUTISTA	Manolito	Van Dyke Park	680	
BIDDLE	Susan	Van Dyke Park	494	
BRADY	Phil	Van Dyke Park	682	
BROCKETT	Lou	Van Dyke Park	497	
BUSCH	Michael	Van Dyke Park	487	
CARPENTER	Dave	Van Dyke Park	597	
CLARKE	Torie	Van Dyke Park	584	
COLLINS	Tracey	Van Dyke Park	287	
COLODNEY	Lori	Van Dyke Park	488	
DEGUZMAN	Ariel	Van Dyke Park	387	
DICKERSON	Anne	Van Dyke Park	495	
DREYLINGER	John	Holiday Inn		
FARISH	Bill	Van Dyke Park	685	34-325
FARRELL	Tom	Van Dyke Park	398	
FAY	Denny	Van Dyke Park	280	
FINKELSTEIN	Susan	Van Dyke Park	393	
FITZWATER	Marlin	Van Dyke Park	693	34-332
HAWES	Tom	Van Dyke Park	484	
HERRICK	John	Van Dyke Park	493	

LAST NAME	FIRST	HOTEL	ROOM	DROP
HOWE	Jonathan	Van Dyke Park	697	34-315
HYDE	Kristin	Van Dyke Park	291	
JUSTICE	Wayne	Van Dyke Park	691	
KAUFMAN	Ron	Van Dyke Park	591	
KELLER	John	Van Dyke Park	683	
LEE	Burton	Van Dyke Park	684	
MANER	Andrew	Van Dyke Park	397	
MARTIN	Christina	Van Dyke Park	589	
MATALIN	Mary	Van Dyke Park	588	
MCBRIDE	Tim	Van Dyke Park	692	
MCQUEENEY	Scott	Van Dyke Park	289	
MILLER	Rich	Van Dyke Park	598	
O'IT	Chris	Van Dyke Park	581	
PAINE	Martin	Van Dyke Park	481	
PARHAM	Laura	Van Dyke Park	492	
PROVOST	Steve	Van Dyke Park	587	
RAY	Topper	Van Dyke Park	391	
RENBERG	Dan	Van Dyke Park	297	
ROSA	Marlo	Van Dyke Park	387	
SAUNDERS	Steve	Van Dyke Park	386	
SINISCALCHI	Kim	Van Dyke Park	583	
SMITH	Dorrance	Van Dyke Park	492	
SMITH	Judy	Van Dyke Park	694	
STONE	Gene	Van Dyke Park	282	
THOMPSON	Beth	Van Dyke Park	592	
TUTWILER	Margaret	Van Dyke Park	695	
VALDEZ	David	Van Dyke Park	580	
WALSH	Joe	Van Dyke Park	582	
WALSH	Sean	Van Dyke Park	595	
WILLIS	Bruce	Van Dyke Park	482	
WRIGHT	Gary	Van Dyke Park	496	
YOUNG	Phil	Van Dyke Park	293	
ZAMARIA	Rose	Van Dyke Park	681	
ZOZZORRA	Carmine	Van Dyke Park	480	

NOTE: For those without drops listed, dial 4444 on your Hotel phone for connection to Signal.

Bush to Visit Grand Rapids Thursday

GRAND RAPIDS, Mich. (AP) President Bush has scheduled a visit to Grand Rapids Thursday for a rally and televised town meeting, a Republican official said.

Bush will arrive at Kent County International Airport about 3 p.m., then join a rally already in progress at the Gerald R. Ford Museum in Grand Rapids, Michigan GOP national committeeman Charles Yob said today.

City officials are hoping former President Gerald Ford also will address the rally. He is coming to the city to speak at the annual Kent County GOP dinner Thursday night.

Bush is to appear in an hourlong televised town meeting at 8 p.m. on WZZM-TV. He will be questioned by 100-150 citizens gathered in Holland, Kalamazoo, Lansing, Detroit and the Grand Rapids studio.

Each group will include supporters of Bush, Democrat Bill Clinton and independent candidate Ross Perot, and participants from the League of Women Voters, WZZM officials said.

AP-NY-10-27-92 1026EST

First Lady Shakes Hands in Detroit Suburb

WARREN, Mich. (AP) Barbara Bush shook hands, kissed babies and hugged supporters Monday as she stumped for her husband in this Detroit suburb.

About 1,500 people gathered at the Universal Shopping Mall to see the First Lady, who arrived about 4:30 p.m. Some had been there since 9 a.m.

"I like George and Barbara both," said Jim Hosking of Madison Heights. "The last election I saw more Dukakis bumper stickers than Bush bumper stickers. Bumper stickers and polls don't mean a thing. I think Bush will win, but it will be very close."

Hosking and his wife, Monica, said they would vote Republican next Tuesday, as they have in every election since 1980.

The couple brought two copies of "Millie's Book," a book ghost written by the First Lady about the life of the Bush's dog. The Hoskings hoped Mrs. Bush would autograph the copies.

As Mrs. Bush shook hands, she didn't have time to sign autographs. But aides handed out free autographed stickers. The Hoskings took two for their books.

"Somehow it wasn't the same," Jim Hosking said.

Mrs. Bush told reporters she had no doubt her husband was going to be re-elected.

"We've run a kinder and gentler campaign," she said.

Some people in the crowd waved "Bush-Quayle" signs and periodically chanted, "Four More Years."

AP-NY-10-26-92 2039EST

Seven of 11 Incumbents Get More than Half From PACs

WASHINGTON (AP) Seven of the 11 Michigan incumbents seeking re-election to Congress got more than half their campaign funds from special interest groups, reports on file with the Federal Election Commission show.

Every incumbent except one had significantly outspent their opponents during the campaign as of Sept. 30, according to records due Oct. 15.

The big borrowers were challengers or candidates in open races.

The final numbers will change since candidates pour a lot of money into campaigns during the last days before Election Day, which is Nov. 3.

All seven of the candidates who got more than half their money from political action committees, or PACs, were incumbents: John Dingell, D-Trenton, 86 percent; William Ford, D-Ypsilanti, 82 percent; House Majority Whip David Bonior, D-Mount Clemens, 75 percent; John Conyers, D-Detroit, 65 percent; Dale Kildee, D-Flint, 62 percent; Barbara-Rose Collins, D-Detroit, 60 percent; and Bob Carr, D-East Lansing, 53 percent.

None of the non-incumbents got nearly that percentage from PACs, and five of those waging campaigns took no PAC money at all. Every incumbent took at least some PAC contributions.

"One of the things you hear all across the country is that we need term limits because we don't have competitive elections," said Karen Holcomb-Merrill, executive director of Common Cause in Michigan. "We don't have competitive elections in large part because special interest money overwhelmingly goes to incumbents."

Brighton businessman Dick Chrysler was the only candidate who outspent an incumbent through the Sept. 30 reporting period. He spent \$773,923, while Carr spent \$568,052 in the 8th District race.

Despite that, the top Michigan fund-raiser was Carr, whose contributions totaled \$583,063. Most of Chrysler's money \$642,200 came from personal loans.

The other top fund-raisers were Bonior, who raised \$549,061, and Dingell, who took in \$500,890.

