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Reagan & Bush

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NEWS RELEASE

FOR RELEASE UPON DELIVERY:

Wednesday, October 15, 1980

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EXCERPTS FROM THE STATEMENT BY GOVERNOR RONALD REAGAN

FLINT, MICHIGAN

I'm proud to come here to Flint, the home of Buick and the birthplace of General Motors.

I'm proud to come and address you--not only as fellow citizens, but as a fellow union member.

I address you this way with pride, for I carry a lifetime membership card in my union. And that's not some kind of honorary membership, for entertaining the troops. That's a lifetime membership awarded me by the Screen Actors Guild after I had served six terms as its President.

I'm here to hold the Carter administration flatly responsible for the dismal state of today's economy. I've been busy on the campaign trail, but I've also had enough time to read the morning papers.

I think you know what I'm talking about. Tragically, Flint, Michigan has the highest unemployment rate of any metropolitan area in the United States. Your unemployment is now at 20.7 percent. Among states, Michigan has the highest unemployment at 12.2 percent.

Yesterday, Mr. Carter gave a speech where he said that the economic picture was getting brighter. Well, I'm going to leave it

- more -

to you to decide whether your economic picture is getting brighter. Let me just say that I want to work with you to turn things around, just as I want to join the people in Anderson, Indiana, where unemployment is at 20 percent. And to join them in Waterloo-Cedar Falls, Iowa where it's at 19.6 percent. And in Saginaw where it's 16.6 percent and Bay City where it's 15.6 percent.

The only people doing better under Jimmy Carter are the creative individuals in charge of writing press releases for the Carter-Mondale campaign effort. They've got to be the busiest people in the country. There's a good reason for that, the Carter economic record is one only a mother could love.

Unfortunately, Jimmy Carter has been unwilling to accept responsibility for his actions. He has run away from his record. He has elevated the alibi to an art form.

For example, when the Japanese grab a larger and larger share of U.S. car sales, is it because Jimmy Carter's policies are shifting investment capital away from our auto industry through higher taxes and unrealistic depreciation rules? Is it because of all the federal regulations that stifle productivity and increase the costs of a car by hundreds of dollars? Is it because Jimmy Carter succeeded in slapping a special tax on top-of-the-line American cars, a tax of \$200 to \$550 which doesn't apply to Japanese imports? No, it's never any of these things.

Let's be clear about one thing. A Reagan administration will be different. A Reagan administration is going to give the American auto industry a fair chance to be profitable. That idea seems to horrify some who look on profits as nothing but exploitation of the workers. They think profits are the source of all social ills.

Well, as an old union man, I know something those theorists don't know. I know that unless there are profits, labor hasn't got much to bargain for. Every union man knows the name of Samuel Gompers. He was the immigrant cigar maker who founded the AF of L in 1886

and served as its President for decades. Sam Gompers once summed it up like this: "The worst crime against working people is a company which fails to make a profit."

We need changes in tax laws that encourage the auto industry to make new job-creating investments. We need a rollback of unnecessary regulation that makes cars more expensive without doing much to make them safer or better. We need an administration that can inform our trading partners in a friendly, but firm way that we take free trade seriously--that it must also be fair trade.

This will take time. Our problems are too severe to be cured overnight. But there are some things that can be done, and done quickly.

It is essential that we strengthen the employment safety net for the millions of men and women Jimmy Carter's economic policies have put out of work. But that is only a stopgap. We've got to put those people back to work--not just as a substitute for unemployment compensation, but because this country needs the new wealth their skilled hands and brains can produce.

We must set in motion an aggressive program for exporting American cars and trucks. Make no mistake about it: American workers can make cars and trucks equal in performance and toughness and quality to cars and trucks made anywhere in the world. Our products can compete in world markets with the best our competitors have to offer. To do that, we need to completely revise the Export-Import Bank's export sales program to help overseas dealers purchase and stock American automobiles and accessories.

The Export-Import Bank has a program directed to this goal, but it isn't working. In fact, I am told that it has only been used four times. The Reagan administration is going to make it work. It means breaking some new ground in financing techniques and changing some traditional trade practices, but we are going to do it, because the jobs of American auto workers depend on it.

There's another short term step we can take, one I proposed in a statement issued October 7. That is to have the federal government speed up its 1981 purchases of cars and trucks. The very next day after my statement, the General Services Administration decided it could cut through the paperwork and order \$100 million in new vehicles to get the auto industry moving again.

I hope that \$100 million will be used to buy American-made vehicles. Jimmy Carter came here two weeks ago and advised Americans to buy American cars. That's a splendid idea. I fully endorse it. But I wonder when the thought first occurred to him.

Last January 21, his General Services Administration placed an order for 1,456 trucks to be used by the Navy. Did any of you here in Michigan take home a paycheck for building those trucks? I doubt it, because the Carter administration bought them from Toyo Kogyo in Japan. They were shipped to Florida where the wheels and rear ends were assembled. Then they were delivered to the Carter administration and paid for with your tax dollars.

Mr. Carter's lucky no one asked him about that over at Northern High. It might have taken some of the fun out of his birthday.

* * * * *

MASTER

FROM: BOB GARRICK

OUT AT: 8:00 a.m.

October 13

~~Senator Paul Laxalt~~

~~Ambassador Anne Armstrong~~

~~Bill Casey~~

~~Ed Meese~~

~~Jim Baker~~

~~Bill Brock~~

~~Dean Burch
(For Ambassador Bush)~~

~~Peter Dailey~~

~~Mike Deaver~~

~~Drew Lewis~~

~~Lyn Nofziger~~

~~Verne Orr~~

~~Bill Timmons~~

~~Dick Wirthlin~~

~~Congressman Tom Evans~~

INFORMATION

Enclosed is the speech RR
will give in Flint, Mich. on
Thurs., Oct. 16, at 9:30 a.m.

Please return comments by
Tues., Oct. 14, 12:00 Noon.

Thank you.

~~Richard Allen~~

~~Martin Anderson~~

~~Jim Brady~~

~~Ed Gray~~

Others

~~Ray Bell~~
~~Bob Gray~~
~~Bill Morris~~
~~Jerry Carmine~~

FLINT, MICHIGAN

I'm proud to come here to Flint, the home of Buick and the birthplace of General Motors.