Among non-incumbents, the top fund-raisers were Republican Joseph Knollenberg of Bloomfield Hills, who raised \$226,152 in the 11th District race in Oakland County; Republican Phil Ruppe of Houghton, who raised \$156,281 in the 1st District contest in northern Michigan; Chrysler, \$137,044; Democrat James Barcia of Bay City, \$120,740, who is running in the new 5th District in mid-Michigan; Douglas Carl, R-Mount Clemens, who raised \$118,299 to try to unseat Bonior in Macomb County; and Nick Smith, R-Addison, who raised \$112,613 and doesn't have a general election challenger in the 7th District in the Jackson-Lansing-Battle Creek area.

In addition to Chrysler, the top borrowers were Smith and Ruppe, who borrowed \$100,000 each. Ruppe accepted PAC money, but the other two didn't.

Thirteen other candidates owed money at the end of the reporting period.

The big spenders tended to be those in the most hotly contested races, such as the 8th District. Chrysler poured \$773,923 into his quest to unseat Carr, while the East Lansing Democrat spent \$568,052 defending himself.

Another widely watched race is in the 10th District, where Bonior is battling Carl, a state senator from Mount Clemens. Bonior outspent his competitor almost fivefold, \$511,951 to \$105,075.

Ford spent three times more than the GOP state senator who is challenging him, Robert Geake of Northville, \$322,038 compared to

campaign money.

Dingell spent \$455,855, while his challenger, Republican Frank Beaumont of Dearborn, didn't even file a campaign finance report with the Federal Election Commission. That means he didn't raise or spend more than \$5,000.

"Obviously a challenger that can't raise money can't take on a well-funded incumbent that's spending hundreds of thousands of dollars," Holcomb-Merrill said.

She renewed her call for changes in the campaign finance system, such as legislation passed by Congress earlier this year but vetoed by President Bush. It included campaign spending limits.

"I think that this fueled the anger and mistrust that voters have toward elected officials because of the appearance that they are too closely tied to special interests," she said.

Some of the more interesting contributors were Texas oilman T. Boone Pickens, who gave \$500 to Carl, and rock singer Ted Nugent, who gave \$1,125 to Barcia, a state senator.

While Carr had a lot of PAC contributions, his individual donors look like a who's who in big business.

He got \$500 contributions from General Motors Corp. Chairman Robert Stempel, Saturn President Richard LeFauve, Chrysler Chief Operating Officer Robert Eaton and Blue Cross-Blue Shield of Michigan President and Chief Executive Officer Richard Whitmer.

Among the more amusing listings: Carl paid \$30 on July 6 for what was listed on his form as "potatoe salad."

The same incorrect spelling drew national criticism of Vice President Dan Quayle when he misguided a youngster into adding an unneeded "e" on the vegetable's name during a spelling bee. The word was spelled wrong on a cue card Quayle was reading from.

Carl also bought a \$36 fire extinguisher and a \$45 trailer hitch with his campaign funds.

Chrysler's expenses ranged from a \$35 parade fee for the Howell Melon Festival to \$350,000 in consulting and advertising fees to Marketing Resource Group, a Lansing firm.

Several members spent money surveying their district.

Ruppe spent \$12,500 on research in September, while competitor Democrat Bart Stupak of Menominee spent \$5,000 on a telephone poll last month. Like many other candidates, both bought radio and TV ads to communicate with their potential constituents.

AP-NY-10-26-92 1733EST

PONTIAC, Mich. (AP) Oakland County residents should see a lot

PONTIAC, Mich. (AP) Oakland County residents should see a lot of President Bushes and Bill Clintons this Halloween.

Masks depicting Bush, Clinton and their wives have been among the best-selling costumes in Oakland County stores.

"Barbara Bush was the first to go," said Jan Stephens, owner of MS Rentals in Pontiac. Morticia Adams costumes are also good sellers, he said.

Store owners say political masks are keeping pace with pirate, Batman and Catwoman, three perennial favorites.

AP-NY-10-26-92 0628EST

Perot Trims Clinton's Lead in Michigan, Term Limits Favored

DETROIT (AP) President Bush gained no ground in Michigan after the presidential debates, but Ross Perot helped him by eroding Democrat Bill Clinton's margin, according to a poll published today.

On the state ballot, support for term limits remained strong, backing for two property tax plans slipped, and voters were nearly divided on an automobile insurance cost-cutting plan, the Detroit Free Press said.

Clinton remained the favorite of 41 percent of Michigan voters, according to a poll of 625 people conducted Tuesday and Wednesday just after the last of the three debates was held at Michigan State University.

Bush was preferred by 31 percent, Perot by 19 percent. Nine percent were undecided.

A similar poll conducted Oct. 3-7 before the debates showed Clinton leading Bush, 50 percent to 31 percent, with Perot drawing 8 percent and 11 percent undecided.

The Center for Urban Studies at Wayne State University conducted both surveys for the Free Press and WXYZ-TV. The first survey polled 627 Michiganians who said they were likely to vote Nov. 3; the second polled 625. The margin of error in both surveys was 4 percentage points.

Bush may have stood still in the polls but gained a net benefit from the surge in support for Perot, said Bob Kahle, a senior research analyst with the Center for Urban Studies.

"Perot has the potential to be a spoiler in Michigan," Kahle said. "He may draw enough support from Clinton to make the race in Michigan very close. Voter turnout is crucial."

Support also was shifting for three of the four statewide ballot proposals, the newspaper said.

Proposal C, dubbed the "Cut and Cap" property tax plan by its sponsor, Gov. John Engler, was favored by 34 percent of those polled Tuesday and Wednesday. Forty-five percent opposed it and 21 percent had no opinion.

The Oct. 3-7 poll showed 43 percent in favor of Proposal C; 44 percent opposed; and 13 percent undecided.

Proposal A, a more modest property tax-cut plan, was favored in the latest survey, 40 percent to 33 percent, with 27 percent undecided. Two weeks earlier, its margin of support was 48 percent to 32 percent.

Proposal D, the auto-insurance revision plan, enjoyed a 43 percent to 42 percent margin of support two weeks ago. In the latest survey, 45 percent oppose it; 41 percent favor it; and 14 percent are undecided.

Limits on the terms of members of Congress and elected state officials saw virtually no decrease in support, the Free Press said. Proposal B was favored by a margin of 72 percent to 22 percent in the latest survey, with 6 percent undecided.

AP-NY-10-23-92 0107EDT

Perot Chips at Clinton's Lead in Michigan

DETROIT (AP) President Bush gained no ground in Michigan after the presidential debates, but Ross Perot helped him by eroding Democrat Bill Clinton's support, according to a poll released Friday.

Clinton remained the favorite of 41 percent of Michigan voters, according to a survey of 625 people conducted Tuesday and Wednesday just after the last of the three debates was held at Michigan State University.

Bush was preferred by 31 percent; Perot by 19 percent. Nine percent were undecided.

A similar poll conducted Oct. 3-7 before the debates showed Clinton leading Bush, 50 percent to 31 percent, with Perot drawing 8 percent and 11 percent undecided.

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Bush may have stood still in the polls but gained a net benefit from the surge in support for Perot, said Bob Kahle, a senior research analyst with the Center for Urban Studies.

"Perot has the potential to be a spoiler in Michigan," Kahle told the Free Press, which published the new survey Friday. "He may draw enough support from Clinton to make the race in Michigan very close. Voter turnout is crucial."

AP-NY-10-22-92 2342EDT

Perot Backer: Shocked and Angry About Bush Campaign Mixup

LANSING, Mich. (AP) An ardent backer of independent Ross Perot said Thursday she was stunned, then angry when she found out that George Bush's campaign had listed her as endorsing the president.

"It knocked me right back. I really was upset when I heard about it," said Carylton Cepaitis, 38, of Sparta.

Cepaitis helped gather 18,000 signatures in Ottawa and Kent counties to put Perot's name on the ballot in Michigan, then became a regional coordinator for the Perot effort.

She's also an elector for Perot, meaning she'll go to Washington and vote in the electoral college for him if he carries the state Nov. 3.

Bush's Michigan campaign issued a statement Monday saying that five Perot electors, including Cepaitis, were endorsing Bush.

Colleen Pero, the executive director of Bush's Michigan campaign, said Cepaitis' name was added to the list by mistake.

The other names were checked, but in the rush surrounding Bush's visit to Michigan for the final presidential debate, Cepaitis' wasn't, Pero said.

"She called to apologize," Cepaitis said. "I don't care whether it's a mistake or not, my name was used. It's very disturbing to me."

Cepaitis said the Bush campaign talked to her last week about endorsing the president, but she'd rejected that.

"I do not support Bush," she said. "I've been getting calls all day long from people who are either upset with me or amazed and asking what has happened to me."

Cepaitis said she feels so strongly that the American political scene needs a fresh voice that she'll be going to Washington on Nov. 16 to help with the creation of a new national party, the Patriot Party.

"Mr. Perot is not endorsing a third party, but we feel that is a logical next step," she said.

AP-NY-10-22-92 2050EDT

Congressman Has Operation to Remove Brain Tumor

WASHINGTON (AP) Rep. Paul Henry, R-Mich., had surgery Wednesday to remove a brain tumor at Butterworth Hospital in his hometown of Grand Rapids, his spokesman said.

Henry, 50, was listed in critical but stable condition, which is considered the normal condition for patients who have undergone that kind of operation, a statement from the hospital said.

"Everyone's been real positive from the little information we have," said Henry's congressional spokesman, Steve Ward. "As far as campaigning and getting back to work, we have every intention of resuming service ASAP."

Henry began experiencing severe headaches on Sunday. He was admitted to the hospital Monday evening. Tests revealed the tumor behind his eye, and it was removed during a two-hour operation Wednesday morning.

It could take up to 48 hours before doctors can tell how successful the operation was, the hospital statement said.

A routine physical examination earlier this year showed no health problems.

Henry is considered a rising star in the Republican Party in Michigan, and has expressed interest in challenging Democratic Sen. Donald Riegle for his seat in two years.

He was first elected to Congress in 1984 following stints in the Michigan state House and Senate.

Henry serves on the Education and Labor Committee, the Science, Space and Technology Committee and the Select Committee on Aging.

His wife, son and two daughters were with him at the hospital, Ward said.

AP-NY-10-21-92 2203EDT

Date: 10/20/92 Time: 23:28

Newspaper in Hub of Macomb Democrats Backs Bush

MOUNT CLEMENS, Mich. (AP) A newspaper covering the home county of the Reagan Democrats has endorsed President Bush, returning to the Republican camp it backed in the Reagan years but left in 1988.

In an editorial published Wednesday, The Macomb Daily touted Bush's leadership in global affairs, including the Gulf War, and said it has "faith in his leadership to now win on the homefront"

If Democrat Bill Clinton is victorious Nov. 3, the newspaper said "the big liberal spenders would have a field day and we would soon hear we need to raise taxes on middle class working America to cover their running government tab."

"We do not subscribe to the liberal thinking that it's time for a change," the newspaper wrote.

"... While the effect of the Clinton and Perot tickets are only wishful thinking, the Reagan-Bush years have a proven track record: They have been good for America and the free world."

The paper is in the heart of heavily Democratic Macomb County, a suburban Detroit county carried by Republicans Reagan and Bush in the past three presidential elections.

The Daily backed Reagan in 1980 and '84, but turned its support to Democrat Michael Dukakis in his unsuccessful race against Bush in 1988.

AP-NY-10-20-92 2328EDT

Kuwait Chooses US-Made Tank; British Allege Political Motives

KUWAIT (AP) The Kuwaiti military has chosen the U.S.-made M1-A2 Abrams as its main battle tank, passing over the British Challenger 2 after intense competition over the multibillion dollar deal.

General Dynamics makes Abrams tanks at plants in Warren, Mich., and Lima, Ohio.

The British tank manufacturer, Vickers, expressed indignation Monday, saying the Bush administration lobbied hard for the contract in another effort to create jobs ahead of the next month's U.S. election.

Defense Minister Sheik Ali Al-Sabah said in a brief statement that the technical committee had decided on the tank after extensive desert tests of both vehicles, the official Kuwait News Agency reported Sunday.

He mentioned no figures, but Kuwait is believed interested in purchasing between 300 and 400 main battle tanks to replace those taken by the Iraqis after their August 1990 invasion.

Embassies of both countries put the tanks on display outside their front doors and the individual firms took out newspaper advertisements extolling the virtues of their tanks as shown during the desert war.

Vickers' chief executive, Sir Colin Chandler, said: "There are... strong political elements in any overseas defense sale and these appear to have played a significant part in Kuwait's decision."

"We think it is as a result of intense political lobbying by the U.S. government during the run-up to their (presidential) election" next month, Vickers said in a statement.

But Ghazi M.A. Al-Rayes, Kuwait's Ambassador in London, denied this, saying: "This wasn't political at all. Vickers' presentation was not up to the standard of the Americans."

The ambassador denied news reports that Kuwait's decision to award the contract to General Dynamics was affected by a letter from Defense Secretary Dick Cheney.

The British national news agency Press Association said Cheney wrote to the Kuwaitis warning that continued U.S. military cooperation in the region largely depended on the tank deal.

In recent weeks, Bush has sought to save thousands of jobs that are politically sensitive in an election year.

On Aug. 28, Vice President Dan Quayle announced a \$300 million contract for General Dynamics to upgrade Abrams tanks at its Warren plant, where employment had fallen from 2,100 to a few hundred as military production fell.

On Sept. 1, Bush said he would to sell to Taiwan 150 F-16 fighter jets made by General Dynamics in Texas, a deal worth \$6 billion.

On Sept. 11 Bush approved the sale to Saudi Arabia of 72 F-15 jet fighters, a \$9 billion package that officials say will save 7,000 jobs at McDonnell Douglas in St. Louis and in Oklahoma.

AP-NY-10-13-92 0535EDT



OFFICE OF
PRESIDENTIAL ADVANCE
COVER PAGE

TO: Ed in Speech Writing
FROM: Ann
TOTAL NUMBER OF PAGES: 4
(including cover page)
DATE: 10-27-92
TIME: 1:45pm

MESSAGE:
Congressman Bill Broomfield
will be on dais and will
be a greeter.

IF YOU HAVE ANY QUESTIONS OR PROBLEMS WITH THE TRANSMISSION PLEASE CALL
TELEPHONE NUMBER: _____

Utica

2024566
6218**MACOMB COMMUNITY COLLEGE**

Macomb Community College was founded in 1954, as South Macomb Community College. In 1963, the College expanded its boundaries to include all of Macomb County, following a countywide referendum. It was the first of numerous times Macomb County citizens have shown their support for strong higher education.