I'm proud to come into this union hall and address you not only as fellow citizens, but as fellow union members.

I address you this way with pride, for I carry a lifetime membership card in a union. And that's not some kind of honorary membership, for entertaining the troops. That's a lifetime membership awarded me by the Screen Actors Guild for serving six terms as its President.

They didn't give me that membership because I made sweetheart deals with management. They gave it to me because I sat for hour upon hour across the table from management. Because I led the bargaining team that hammered out new contracts for better pay and better working conditions. Because I kept faith with the people who elected me -- not just the box office stars with their names in lights, but with the bit players who came on stage to mop the floors, the guys who died by the thousands in those battle scenes.

When management tried to take us for granted, I led my union out on strike. It was the first strike our studio ever had. So far as I can discover, I am the first union man ever to be a candidate for President of the United States. So when I tell you -- as I told the Teamsters in August -- that the representatives of organized labor will always have access to the Reagan White House, and that I will always consult with them on any matter affecting the working people of our country, you can believe it.

But I know that the union men and women of Flint, or anywhere else, are not going to vote for a candidate just because he comes in here and waves a union card -- or just because he is a Democrat, for that matter. Some of you may feel obligated to support Jimmy Carter for another term because Doug Fraser wants you to.

But when it comes right down to it, the great majority of union workers in this hall, like Americans everywhere, is likely to vote for the man who can preserve the peace. You are likely to vote for the man who offers the best hope of turning the economy around -- putting the brakes on inflation -- cutting out foolish federal spending -- leaving more of your paycheck in your pocket.

And let's face it. You are going to vote for the man who is most likely to put meat back on the table for the 22,000 men and women right here in Flint who are out of work.

You have a choice to make. But you don't have to make that choice in the dark. Jimmy Carter has had four years in the White House to make a record for himself. Look at that record.

When Jimmy Carter took office in 1977, the inflation rate was 4.8% and the economy was expanding.

In the four years since then the inflation rate has averaged more than ten percent -- and for the first quarter of this year it hit a horrendous 18%.

Interest rates have been so high that young families can't afford to buy a home of their own.

There are nearly eight million Americans out of work.

The American auto industry is running below 80% of capacity.

Actual U. S. car production declined 8% in 1979 and 29% the first six months of 1980. Last month new car sales were down 22% from a year ago.

Every city where cars are made is in trouble. So is every steel city. Their people, their families, their neighborhoods, their small businesses -- they're all in trouble.

I'm not just talking statistics. I'm talking about some of the most highly skilled men and women in the world. I'm talking about workers who in a hundred or more countries on this planet would be regarded with awe for their mastery of the complex tasks of building the world's finest automotive machinery. I'm talking about the truck drivers who haul American-made cars to dealerships all over this country, and the ships' crews who take our cargoes to foreign markets. I'm talking about many of the men and women right here in this hall.

And thanks to Jimmy Carter, thousands upon thousands of skilled workers right here in Flint went from the assembly line to the unemployment line, and if you don't put somebody in the White House who can get the auto industry back on its feet, those workers and a lot more like them are going to end up on the bread line.

Two weeks ago, Jimmy Carter came here to argue his case. He said he was thrilled to be here. He paid compliments to the auto industry and to auto workers. He said he was going to do a lot of things to "put Flint, Michigan, back on its feet economically." He promised to "completely rebuild the American economic system." That's fine talk, but there was something very strange about Jimmy Carter's speech.

Nowhere did he recite his accomplishments as President of the United States.

To hear him tell it, he was running for President for the first time, to clean up the mess made by somebody else.

That's what I call ducking responsibility.

Now I ask each of you -- and I ask you without regard to which party you supported in the past: do you want a President who, at this troubled time in our nation's history, makes a habit of ducking responsibility or do you want a President who will face up to the facts and accept responsibility?

For eight years, I served as Governor of the second largest government in the United States, the State of California. I took office at a difficult time. The state was \$194 million in debt, and the debt was increasing at the rate of a million dollars a day. People were beginning to worry about what you in Michigan used to call Soapy Williams payless paydays. I had to do unpopular things.

I went to work and straightened out the state's finances. Later on, when the crisis was over, I was able to push through the biggest tax rebate in the history of the state. My administration developed a welfare reform plan that was copied by some thirty other states. That plan saved the taxpayers millions of dollars of unwarranted payments. At the same time, it increased aid to the truly needy by 43%. I appointed more minority group members to policy-level positions than any governor in California's history.

Sometimes I didn't achieve as much as I'd hoped -- in tax limitation, for instance. But I'm proud to stand on my record. I accept responsibility for it. I am willing to be judged by it.

Is it too much for the voters to ask that Jimmy Carter do the same?

But Jimmy Carter has been unwilling to accept responsibility for his actions. He has run away from his record. He has elevated the alibi to an art form.

When inflation soars into the double digits, is it due to anything Jimmy Carter did -- like running the printing press to cover \$186 billion in federal deficits? Not at all, says Mr. Carter. It's the fault of OPEC. He never tells you that Japan and West Germany import almost all of their oil, and they don't have that kind of inflation. No matter. Inflation is always somebody else's fault, according to Mr. Carter.

When interest rates shoot up, and people can't afford to buy homes, and dealers can't afford to finance their floor plans -- is it Jimmy Carter's fault? Not to hear him tell it. It's the fault of the Federal Reserve Board. Who does he think appointed the Federal Reserve Board?

When the Japanese grab a larger and larger share of U. S. car sales, is it because Jimmy Carter's policies are shifting investment capital away from our auto industry through higher taxes and unrealistic depreciation rules? Is it because of all the federal regulations that stifle productivity and increase the costs of a car by hundreds of dollars? Is it because Jimmy Carter succeeded in slapping a special tax on top-of-the-line American cars, a tax of \$200 to \$550 which doesn't apply to Japanese imports? No, it's never any of these things.

When a Democratic Congress fails to respond to the urgings of a Democratic President, when that same President can't seem to figure out how to read the shop manual to make the national government work, is it due to Jimmy Carter's incompetence? Not at all. His counsel, Mr. Lloyd Cutler, has another explanation. He says that this country is constitutionally ungovernable.