In its 38 years of service to the county, the College has grown from 54 students to more than 31,000 students, making it Michigan's largest community college, and the fourth largest granter of associate degrees in the nation. For more than a decade, Macomb has been the first choice of more than fifty percent of the county's graduating high school seniors.

Recognizing the importance of higher education, the people of Macomb County have placed their trust in Macomb Community College. The College has returned this trust by continually striving to update its facilities and equipment to assure that students from all walks of life can achieve their educational and personal goals.

The importance of higher education has never been as critical. In today's job market, a college education means increased opportunities and more money. According to a 1990 study, the median earnings for a full time worker in Michigan without a high school diploma was just \$13,008. A full time worker who had completed one to three years of college was \$26,385. Over the working lifetime of an individual, that amounts to an earnings difference of more than a half million dollars. Additionally, employment opportunities are four times greater for individuals with one to three years of college than for those the unemployment rate of those without a high school diploma.

The College offers a variety of educational opportunities for entry-level occupational training, updating job skills, and for transfer to a four-year college or university.

An important part of the College's community-oriented programming is retraining. Leading the effort to retrain Macomb County's workforce is the College's Center for Human Resource Development (CHRD). Created in 1985, Macomb's CHRD acts as a clearinghouse for all training and retraining requests made to the College by business and industry. In conjunction with other College departments, the CHRD is capable of developing specialized training and retraining programs, as well as providing basic skills courses in reading, communication and computation. The excellence that

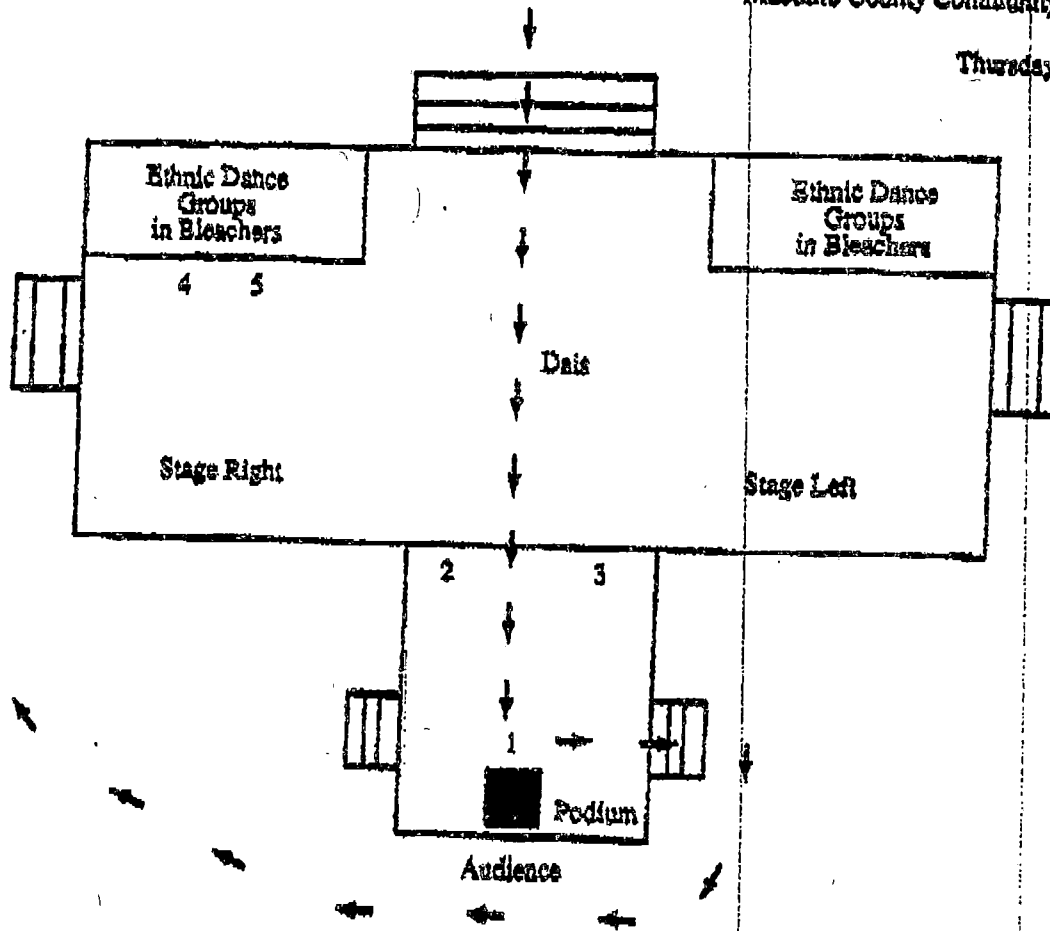
characterizes the CHR'D's work earned it and the College recognition in U.S. News and World Report's "1990 Guide to America's Best Colleges."

The 1980 Census indicated that Macomb County had the lowest percentage of bachelors degree graduates in all of southeastern Michigan. It was also learned that of the nation's 75 largest counties, only Macomb lacked a bachelors degree granting institution.

With higher education becoming increasingly important to the futures of workers, Macomb Community College proposed creation of the University Center at Macomb Community College, to provide an easily accessible means for Macomb County citizens to earn bachelors degrees. As evidence of their continuing support for higher education, Macomb County citizens voted to fund its creation in 1988, and reaffirmed that support in 1992.

DRAFT 2

TAB
WARREN, MICHIGAN
Macomb County Community College Welcome
Dais Diagram
Thursday, October 29, 1992.



- 1. THE PRESIDENT
- 2. The Honorable John Engler, Governor of Michigan
- 3. Mr. Bruce Willis, Entertainer
- 4. Dr. Alfred Lorenzo, President of Macomb County Community College
- 5. Mr. Daniel McCafferty, Chairman of Board of Directors, Macomb County Community College

KEY:

→ THE PRESIDENT

517-335-6822 John Nevin

Steve: Exact quote on PG

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GM SAGA A LESSON FOR AMERICA;
IF THE FIRM CAN REFORM AND RECOVER SOME OF ITS LUSTER, IT WILL MAKE A LARGER
STATEMENT ABOUT HOW THE UNITED STATES CAN SOLVE SOME OF ITS OWN MASSIVE AND
COMPLEX PROBLEMS.

BYLINE: By JAMES FLANIGAN, TIMES STAFF WRITER

BODY:

It was forty years ago when the late Charles E. Wilson, then president of General Motors Corp., told Congress that "what is good for the country is good for General Motors and what is good for General Motors is good for the country."

Wilson was criticized at the time for making such a brash assertion. But the sentiment, to a large extent, remains true today, even as GM turns another page in its recent sad saga.

GM matters. Its size alone -- \$123 billion in total revenues and more than half a million employees in the United States (781,000 worldwide) -- make it important to the livelihoods of millions of people in dealerships and supplier firms everywhere.

But the company's symbolic importance goes far beyond money and jobs. Once an example of the best U.S. industry could be, the company in recent decades has become a sorry spectacle of American industry's difficulties in responding to global change and competition.

There are lessons in the GM saga for all Americans -- who looked on in wonder Monday at the forced resignation of Chairman Robert C. Stempel -- in the story of how the firm rose, and fell, and still could rejuvenate itself in the years ahead.

Other U.S. companies, from computer giant IBM to machinery maker Caterpillar, are wrestling with similar challenges.