Last year Jimmy Carter gave an amazing speech. He said the nation was experiencing a "crisis of confidence". It never occurred to him

that the crisis of confidence had to do with him. He blamed it on "malaise". As George Will, the Newsweek columnist, later put it, Mr. Carter was really saying "I'm unpopular, so you're sick."

Two weeks ago Jimmy Carter came to Flint and said "when we're through the American economy will be a full-employment economy with stable prices." I think he's wrong about that. For in three months he'll be through, and we're going to be a long way from full employment and stable prices.

But, we'll be starting once again to put America on the road toward these goals, after four years of increasing economic calamity.

Let's be clear about one thing. We are going to have to give the American auto industry a fair chance to be profitable. That idea seems to horrify the left wing of the Democratic Party. It looks on profits as nothing but exploitation of the workers. It thinks profits are the source of all social ills.

Well, as an old union man, I know something those theorists don't know. I know that unless there are profits, labor hasn't got much to bargain for. Every union man knows the name of Samuel Gompers. He was the immigrant cigar maker who funded the AF of L in 1886 and served as its President for decades. Sam Gompers once summed it up like this: "the worst crime against working people is a company which fails to make a profit." As President, that's one kind of crime I'm going to work hard to prevent. Because when your company shows a profit, that's the time you can bargain for better pay and better benefits.

We need changes in tax laws that encourage the auto industry to make new job-creating investments. We need a rollback of unnecessary regulation that makes cars more expensive without doing much to make them safer or better. We need an administration that can inform our trading partners in a friendly, but firm way that we take free trade

seriously -- but we are not going to accept the conditions they impose unless those conditions are fair to the working men and women of this country.

This will take time. Our problems are too severe to be cured overnight. But there are some things that can be done, and done quickly.

It is essential that we strengthen the employment safety net for the millions of men and women Jimmy Carter's economic policies have put out of work. But that is only a stopgap. We've got to put those people back to work -- not just as a substitute for unemployment compensation, but because this country needs the new wealth their skilled hands and brains can produce.

We must set in motion an aggressive program for exporting American cars and trucks. Make no mistake about it: American workers can make cars and trucks equal in performance and toughness and quality to cars and trucks made anywhere in the world. Our products can compete in world markets with the best our competitors have to offer. To do that, we need to completely revise the Export-Import Bank's export sales program to help overseas dealers purchase and stock American automobiles and accessories.

The Export-Import Bank has a program directed to this goal, but it isn't working. In fact, I am told that it has only been used four times. The Reagan administration is going to make it work. It means breaking some new ground in financing techniques and changing some traditional trade practices, but we are going to do it, because the jobs of American auto workers depend on it.

There's another short-term step we can take, one I proposed in a statement issued October 7. That is to have the federal government

speed up its 1981 purchases of cars and trucks. The very next day after my statement, General Services Administration decided it could cut through the paperwork and order \$100 million in new vehicles to get the auto industry moving again.

I hope that \$100 million will be used to buy American-made vehicles. Jimmy Carter came here two weeks ago and advised Americans to buy American cars. That's a splendid idea. I fully endorse it. But I wonder when the thought first occurred to him.

Last January 21, his General Services Administration placed an order for 1,456 trucks to be used by the Navy. Did any of you here in Michigan take home a paycheck for building those trucks? I doubt it, because the Carter administration bought them from Toyo Kogyo in Japan. They were shipped to Florida where the wheels and rear ends were assembled. Then they were delivered to the Carter administration and paid for with your tax dollars.

Mr. Carter's lucky no one asked him about that over at Northern High. It might have take some of the fun out of his birthday.

I remember, years ago, a sad Christmas. It was during the depression of the thirties. On Christmas Eve, my Dad got a letter in the mail. It was from his boss. We thought it was a Christmas bonus. He opened it. It was a slip telling him he was out of work. I can still remember, to this day, Dad sitting there, head down, half whispering "that's a fine Christmas present."

Our family suffered badly at that moment. It was bad enough for my brother and me, and for mom. But it was terrible for Dad, because he knew we counted on him to bring home a paycheck.

There are too many men, too many women, here in Flint today -- too many men and women in Detroit, in Pittsburgh, in Youngstown and Chicago and New York and Miami, all over this country -- who are suffering the same way my Dad suffered on that bleak Christmas Eve so long ago.

But it doesn't have to be that way.

With competent leadership, leadership that faces the facts, leadership that accepts responsibility, leadership that strives to build a bright future instead of struggling to forget a dreary past -- with that kind of leadership, we can make a new beginning.

I have come here to Flint to ask for your vote because I am convinced that I can provide that kind of leadership for America. Working together, with God's help, we can build again a "shining city on a hill", a America strong at home, its economy productive and bountiful for all; an America respected abroad; an America that we can in the fulness of time, pass on to our children and grandchildren, secure in the knowledge that in our day, we did our part to give new life to the dream that has guided and inspired Americans these three hundred years.

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RR FLINT, MICH. 10/15 DRAFT 1 JMC 10/12

I'M PROUD TO COME HERE TO FLINT, THE HOME OF BUICK AND THE BIRTHPLACE OF GENERAL MOTORS.

I'M PROUD TO COME INTO THIS UNION HALL AND ADDRESS YOU NOT ONLY AS FELLOW CITIZENS, BUT AS FELLOW UNION MEMBERS.

I ADDRESS YOU THIS WAY WITH PRIDE, FOR I CARRY A LIFETIME MEMBERSHIP CARD IN A UNION. AND THAT'S NOT SOME KIND OF HONORARY MEMBERSHIP, FOR ENTERTAINING THE TROOPS. THAT'S A LIFETIME MEMBERSHIP AWARDED ME BY THE SCREEN ACTORS GUILD FOR SERVING SIX TERMS AS ITS PRESIDENT.

THEY DIDN'T GIVE ME THAT MEMBERSHIP BECAUSE I MADE SWEETHEART DEALS WITH MANAGEMENT. THEY GAVE IT TO ME BECAUSE I SAT FOR HOUR UPON HOUR ACROSS THE TABLE FROM MANAGEMENT. BECAUSE I LED THE BARGAINING TEAM THAT HAMMERED OUT NEW CONTRACTS FOR BETTER PAY AND BETTER WORKING CONDITIONS. BECAUSE I KEPT FAITH WITH THE PEOPLE WHO ELECTED ME - NOT JUST THE BOX OFFICE STARS WITH THEIR NAMES IN LIGHTS, BUT WITH THE BIT PLAYERS WHO CAME ON STAGE TO MOP THE FLOORS, THE GUYS WHO DIED BY THE THOUSANDS IN THOSE BATTLE SCENES.

WHEN MANAGEMENT TRIED TO TAKE US FOR GRANTED, I LED MY UNION OUT ON STRIKE. IT WAS THE FIRST STRIKE OUR STUDIO EVER HAD. SO FAR AS I CAN DISCOVER, I AM THE FIRST UNION MAN EVER TO BE A CANDIDATE FOR PRESIDENT OF THE UNITED STATES. SO WHEN I TELL YOU - AS I TOLD THE TEAMSTERS ~~WHEN THEY ENDORSED ME FOR PRESIDENT IN~~ *IN any way* ~~JUST~~ - THAT THE REPRESENTATIVES OF ORGANIZED LABOR WILL ALWAYS HAVE ACCESS TO THE REAGAN WHITE HOUSE, AND THAT I WILL ALWAYS CONSULT WITH THEM ON ANY MATTER AFFECTING THE WORKING PEOPLE OF OUR COUNTRY, YOU CAN BELIEVE IT.

BUT I KNOW THAT THE UNION MEN AND WOMEN OF FLINT, OR ANYWHERE ELSE, ARE NOT GOING TO VOTE FOR A CANDIDATE JUST BECAUSE HE COMES IN HERE AND WAVES A UNION CARD -- OR JUST BECAUSE HE IS A DEMOCRAT, FOR THAT MATTER. SOME OF YOU MAY FEEL OBLIGATED TO SUPPORT JIMMY CARTER FOR ANOTHER TERM BECAUSE DOUG FRASER WANTS *you to.*

last week

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ION -

BUT WHEN IT COMES RIGHT DOWN TO IT, THE GREAT MAJORITY OF UN

WORKERS IN THIS HALL, LIKE AMERICANS EVERYWHERE, IS LIKELY TO
VOTE FOR THE MAN WHO CAN PRESERVE THE PEACE. YOU ARE LIKELY TO
VOTE FOR THE MAN WHO OFFERS THE BEST HOPE OF TURNING THE ECONOMY
AROUND -- PUTTING THE BRAKES ON INFLATION -- CUTTING OUT FOOLISH
FEDERAL SPENDING -- LEAVING MORE OF YOUR PAYCHECK IN YOUR
POCKET.

AND LET'S FACE IT. YOU ARE GOING TO VOTE FOR THE MAN WHO
IS MOST LIKELY TO PUT MEAT BACK ON THE TABLE FOR THE 22,000 MEN
AND WOMEN RIGHT HERE IN FLINT WHO ARE OUT OF WORK.

YOU HAVE A CHOICE TO MAKE. BUT YOU DON'T HAVE TO MAKE
THAT CHOICE IN THE DARK. JIMMY CARTER HAS HAD FOUR YEARS IN THE
WHITE HOUSE TO MAKE A RECORD FOR HIMSELF. LOOK AT THAT RECORD.

WHEN JIMMY CARTER TOOK OFFICE IN 1977 THE INFLATION RATE
WAS 4.3% AND THE ECONOMY WAS EXPANDING.

IN THE FOUR YEARS SINCE THEN THE INFLATION RATE HAS
AVERAGED TEN PERCENT - AND AT ONE POINT EARLIER THIS YEAR IT HIT
A HORRENDOUS 18%.

INTEREST RATES HAVE BEEN SO HIGH THAT YOUNG FAMILIES CAN'T
AFFORD TO BUY A HOME OF THEIR OWN.

THERE ARE EIGHT MILLION AMERICANS OUT OF WORK.

THE AMERICAN AUTO INDUSTRY IS RUNNING BELOW 80% OF
CAPACITY.

ACTUAL U.S. CAR PRODUCTION DECLINED 8 PERCENT IN 1979 AND
29% DURING THE FIRST SIX MONTHS OF 1980. LAST MONTH NEW CAR SALES
WERE DOWN 22% FROM A YEAR AGO.

EVERY CITY WHERE CARS ARE MADE IS IN TROUBLE. SO IS EVERY
STEEL CITY. SO IS EVERY TIRE AND SPARKPLUG AND BATTERY CITY.
THEIR PEOPLE, THEIR FAMILIES, THEIR NEIGHBORHOODS, THEIR SMALL
BUSINESSES - THEY'RE ALL IN TROUBLE.

I'M NOT JUST TALKING STATISTICS. I'M TALKING ABOUT SOME
OF THE MOST HIGHLY SKILLED MEN AND WOMEN IN THE WORLD. I'M
TALKING ABOUT WORKERS WHO IN A HUNDRED OR MORE COUNTRIES ON THIS
PLANET WOULD BE REGARDED WITH AWE FOR THEIR MASTERY OF THE
COMPLEX TASKS OF BUILDING THE WORLD'S FINEST AUTOMOTIVE
MACHINERY. I'M TALKING ABOUT THE TRUCK DRIVERS WHO HAUL
AMERICAN-MADE CARS TO DEALERSHIPS ALL OVER THIS COUNTRY, AND THE

SHIP'S CREWS WHO TAKE OUR CARGOES TO FOREIGN MARKETS. I'M TALKING ABOUT MANY OF THE MEN AND WOMEN RIGHT HERE IN THIS HALL.

AND THANKS TO JIMMY CARTER, THOUSANDS UPON THOUSANDS OF SKILLED WORKERS RIGHT HERE IN FLINT WENT FROM THE ASSEMBLY LINE TO THE UNEMPLOYMENT LINE, AND IF YOU DON'T PUT SOMEBODY IN THE WHITE HOUSE WHO CAN GET THE AUTO INDUSTRY BACK ON ITS FEET, THOSE WORKERS AND A LOT MORE LIKE THEM ARE GOING TO END UP ON THE BREAD LINE.