For all its troubles, economists and industry analysts agree that GM can still reform its ways and recover some of the luster it had from the 1920s through the 1950s, when it was not merely the world's largest industrial organization but also its most respected. If it does so, it will make a larger statement about how the United States can solve deep and complex problems from education to job creation.

But, as General Motors has demonstrated over the last decade, wrenching reform is easy to talk about but tough to accomplish.

Los Angeles Times, October 27, 1992

A multitude of causes led GM to its current low estate. But significant among them is that it departed from the elegant system its legendary chairman, Alfred P. Sloan Jr., devised for it.

Sloan, who led GM from 1920 until 1956, combatted Henry Ford and his black Model T by offering cars for every taste and pocketbook -- from Chevrolet to Pontiac to Oldsmobile, Buick and Cadillac. But he did so economically, using a maximum of interchangeable parts on GM's efficient production lines to turn out, in effect, five different automobiles at the cost of what competitors would spend to produce only one or two models.

The result was not only a mightily profitable corporation but a masterpiece of industrial organization that Peter F. Drucker, then a young management scholar, cited in his 1946 book, "Concept of the Corporation," as a stark contrast to industrial organization in the Soviet Union. GM's skillful management, wrote Drucker, made it a symbol of the success of capitalism itself.

GM's efficient mass production supplied the tanks and planes that helped win World War II, and after the war, its automobiles dominated the U.S. market. In the early 1950s, GM's Wilson fostered the growth of the pension fund as a way employees ultimately would own American industry.

Those were heady, and profitable, days for GM. Year in and year out, it earned more than 20% on its shareholders' investment. Its rivals Ford and Chrysler did well, but GM did better. The company reflected the U.S. economy, success seemed effortless and endless.

But, in a sense, GM was playing tennis without a net. The U.S. auto market, untroubled by foreign competition in the 1950s, became what economists call an oligopoly. Ford and Chrysler dared not make a move that truly troubled GM, lest the giant react and crush them. It was in that decade that a GM executive -- declaiming that GM doesn't make cars, "it makes money" -- suggested the company could succeed at anything it attempted.

Weakening Loyalty

In the 1960s, loyalty to GM began to weaken. Volkswagen's scrappy Bug foreshadowed tougher small-car competition to come. Consumer advocate Ralph Nader challenged the safety of the Chevrolet Corvair, and then discovered that the company had set private detectives to follow him.

Then came the 1970s, and global economic change. Oil prices rose and small, fuel-efficient automobiles became popular. The Japanese car makers -- Toyota, Datsun (now Nissan) and Honda -- jumped to answer U.S. consumers' new desires. But faced with enormous global change, GM seemed fuddled and suspicious that the oil price hike was a conspiracy. "What are the oil companies trying to do to us?" GM's then Chairman Thomas A. Murphy remarked at a cocktail party.

The company tried making smaller versions of big cars; it made engineering and marketing errors. And it violated the principles on which Sloan had built it.

GM began to make many different types of cars within the same brand name. Chevrolet made cars both large and small. Cadillac, the luxury-car division, brought out a small model. Because new tools and machinery were used for each

Los Angeles Times, October 27, 1992

individual model, GM began to lose its cost advantages and to make less money on each car.

But the huge company may not have noticed that things were slipping. It was making three times the profit of Toyota, Nissan and Volkswagen combined.

David Cole, head of the automotive study project at the University of Michigan and son of a GM president, Edward N. Cole, explains how a company can lose its way: "You don't scrap an old model because you're still making money on it. But the market demands a new model, so you institute another line. And you lose track of what you're doing."

Executive Excesses

According to firsthand accounts, it was easy for GM's vast executive corps to lose track because they were pampered and shielded within the huge organization. Former GM executive John Z. DeLoorean captured the excess in a 1979 book when he told how the public relations staff had a refrigerator lowered through a hotel room window so a traveling GM executive could enjoy a bedtime snack of sandwiches and beer.

But while GM rested, Toyota and other Japanese auto makers were perfecting new, lean production techniques, which allowed them to go from design to production of a new car faster and less expensively. Their innovations began to make GM non-competitive.

And then the downturn of 1980 struck, with losses that nearly killed Chrysler, threatened Ford and bothered General Motors. Change was in the air. GM's poorer U.S. competitors had to remake their operations from stem to stern in order to survive.

Rich General Motors, however, had ample funds to finance industrial renewal. Incoming Chairman Roger B. Smith pledged in 1981 to spend \$40 billion over five years to automate the company's plants, install robots and regain its global competitive edge.

Not everyone was impressed. "The amount of money they are spending really doesn't bother me," Hideo Sigiura, executive vice president of Honda Motor Co., said at the time. "When Detroit changes its management system, we'll see more powerful American competitors."

Sigiura's remarks proved prophetic. GM's expensive automation programs failed to restore the company's profitability or its market standing. Tales abounded of robots painting robots and software snafus stopping production altogether at a new GM plant in Hamtramck, Mich. GM learned that technology alone wouldn't solve its problems.

Meanwhile, GM lurched from one new approach to another -- as its directors, some of whom still serve on the board today, approved a total of \$76 billion in expenditures.

That spending, in 1986, included \$700 million to force gadfly Ross Perot off the board. Perot, who became a director after GM bought his Electronic Data Systems company, pushed for dramatic change. GM's managers and directors didn't like to be pushed, so they bought out Perot's stake in the company.

Los Angeles Times, October 27, 1992

Perot recalled Monday: "When I look at General Motors today, I think of it in the mid-'80s when there was still time to fix it. They wouldn't touch it."

Nonetheless, encouraging developments were occurring in GM, away from center stage in Detroit.

In Europe, GM's Opel subsidiary in Germany and Vauxhall in Britain had been declining for years. But in the late 1970s, the corporation began to make changes in Europe -- consolidation of divisions, an array of new models, new purchasing arrangements with suppliers. As a result, GM's European cars began to sell, and its operations started to turn in real profits in the 1980s.

Significantly for present-day GM, that European recovery was led by John F. Smith, who is now GM's president and the man directors appear to be entrusting to save the corporation.

Meanwhile, another operation significant for GM's future was started in the 1980s -- Saturn, an entirely new division, in a new plant in Spring Hill, Tenn. Saturn was to be a small, economical automobile, produced in an atmosphere different from any that GM's management or the United Auto Workers had ever attempted.

"As union members we are involved in full decision making at all levels of the process here," said Mike Bennett, the UAW's leader at Saturn.

Pay is different too. Saturn workers are paid 80% of the industry average but can earn the other 20% or more through incentives. All workers are on salary.

The Saturn car has been a runaway success. But more important for GM's future could be the success of the process. Industry experts such as George Peterson, of the AutoPacific consulting group, think GM will benefit when it applies the lessons of Saturn -- the combination of human relations and technology -- to more of its operations. "They could begin by putting Saturn's engine in a million or so cars," says Peterson.

Yet some of Saturn's innovations are at the heart of arguments tearing up GM today. It was Saturn -- adopting a standard practice among Japanese car makers as well as Ford and Chrysler -- that started purchasing parts competitively from non-GM suppliers. And now GM is trying to introduce competitive parts purchasing to its North American operations, threatening to displace UAW employees as well as managers.

GM also is trying to close uneconomic plants, and pare its high-priced work force.

Understandably, such ambitious reform plans have aroused contention. The UAW has been threatening repeated strikes and in response GM's major shareholders have been goading the board of directors to push management to take tough actions.