TWO WEEKS AGO JIMMY CARTER CAME HERE TO ARGUE HIS CASE. HE SAID HE WAS THRILLED TO BE HERE. HE PAID COMPLIMENTS TO THE AUTO INDUSTRY AND TO AUTO WORKERS. HE SAID HE WAS GOING TO DO A LOT OF THINGS TO "PUT FLINT, MICHIGAN BACK ON ITS FEET ECONOMICALLY." HE PROMISED TO "COMPLETELY REBUILD THE AMERICAN ECONOMIC SYSTEM." THAT'S FINE TALK. BUT THERE WAS SOMETHING VERY STRANGE ABOUT JIMMY CARTER'S SPEECH.

NOWHERE DID HE RECITE HIS ACCOMPLISHMENTS AS PRESIDENT OF THE UNITED STATES.

TO HEAR HIM TELL IT, HE WAS RUNNING FOR PRESIDENT FOR THE FIRST TIME, TO CLEAN UP THE MESS MADE BY SOMEBODY ELSE.

THAT'S WHAT I CALL DUCKING RESPONSIBILITY.

NOW I ASK EACH OF YOU - AND I ASK YOU WITHOUT REGARD TO WHICH PARTY YOU SUPPORTED IN THE PAST: DO YOU WANT A PRESIDENT WHO, AT THIS TROUBLED TIME IN OUR NATIONAL HISTORY, MAKES A HABIT OF DUCKING RESPONSIBILITY? OR DO YOU WANT A PRESIDENT WHO WILL FACE UP TO THE FACTS AND ACCEPT RESPONSIBILITY?

FOR EIGHT YEARS I SERVED AS GOVERNOR OF THE SECOND LARGEST GOVERNMENT IN THE UNITED STATES, THE STATE OF CALIFORNIA. I TOOK OFFICE AT A DIFFICULT TIME. THE STATE WAS \$194 MILLION IN DEBT, AND THE DEBT WAS INCREASING AT THE RATE OF A MILLION DOLLARS A DAY. PEOPLE WERE BEGINNING TO WORRY ABOUT WHAT YOU IN MICHIGAN USED TO CALL SOAPY WILLIAMS PAYLESS PAYDAYS. I HAD TO DO SOME UNPOPULAR THINGS.

I WENT TO WORK AND STRAIGHTENED OUT THE STATE'S FINANCES. LATER ON, WHEN THE CRISIS WAS OVER, I WAS ABLE TO PUSH THROUGH THE BIGGEST TAX REBATE IN THE HISTORY OF THE STATE. MY ADMINISTRATION DEVELOPED A WELFARE REFORM PLAN THAT WAS COPIED BY SOME THIRTY OTHER STATES. THAT PLAN SAVED THE TAXPAYERS MILLIONS

~~OF DOLLARS OF UNWARRANTED PAYMENTS. AT THE SAME TIME IT INCREASED
AID TO THE TRULY NEEDY BY 43%. I APPOINTED MORE MINORITY GROUP
MEMBERS TO POLICY-LEVEL POSITIONS THAN ANY GOVERNOR IN THE
CALIFORNIA'S HISTORY.~~

~~SOMETIMES I DIDN'T ACHIEVE AS MUCH AS I HOPED TO - IN TAX
LIMITATION, FOR INSTANCE. BUT I'M PROUD TO STAND ON MY RECORD. I
ACCEPT RESPONSIBILITY FOR IT. I AM WILLING TO BE JUDGED BY IT.~~

~~IT TOO MUCH FOR THE VOTERS TO ASK THAT JIMMY CARTER
DO THE SAME~~

~~BUT JIMMY CARTER HAS BEEN UNWILLING TO ACCEPT
RESPONSIBILITY FOR HIS ACTIONS. HE HAS RUN AWAY FROM HIS RECORD.
HE HAS ELEVATED THE ALIBI TO AN ART FORM.~~

~~WHEN INFLATION SOARS INTO THE DOUBLE DIGITS, IS IT DUE
TO ANYTHING JIMMY CARTER DID - LIKE RUNNING THE PRINTING PRESS TO
CORRECT THE FEDERAL BUDGET DEFICIT? JAPAN AND WEST GERMANY
IMPORT ALL OF THEIR OIL, AND THEY DON'T HAVE THAT KIND OF
INFLATION. INFLATION IS ALWAYS SOMEBODY ELSE'S FAULT.~~

~~WHEN INTEREST RATES SHOOT UP, AND PEOPLE CAN'T AFFORD TO
BUY HOMES, AND DEALERS CAN'T AFFORD TO FINANCE THEIR FLOOR PLANS
IS IT JIMMY CARTER'S FAULT? NOT TO HEAR HIM TELL IT. IT'S THE
FAULT OF THE FEDERAL RESERVE BOARD. WHO DOES HE THINK APPOINTED
THE FEDERAL RESERVE BOARD?~~

~~WHEN THE JAPANESE GRAB A LARGER AND LARGER SHARE OF U.S.
CAR SALES, IS IT BECAUSE JIMMY CARTER'S ADMINISTRATION IS SUCKING
INVESTMENT CAPITAL AWAY FROM OUR AUTO INDUSTRY THROUGH HIGHER
TAXES AND UNREALISTIC DEPRECIATION RULES? IS IT BECAUSE OF ALL
THE FEDERAL REGULATIONS THAT STIFLE PRODUCTIVITY AND INCREASE THE
COSTS OF A CAR BY HUNDREDS OF DOLLARS? IS IT BECAUSE JIMMY CARTER
SUCCEEDED IN SLAPPING A SPECIAL TAX ON TOP OF THE LINE AMERICAN
CARS, A PBM OF \$200 TO \$550 WHICH DOESN'T APPLY TO JAPANESE
IMPORTS? NO, IT'S NEVER ANY OF THESE THINGS.~~

~~WHEN A DEMOCRATIC CONGRESS FAILS TO RESPOND TO THE
URGINGS OF A DEMOCRATIC PRESIDENT, WHEN THAT SAME PRESIDENT CAN'T
SEEM TO FIGURE OUT HOW TO READ THE SHOP MANUAL TO MAKE THE
NATIONAL GOVERNMENT WORK, IS IT DUE TO JIMMY CARTER'S
INCOMPETENCE? NOT AT ALL. HIS COUNSEL MR. LLOYD CUTLER HAS~~

ANOTHER EXPLANATION. HE SAYS THAT THIS COUNTRY IS CONSTITUTIONALLY UNGOVERNABLE .

LAST YEAR JIMMY CARTER GAVE AN AMAZING SPEECH. HE SAID THE NATION WAS EXPERIENCING A "CRISIS OF CONFIDENCE". IT NEVER OCCURRED TO HIM THAT THE CRISIS OF CONFIDENCE HAD TO DO WITH HIM. HE BLAMED IT ON "MALAISE". AS GEORGE WILL, THE NEWSWEEK COLUMNIST, LATER PUT IT, MR. CARTER WAS REALLY SAYING "I'M UNPOPULAR, SO YOU'RE SICK."

TWO WEEKS AGO JIMMY CARTER CAME TO FLINT AND SAID "WHEN BEBAMTHADDBAHTABEEFABEECEAN" ECONOMYINWIE' BEWADAGLABBDDPLDWAENTFOR IN THREE MONTHS HE'LL BE THROUGH, AND WE'RE GOING TO BE A LONG WAY FROM FULL EMPLOYMENT AND STABLE PRICES.

BUT WE'LL BE STARTING ONCE AGAIN TO PUT AMERICA ON THE ROAD TOWARD THOSE GOALS, AFTER FOUR YEARS OF INCREASING ECONOMIC CALAMITY.

LET'S BE CLEAR ABOUT ONE THING. WE ARE GOING TO HAVE TO GIVE THE AMERICAN AUTO INDUSTRY A FAIR CHANCE TO BE PROFITABLE. THAT IDEA SEEMS TO HORRIFY THE LEFT WING OF THE DEMOCRATIC PARTY. IT LOOKS ON PROFITS AS NOTHING BUT EXPLOITATION OF THE WORKERS. IT THINKS PROFITS ARE THE SOURCE OF ALL SOCIAL ILLS.

WELL, AS AN OLD UNION MAN I KNOW SOMETHING THOSE THEORISTS DON'T KNOW. I KNOW THAT UNLESS THERE ARE PROFITS, LABOR HASN'T GOT MUCH TO BARGAIN FOR. EVERY UNION MAN KNOWS THE NAME OF SAMUEL GOMPERS. HE WAS THE IMMIGRANT CIGAR MAKER WHO FOUNDED THE AF OF L IN 1886 AND SERVED AS ITS PRESIDENT FOR DECADES. SAM GOMPERS ONCE SUMMED IT UP LIKE THIS: "THE WORST CRIME AGAINST WORKING PEOPLE IS A COMPANY WHICH FAILS TO MAKE A PROFIT." AS PRESIDENT, THAT'S ONE KIND OF CRIME I'M GOING TO WORK HARD TO PREVENT. BECAUSE WHEN YOUR COMPANY SHOWS A PROFIT, THAT'S THE TIME YOU CAN BARGAIN FOR BETTER PAY AND BETTER BENEFITS.

WE NEED CHANGES IN TAX LAWS THAT ENCOURAGE THE AUTO INDUSTRY TO MAKE NEW JOB-CREATING INVESTMENTS. WE NEED A ROLLBACK OF UNNECESSARY REGULATION THAT MAKES CARS MORE EXPENSIVE WITHOUT DOING MUCH TO MAKE THEM BETTER OR SAFER. WE NEED AN ADMINISTRATION THAT CAN INFORM OUR TRADING PARTNERS IN A FRIENDLY BUT FIRM WAY THAT WE TAKE FREE TRADE SERIOUSLY - BUT WE ARE NOT

GOING TO ACCEPT THE CONDITIONS THEY IMPOSE UNLESS THOSE CONDITIONS ARE FAIR TO THE WORKING MEN AND WOMEN OF THIS COUNTRY.

THIS WILL TAKE TIME. OUR PROBLEMS ARE TOO SEVERE TO BE CURED OVERNIGHT. BUT THERE ARE SOME THINGS THAT CAN BE DONE, AND DONE QUICKLY.

IT IS ESSENTIAL THAT WE STRENGTHEN THE EMPLOYMENT SAFETY NET FOR THE MILLIONS OF MEN AND WOMEN JIMMY CARTER'S ECONOMIC POLICIES HAVE PUT OUT OF WORK. BUT THAT IS ONLY A STOPGAP. WE'VE GOT TO PUT THOSE PEOPLE BACK TO WORK - NOT JUST AS A SUBSTITUTE FOR UNEMPLOYMENT COMPENSATION, BUT BECAUSE THIS COUNTRY NEEDS THE WEALTH THEIR SKILLED HANDS AND BRAINS CAN PRODUCE.

WE MUST GET IN MOTION AN AGGRESSIVE PROGRAM FOR EXPORTING AMERICAN CARS AND TRUCKS. MAKE NO MISTAKE ABOUT IT: AMERICAN WORKERS CAN MAKE CARS AND TRUCKS EQUAL IN PERFORMANCE AND TOUGHNESS AND QUALITY TO CARS AND TRUCKS MADE ANYWHERE IN THE WORLD. OUR PRODUCTS CAN COMPETE IN WORLD MARKETS WITH THE BEST COMPETITORS HAVE TO OFFER. TO DO THAT, WE NEED TO COMPLETELY REVISE THE EXPORT-IMPORT BANK'S EXPORT SALES PROGRAM TO HELP AMERICAN DEALERS PURCHASE AND STOCK AMERICAN AUTOMOBILES AND ACCESSORIES.

THE EX-IM BANK HAS A PROGRAM DIRECTED TO THIS GOAL, BUT IT'S NOT WORKING. IN FACT, I AM TOLD THAT IT HAS ONLY BEEN USED A FEW TIMES. THE REAGAN ADMINISTRATION IS GOING TO MAKE IT WORK. THAT MEANS BREAKING SOME NEW GROUND IN FINANCING TECHNIQUES AND CHANGING SOME TRADITIONAL TRADE PRACTICES. BUT WE ARE GOING TO DO IT BECAUSE THE JOBS OF AMERICAN AUTO WORKERS DEPEND ON IT.