Argument Goes On

Stempel's resignation represents a climax of sorts, but not the end of argument. "The plan GM has to restructure the company is working," said David Cole on Monday, noting that management and labor are working together. "But I

Los Angeles Times, October 27, 1992

don't see how forcing out Rob Stempel will help."

And Perot, from the Presidential campaign trail, delivered a shot at GM directors: "In terms of running the company, you better get one of the tigers back in there that knows how to build cars. Go up there on the 25th floor where a whole teak forest died to create this place where they (the board of directors) meet once a month."

As has been the pattern for decades, there is both frustration about GM and yet certainty among experts that if the giant company could better organize its many strengths it could become a world-beater once again. But then the same is said about other big companies, and about American society in general -- if we could all work together, we could renew America's greatness. As the example of GM shows, renewal is hard work.

TYPE: Non Dup

SUBJECT: GENERAL MOTORS CORP; AUTOMOBILE INDUSTRY -- UNITED STATES; UNITED STATES -- INDUSTRY; CORPORATE RESTRUCTURING

1,000 GM jobs may land in Lansing

By PAUL SOUFRADA
Lansing State Journal

Up to 1,000 more autoworker jobs could be moving across the Mexico-U.S. border in 1994 to Lansing, GM and union officials said Tuesday.

Company officials and the heads of Lansing's two largest UAW locals said they're exploring the possibility of making the Chevrolet Cavalier and/or Pontiac Sunbird at Lansing Car Assembly plants. The new work, if approved, would

Work could shift from Mexico

come from production of Sunbirds and Cavaliers built in Mexico and shipped to Canada.

Lansing's GM plants would continue to build the Buick Skylark, the Oldsmobile Achieva and the Pontiac Grand Am, officials said.

"It's a great opportunity to bring jobs here," said Ted Hartman, president of United Auto Workers Local 602. "It could mean up to 1,000 jobs."

Whether the jobs are assigned to Lansing auto plants depends on management and labor coming to terms on a number of issues, said GM spokeswoman Linda McGill.

If they do, production of 70,000 to 100,000 Cavaliers and/or Sunbirds would begin in Lansing for the 1995 model year, McGill said.

Adding two more models strengthens Lansing's chances of surviving GM's plans to close 21

plants and cut 74,000 jobs by 1995, analysts said.

"I think it means a more secure workplace for Lansing," said Dave Andree, an analyst at the University of Michigan's Office for the Study of Automotive Transportation. "Adding Chevy and Pontiac nameplates makes the plants more flexible to serve a more diverse customer base."

That means workers aren't caught in wild swings in demand

See GM, Page 2A

Lansing State Journal ■ Wednesday, Oct. 28, 1992

GM

From 1A

that can occur when one car line is selling better than another.

McGill wouldn't specify what it would take to reach an agreement with the UAW, but Andrea said a reduction in the number of job classifications and adding a third shift are likely to be among the issues discussed. Reducing job classifications would give carmaking operations more flexibility, meaning an employee could perform more kinds of tasks.

Gary Watson, president of UAW Local 652, said he's confident that management and UAW leaders can work out an acceptable deal.

The job openings would be filled from the ranks of employees caught in GM's corporate downsizing, McGill said.

That would help ease the crunch coming in December, when as many as 550 hourly jobs are scheduled to be lost.

An additional 1,000 workers already are assigned to the company's job bank, which pays them while they work in various community organizations.

The announcement comes after GM said on Friday it was reorganizing its car-making divisions to reduce the number of platforms it must use to build cars. A platform is the basic chassis, powertrain and axles on which several car bodies can be fitted.

Responsibility for GM de Mexico was added to the Lansing Auto-

motive Division as part of that reorganization. The division, which engineers and builds most of GM's small cars, already had six plants in four states.

"This proposal builds on our strategy to increase the manufacturing flexibility," said Tom Davis, general manager of Lansing Automotive Division.

A portion of the new production would be transferred from the GM de Mexico plants. The rest of the Lansing-built cars would go toward meeting anticipated unfilled demand for them in the United States and Canada.

The GM de Mexico Ramos Arizpe plant would continue Chevrolet Cavalier production, but stay for the rapidly growing Mexican market, McGill said.

Building cars destined for the Mexican market in Mexico should also help GM's relations with the UAW and calm some worker fears that jobs are being shipped south of the border, Andrea said.

"It's this type of forethought that may stabilize the relationship between GM and the UAW," he said.

UAW workers in Lansing and Lordstown, Ohio, called strikes against GM this year, with the primary issue being loss of jobs.

The Chevrolet Cavaliers and Pontiac Sunbirds also are produced at GM's Lordstown, Ohio, plant.

Doctors Plan Radiation, Chemotherapy to Treat Congressman's

GRAND RAPIDS, Mich. (AP) Doctors of U.S. Rep. Paul Henry said they were optimistic that radiation and chemotherapy would be effective against the brain cancer for which he had surgery.

But an expert said Monday that the form of cancer Henry has, glioblastoma multiforme, is incurable and that patients survive an average of 12-14 months. The range of survival is about three months to about five years.

"The number of people who survive five years is very, very small less than 5 percent of people with this tumor survive that long," said Dr. Henry Greenberg, professor of neurology at the University of Michigan.

Henry had a 3-inch tumor removed from his brain last week. About 90 percent of the tumor was removed, said Dr. Mark Campbell, an oncologist at Butterworth Hospital who is handling Henry's case.

Campbell would not discuss Henry's specific prognosis, but said he was optimistic because the tumor is located in the right frontal lobe, a spot of the brain that does not affect muscle or speech functions. He also said Henry is otherwise in excellent health and only 50 years old, which works in his favor.

Campaign manager Beth Bandstra said the 3rd District Republican's run for re-election to a fifth term would continue and there had been no talk of him dropping out of the race.

Her voice cracking, she said supporters have been flooding the district's campaign office with requests for Henry yard signs.

Radiation therapy is expected to begin in about three weeks, Campbell said.

"I believe he will have no trouble intellectually handling his task," Campbell said. "But Paul's a fighter."

Greenberg said, however, that the tumor may affect other parts of Henry's brain if it grows back, and that even the surgery and radiation could affect him.

Currently, Henry is in fair condition and his recovery has been according to schedule, said Dr. Thomas Brink, Henry's personal physician.

The medication he has been on, in addition to the swelling in his brain, cause him to drift in and out of consciousness, sometimes during conversations, Brink said. He has been walking around and is in good spirits, with his wife and three children by his side, the doctor added.

Henry is expected to go home in a week to 10 days.

Henry was admitted to the hospital Oct. 19 after complaining of persistent, severe headaches. A complete physical exam in the spring found him to be in excellent health.

Many of Henry's colleagues were shocked by the diagnosis.

"I hope and pray for a full recovery," said U.S. Rep. Guy Vander Jagt, R-Luther.

First elected to Congress in 1984, Henry has frequently been mentioned as a likely candidate in 1994 for the U.S. Senate.

Henry's 3rd District in western lower Michigan includes Grand Rapids and surrounding Kent County, as well as neighboring Barry and Ionia counties.

Bryan Flood, spokesman for the state Republican Party, declined to speculate on the political implications of Henry's illness.

"This is his toughest campaign and our thoughts and prayers go out to his family," Flood said. "We'll be right there fighting beside him."