THERE'S ANOTHER SHORT TERM STEP WE CAN TAKE, ONE I ANNOUNCED IN A STATEMENT ISSUED OCTOBER 7. THAT IS TO HAVE THE GOVERNMENT SPEED UP ITS 1981 PURCHASES OF CARS AND TRUCKS. THE VERY NEXT DAY AFTER MY STATEMENT THE GENERAL SERVICES ADMINISTRATION DECIDED IT COULD CUT THROUGH THE PAPERWORK AND BUY \$100 MILLION IN NEW VEHICLES TO GET THE AUTO INDUSTRY BACK ON ITS FEET.

I JUST HOPE THAT \$100 MILLION WILL BE USED TO BUY AMERICAN CARS AND TRUCKS.

FULLY ENDORSE IT. BUT I WONDER WHEN THE THOUGHT FIRST OCCURRED TO HIM.

LAST JANUARY 21 HIS GENERAL SERVICES ADMINISTRATION PLACED AN ORDER FOR L-456 TRUCKS TO BE USED BY THE NAVY. DID ANY OF YOU HERE IN MICHIGAN TAKE HOME A PAYCHECK FOR BUILDING THOSE TRUCKS? I DOUBT IT, BECAUSE THE CARTER ADMINISTRATION BOUGHT THEM FROM TOYO KOGYO IN JAPAN. THEY WERE SHIPPED TO FLORIDA WHERE THE WHEELS AND REAR ENDS WERE ASSEMBLED. THEN THEY WERE DELIVERED TO THE CARTER ADMINISTRATION AND PAID FOR WITH YOUR TAX DOLLARS.

MR. CARTER'S LUCKY NO ONE ASKED HIM ABOUT THAT OVER AT BORTHORN HIGH. IT MIGHT HAVE TAKEN SOME OF THE FUN OUT OF HIS

I REMEMBER, YEARS AGO, A SAD CHRISTMAS. IT WAS DURING THE DEPRESSION OF THE THIRTIES. ON CHRISTMAS EVE MY DAD GOT A LETTER IN THE MAIL. IT WAS FROM HIS BOSS. WE THOUGHT IT WAS A CHRISTMAS BONUS. HE OPENED IT. IT WAS A SLIP TELLING HIM HE WAS LACKING OF WORK. I CAN STILL REMEMBER, TO THIS DAY, DAD SITTING THERE, HEAD DOWN, HALF WHISPERING "THAT'S A FINE CHRISTMAS PRESENT."

OUR FAMILY SUFFERED BADLY AT THAT MOMENT. IT WAS BAD ENOUGH FOR MY BROTHER AND ME, AND FOR MOM. BUT IT WAS TERRIBLE FOR DAD, BECAUSE HE KNEW WE COUNTED ON HIM TO BRING HOME A PAYCHECK.

THERE ARE TOO MANY MEN, TOO MANY WOMEN, HERE IN FLINT TODAY. TOO MANY MEN AND WOMEN IN DETROIT, IN PITTSBURGH, IN YOUNGSTOWN, IN CHICAGO AND NEW YORK AND MIAMI, ALL OVER THIS COUNTRY, WHO ARE SUFFERING THE SAME WAY MY DAD SUFFERED ON THAT BLEAK CHRISTMAS EVE SO LONG AGO.

BUT IT DOESN'T HAVE TO BE THAT WAY. WITH COMPETENT LEADARSHIP, LEADERSHIP THAT FACES THE FACTS, LEADERSHIP THAT ACCEPT RESPONSIBILITY, LEADERSHIP THAT STRIVES TO BUILD A BRIGHT FUTURE INSTEAD OF STRUGGLING TO FORGET A DREARY PAST. WITH THAT KIND OF LEADERSHIP, WE CAN MAKE A NEW BEGINNING.

I HAVE COME HERE TO FLINT TO ASK FOR YOUR VOTE BECAUSE I AM CONVINCED THAT I CAN PROVIDE THAT KIND OF LEADERSHIP FOR WORKING TOGETHER. WITH GOD'S HELP, WE CAN BUILD AGAIN A

5
8
"SHINING CITY ON A HILL" AN AMERICA STRONG AT HOME, ITS ECONOMY
PRODUCTIVE AND BOUNTIFUL FOR ALL; AN AMERICA RESPECTED ABROAD; AN
ADDED DREAM HAD MERGED WITH OURS, FOR WE HAD SOMETHING NEW TO OFFER
DAY, WE DID OUR PART TO GIVE NEW LIFE TO THE DREAM THAT HAS
GUIDED AND INSPIRED AMERICANS THESE THREE HUNDRED YEARS.

END TO SPEECH TEXT

TALKING POINT: SOME OF YOU THIRD GENERATION GM FAMILIES MAY
REMEMBER THAT IN THE EARLY DAYS THERE WAS A COMPETITION ABOUT
WHICH KIND OF TRANSMISSION TO PUT IN GM CARS. BUICK WAS THE
STANDARD OF EXCELLENCE IN THE AUTO INDUSTRY. IT HAD A SLIDING
BEAM TRANSMISSION. THE OTHER CAR HAD SOMETHING CALLED A FRICTION
DRIVE TRANSMISSION. GM LOOKED A LONG TIME AT THEM BOTH, AND
CHOSE BUICK'S VERSION. REMEMBER THE NAME OF THE COMPETITOR THAT
LOST TO US WAS THE CARTER CAR!

END OF COPY

MS? PLS. NAME RNA

TO: Jim Brady, Marty Anderson, Lyn Nofziger, Mike Deaver

FROM: Bob Garrick

13-Oct.
OK to
SEND
JW for
RMB

FROM: BOB GARRICK

OUT AT: 8:00 a.m.

October 13

Senator Paul Laxalt

Ambassador Anne Armstrong

Bill Casey

Ed Meese

Jim Baker

Bill Brock

Dean Burch
(For Ambassador Bush)

Peter Dailey

Mike Deaver

Drew Lewis

Lyn Nofziger

Verne Orr

Bill Timmons

Dick Wirthlin

Congressman Tom Evans

INFORMATION

Enclosed is the speech RR
will give in Flint, Mich. on
Thurs., Oct. 16, at 9:30 a.m.