Henry's Democratic opponent, Carol Kooistra, said she was saddened by the news and agreed to a plan with Henry's staff to

''I have a responsibility to my supporters and the community to get my message out before Election Day and at the same time I want to be sensitive and fair,'' Kooistra said. ''This does not make it easy.''

AP-NY-10-27-92 0146EST

Bush Attacks Clinton Crime Record in Speech to Police Chiefs

DETROIT (AP) President Bush plunged into a nine-day, nonstop drive to Election Day by attacking Bill Clinton's crime record as Arkansas governor and blaming Congress for blocking his own law-and-order program.

Bush began Sunday with an anti-crime speech to 3,000 people attending the International Association of Chiefs of Police convention in Detroit. He later headed west for stops in Sioux Falls, S.D., and Billings, Mont.

Speaking to a warmly receptive police audience that interrupted him with applause 16 times, Bush criticized his Democratic rival and touted his own anti-crime program.

"Arkansas' violent crime rate went up about 60 percent in the '80s, more than twice the national average," Bush said. "They had the nation's single biggest increase in serious crime during the decade."

In 1991, the latest for which records are available, Arkansas had the 17th lowest crime rate in the nation.

Bush said, "It is obvious that Clinton's record is wrong for Arkansas and it would be wrong for America."

The president said his administration has increased the crime-fighting budget by nearly 50 percent and has hired almost 1,200 new federal prosecutors since 1989.

Bush accused Congress of blocking his anti-crime program since its introduction three years ago. Since then, he said, more than 60,000 Americans have been murdered.

Bush said his anti-crime program called for:

Creating a federal death penalty for assassins, terrorists and killers of police officers.

Strengthening laws against sexual and domestic violence.

Keeping repeat violent offenders in jail before trial.

Cracking down on gangs by treating them as criminal conspiracies.

Stiffening penalties for crimes against the elderly.

Limiting the right of suspects and convicts to appeal to the courts under habeas corpus rules.

He used the occasion to sign two bills.

One measure was aimed at "deadbeat dads." It makes it a federal offense to fail to make child support payments for more than one year or amounting to more than \$5,000 for a child who lives in another state.

The other makes armed carjacking and running a "chop shop" for stolen cars federal offenses.

Bush said the two measures got through Congress because "national attention brought national pressure. It's a formula I want to use over and over again."

He recounted the recent case of a suburban Washington woman who was dragged to her death during a carjacking.

"People who act like animals have no place in decent society," he said. "Thugs who take cars at gunpoint should spend so long in jail that when they get out, they're too old to drive."

Also Sunday, the FBI announced a 2-percent decline in the number of crimes reported to police. But there were increases in reports of violent crime, forcible rapes and aggravated assaults.

"When it comes to fighting crime, President Bush is just firing blanks," said Rep. Charles Schumer, D-N.Y., chairman of the House subcommittee on crime and criminal justice. He said Bush has been "weak-kneed," blocking the comprehensive crime bill and the Brady gun control bill opposed by groups such as the National Rifle

with him in Detroit and said he saw positive trends in recent polls.

''The Clinton support, which we always thought was soft, is receding,'' Engler said. He conceded that Clinton was ahead in Michigan but said, ''It's going to be close.''

Bush is due back in Michigan at least once more before the election.

AP-NY-10-26-92 0146EST

TALKING POINTS

July 21, 1992

Issues Office



THE CLINTON-GORE CAFE PROPOSALS: LOSS OF JOBS, LOSS OF LIVES

The Clinton-Gore proposals to drastically increase CAFE standards -- to 40 mpg by the year 2000 -- would severely damage the U.S. auto industry, put between 150,000 and 300,000 jobs at risk, and cost thousands of lives in traffic collisions.

- o Jobs Lost: The Motor Vehicle Manufacturers Association has stated that the Clinton-Gore increases to the CAFE (Corporate Average Fuel Economy) standard would put at risk between 150,000 and 300,000 jobs, including 142,000 auto-workers at domestic assembly plants in 18 different states.
- o Production Would Shift Overseas: Higher CAFE standards would prompt more American auto manufacturers to shift their large car production overseas, costing thousands of American autoworkers their jobs. In addition, it would give foreign car companies an unfair advantage, allowing them to export smaller cars to meet CAFE standards while U.S. "full-line" manufacturers would be penalized.
- o Lives Lost: The easiest way to increase efficiency is to reduce vehicle weight. However, smaller and lighter cars provide less protection in auto accidents, leading to substantially more auto-related deaths.
 - The National Highway Traffic and Safety Administration has estimated up to 1,900 deaths annually if CAFE standards are increased, while Robert Crandall of the Brookings Institution projects between 4,800 and 8,600 deaths per model year.
 - Studies cited by the National Research Council have found the smaller and lighter cars dictated by higher CAFE standards to be twice as dangerous as larger cars.
- o Little If Any Environmental Benefit: Smaller, more expensive new cars will cause people to delay new car purchases and keep their older, less efficient and more polluting cars longer.
- o Market-based Incentives Work Better: The President's Cash-for-Clunkers Program and other market-based clean air initiatives make more sense: they encourage destruction of inefficient, polluting models and the purchase of more modern, less-polluting ones. This means both a cleaner environment and more work for Americans.

BRIEFING PAPER

Issues Office

BUSH

QUAYLE
92

July 21, 1992

THE CLINTON-GORE CAFE PROPOSALS: LOSS OF JOBS, LOSS OF LIVES

CLINTON: "In my administration, we'll...seek to raise the average goal for automakers to 40 mpg by the year 2000, 45 mpg by the year 2020."

GORE: "I rise today as an original cosponsor of Senator Bryan's CAFE bill, S. 1224. I am proud to join my colleague in this effort ..." (June 22, 1989). On September 25, 1990, Gore voted in favor of S. 1224. Gore also supported S. 279, the latest reincarnation of Bryan's CAFE bill. Both bills would have increased the CAFE (corporate average fuel economy) standard for automobile fleets by 40% by the year 2001 (to about 40 mpg).

Summary

- o Drastic increases in CAFE standards as proposed by Senator Gore and Clinton would mandate massive shifts to smaller and lighter cars, regardless of consumer preference.
- o This Clinton-Gore proposal on CAFE would cost thousands of lives in traffic collisions, put between 150,000 and 300,000 jobs at risk, and would unnecessarily penalize the U.S. auto industry -- an industry just now starting to recover.
- o According to former NHTSA Administrator Jerry Curry, raising CAFE would "decrease safety, harm U.S. competitiveness, put U.S. workers out of jobs and curtail consumer choice in the car marketplace."

CAFE Kills

- o Proponents of increased fuel efficiency through higher CAFE standards often overlook something more important: human life. The easiest way (and, beyond a certain point, the only way) to increase efficiency is to reduce vehicle weight. But smaller and lighter cars provide less protection in auto accidents, leading to substantially more auto-related deaths.

- o The National Highway Traffic Safety Administration (NHTSA) estimates that weight reductions needed to meet a 40 mpg standard could result in up to 1,900 additional deaths and 17,000 serious injuries each year.
- o In addition to the NHTSA study, private studies (including one by Robert Crandall of the Brookings Institution) project even more fatalities. Crandall's study estimates that the Bryan Bill's 40 mpg standard would increase fatalities 30 to 60 percent over a car's lifetime. According to Crandall, the substantial weight and steel-content reductions that would be needed to achieve a fleet-wide fuel economy average of 40 mpg could raise the CAFE death toll to between 4,800 and 8,600 deaths per model year fleet.
- o Studies cited by the National Research Council have found the smallest and lightest cars are about twice as dangerous as the largest cars.

Higher CAFE Would Cost US Jobs

- o The Motor Vehicle Manufacturers Association believes that the unreasonable (and unfeasible) increase in the CAFE standard as proposed by Clinton and Gore would put at risk between 150,000 and 300,000 jobs.
- o Domestic assembly plants currently producing family- and mid-size cars, light trucks, and vans that would be affected by higher CAFE standards have a combined labor force of 142,000 employees. These plants are located in 18 states and include GM's 4,500-employee Spring Hill plant in Senator Gore's home state. Suppliers reliant upon these plants for business account for many thousands more that would be put at risk.
- o By making new cars more expensive, CAFE standards reduce the demand for new cars at a cost of tens of thousands of jobs. Studies indicate that a 10 percent increase in the price of large cars decreases their demand by 30 percent.

Higher CAFE Would Damage the US Auto Industry

- o Much of the CAFE debate has centered on engineering feasibility, on what mileage targets the automakers could achieve. But consumers, who are the ultimate decision makers, do not base vehicle purchase decisions on engineering feasibility or on fuel efficiency alone. To require U.S. auto companies to virtually ignore consumer preference would damage sales and hurt the U.S. industry's position vis a vis its foreign competitors.

- o Domestic automakers and the UAW believe that even the current CAFE program discriminates against American "full line" manufacturers, while Asian competitors (as manufacturers of predominately smaller vehicles) can more easily meet higher requirements.
- o Higher CAFE standards would prompt more American auto manufacturers to shift their large car production overseas, costing many American auto workers their jobs and harming the U.S. manufacturing base.
- o Due to the separate classification of domestic and foreign fleets, CAFE also provides an incentive for foreign auto manufacturers with American assembly plants to purchase parts from abroad in order to have their U.S.-produced cars classified as foreign. In fact, even one U.S. automaker (Ford) has increased its purchases of foreign parts for some of its bigger cars in order to have them classified as foreign for CAFE purposes. Congress had required automakers to calculate CAFE standards separately for their domestic and foreign-made fleets in hopes that automakers would produce small cars and create jobs in the U.S. This seems to have backfired.
- o The impact of higher CAFE standards would especially hurt the steel industry since reducing the steel content of cars is the easiest way to increase fuel economy. Many other supplier industries, such as rubber, glass, and aluminum, would also be affected adversely.

CAFE Provides Little or No Environmental Benefit

- o CAFE does not significantly reduce fuel consumption. As fuel efficiency rises, driving becomes cheaper, prompting increased leisure driving and discouraging car pooling.
- o Smaller, more expensive new cars will cause people to delay new car purchases and keep their older, less efficient and more polluting cars longer.
- o One-size-fits-all Regulation: One of the proposed methods to raise CAFE is to increase fleet requirements by a certain percentage on a company by company basis.
 - Firms that have the highest averages now would be penalized. Many of them have already used existing technology to improve their mileage.

- o Carbon Tax: The Congressional Research Service report on CAFE concludes that gas prices may need to be artificially elevated by steps such as a carbon tax for CAFE to work as Clinton-Gore intend.
 - Imposition of a carbon tax would stifle American enterprise. Previous estimates of the effects of a carbon tax or equivalent policy are that it would cost 600,000 jobs by the year 2000, according to a report prepared by the CONSAD Research Corporation.
 - Hardest hit industries would include coal, metal, mining, and oil and gas extraction. Other vulnerable industries would include transportation services and manufacturing industries such as chemical and paper products, according to the same report.
- o Carbon dioxide emissions from U.S. passenger cars account for only 2.8% of worldwide carbon dioxide, which in turn makes up only half of the greenhouse gases. Removing all cars from the United States would reduce projected global warming by less than 0.03 degrees Centigrade, according to the National Center for Policy Analysis.

Better Ways to Promote Fuel Efficiency

- o A better way to promote fuel efficiency without endangering American jobs and lives is to use market-based incentives, such as those proposed by the President in the new Clean Air Act of 1990, to encourage responsible environmental actions. For instance, the President's "Cash-for-Clunkers" plan incorporates a tradable credit system to reduce the same amount of emissions as old-style regulation while saving industry significant compliance costs.
 - Companies receive credits towards their emissions requirements for removing gas guzzlers from the road, getting the most polluting cars out of circulation.
- o A study by DRI/McGraw Hill last year found that an auto scrap program would be more effective than higher CAFE standards in reducing carbon monoxide and hydrocarbon emissions over the next five years. That is why the President's Cash-for-Clunkers Program and other market-based clean air initiatives make more sense: they encourage destruction of inefficient, polluting models and the purchase of more modern, less-polluting ones. This means both a cleaner environment and more work for Americans.

- o President Bush has directed Federal agencies to maximize their purchases of alternative fuels vehicles. Over 3,000 such vehicles have already been purchased and put into use.
- o There are other, better ways to make U.S. transportation more fuel-efficient, without the highway deaths and economic dislocations that would result from higher mandated CAFE standards. Many of these are outlined in the President's National Energy Strategy, including increasing funding for mass transit, increasing subsidies that automakers receive for producing vehicles that run on natural gas, ethanol, and methanol and investing up to \$150 million over the next four years, in partnership with the automobile industry, on research into electric vehicles. The Administration will also accelerate R&D in high-speed rail systems and energy-efficient aircraft engines.
- o One of the most effective methods to reduce vehicle emissions is to simply tune-up the engines of automobiles already on the road.

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BACKGROUND



October 20, 1992

Issues Office

CLINTON ON CAFE

Bill Clinton lied during the debate on October 19th when he tried to say that he supported raising corporate average fuel economy (CAFE) standards only as a "goal" and would not seek to put it in legislation. Once again, he is caught trying to have it both ways:

- o In his own Platform, Putting People First, Clinton said: "Here's what a Clinton-Gore Administration will do: ... Accelerate our progress toward more fuel-efficient cars, and raise the CAFE standards for automakers to 40 miles per gallon by the year 2000, and 45 miles per gallon by 2015." (page 98)
- o A recent Clinton/Gore National Energy Policy position paper stated: "I support an increase in corporate average fuel economy standards from the current 27.5 miles per gallon . . . The 45 mile per gallon standard should be a goal of automakers and incorporated into national legislation. But mandating higher efficiency standards is not enough."
- o Gore, on the floor of the Senate, announcing his co-sponsorship of legislation to increase CAFE standards to about 40 miles per gallon by 2001: "I rise today as an original co-sponsor of Senator Bryan's CAFE bill, S. 1224. I am proud to join my colleague in this effort . . ." (June 22, 1989).

What Clinton also won't tell the American people is that the Clinton-Gore ticket is hostile towards America's auto industry:

- o Clinton: "The conclusion I reach is that we have to downscale the number of people we use to make cars." (Rolling Stone, 9/17/92)
- o Gore: "We know that the cumulative impact [of millions of automobiles] on the global environment is posing a mortal threat to the security of every nation that is more deadly than that of any military enemy we are ever again likely to confront." (Earth in the Balance, 325)
- o Gore: "[I]t ought to be possible to establish a coordinated global program to accomplish the strategic goal of completely eliminating the internal combustion engine over, say, a twenty-five-year period." (Earth in the Balance, 325-6)

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