Please return comments by
Tues., Oct. 14, 12:00 Noon.

Thank you.

Richard Allen

Martin Anderson

Jim Brady

Ed Gray

Others

Ray Bell
Bob Gray
Bill Morris
Jerry Carmine

Forward to Bush please
10/13 11:40
Parker
Delivered to RRB staff
10/17 10:45 AM
213-642-6547
Parker

2167
497-2611
Faxed to RR
plane 10/15
1740
Brooks

Faxed to RR plane
10/15 09:48 AM
Brooks

Jim for Garrick
OK SEND

15 OCT
9:20 AM

TO: Jim Brady, Marty Anderson, Lyn Nofziger, Mike Deaver
FROM: Bob Garrick

RR Oakland Co. Michigan Rally 10/16 JMc #1 10/14 2200

It's an honor for me to be here on this platform with three such distinguished Republicans and Americans: Governor Milliken, who has so ably led the state of Michigan these past eleven years; President Ford , to whom Americans have such a great debt for his lifetime of conscientious and dedicated service; and my running mate, a man of many and varied talents, George Bush.

There is on this platform, I dare say, some of the finest leadership in American public life today. And since I aspire to exercise leadership in the nation's most important job, I'd like to say a few words about what I conceive to be the leadership responsibilities of the President of the United States in the 1980s.

First, I think, is the recognition that America has not one but many leaders. We are a nation of leaders. Probably in no nation on earth is the ordinary citizen so quick to view himself or herself as a leader of something - of the Girl Scouts, of the union local, of the town council, of the church or synagogue, of the business firm and the professional association.

When a President forgets that leadership is widely dispersed among our people, when he begins to believe that leadership is limited to what he does or what is done in Washington, he cuts himself off from the real strength of this nation.

The idea of leadership I would take to the White House acknowledges not only the power of the presidency, but the limits of that power. It is a concept that views the President as one of many leaders - albeit the principal leader in matters entrusted to his care. But his task is not to supplant the millions of leaders who operate each in his or her own way, at all the many levels of social, economic, political and spiritual life. His task is to carry out his own proper duties, while leaving to those millions of other leaders the fullest scope to apply their talents to keep America vital, and strong, and free.

A President who lusts after power for himself can soon become a menace to his countrymen. The idea begins to consume him. It matters more to him that his will be done, that his power be preserved, that he remain in charge - than that his country prosper and his fellow citizens have their fullest opportunity to live challenging, rewarding, and useful lives.

I seek the Presidency not because of any need to have great power vested in me. I bear not within me any compulsion to order others around, to revel in the trappings of the nation's highest office, or to fortify an insufficiently nourished ego. It would be easier and more comfortable for me to retire with the woman I love to the California ranch I call

home, and enjoy a retirement of leisure.

No; I seek the Presidency for another reason: because I see the country that gave me so much stumbling forward uncertain, dispirited, mired in the "crisis of confidence" that Mr. Carter identified last year - without recognizing , typically, that the crisis had any relation to his own performance in Washington.

I chose as the slogan of my campaign, "Let's Make America Great Again" , not because it was a catchy line that some ad agency invented, but because I truly believe there are deep resources of strength and confidence and pride and dedication among the American people that can, if allowed to flourish, truly make America great again. And I want to be the President who unlocked those resources - who used the power of the Presidency not to draw more power to the Oval Office, but to spread power usurped by government back into the hands of millions of Americans . I want to be a President who relaxes the iron grip of the hand of government, and lets the power government has seized flow back from Washington to the states, to the local governments, and to the people of this great country , from whom that power was wrongly taken.

POwer to the people! Not long ago that was viewed as the slogan of a band of wild radicals. But was it not the slogan of those who founded this nation? Was it not the accepted principle of Thomas Jefferson, who even saw the necessity of periodic rebellion to prevent the concentration of power in government? Was it not Jefferson who asked "What has destroyed

liberty and the rights of man in every government that has ever existed under the sun?"; and then answered "the generalizing and concentrating all cares and powers into one body."

My idea of Presidential leadership, then, is built on the fundamental idea that in this free republic power should remain in the people. It is built on the idea that in time of crisis, the people will exercise their power wisely and fruitfully. It is built on the idea that an economic system based on the free enterprise of millions of producers and inventors and creators, competing together, will create abundance and prosperity. Any person who has lost sight of these fundamental ideas - or who never shared them in the first place - should not, in my judgment any more than that of Mr. Jefferson's, ever be entrusted with high office.

There are other aspects of leadership in the Presidency that must be mentioned. A President must have personal integrity ; high character. He must conduct himself, in office and in his private life, in a way that sets an example for his countrymen, and earns the respect even of those who disapprove of his policies or beliefs. He must, to the extent humanly possible, greet wrath and hostility with a generous spirit and a willingness to overlook the momentary failings of his adversaries.

A President must be principled, not a slave to temporary advantage and spur of the moment expediency. He must make hard choices and live with his decisions. He must accept responsibility, not run away from it or blame his shortcomings on the actions of others. He must be able to face the unpleasant fact that it is not OPEC that caused double digit inflation; that it is not the Federal Reserve Board that has produced high interest rates,

independent of a fiscal policy which yields deficit upon staggering deficit.; that energy shortages just might be caused not by energy producers, but by a meddlesome government bureaucracy intent on drowning our energy industry in coercive regulations. When unhappy results flow from his errors, he must be strong and honest enough to admit it, and return to the task determined to do better.

A President must have courage, for with responsible leadership comes opposition, even venomous attack. He must have the capacity to attract to his service - his country's service - strong, capable men and women who can work together at the public's business. Just as there is no substitute for character and principle, so is there no substitute for competence, in an age where Presidential incompetence can affect millions and millions of his fellow citizens in the most painful and costly ways.

And a President must recognize, always, that the highest aspiration of our people is to live in peace and freedom, and to extend those values throughout the world, until the day shall come that nations shall make war no more, but shall beat their swords into plowshares, and their peoples shall cleave one unto another as friends, as brothers and sisters, as children of a common Father in heaven.

I can think of no greater reward, for any President of the United States, that, through his leadership he kept his country at peace, and the people of his country at work. That he helped to strengthen the family and preserve the freedoms of his people. That he did not concentrate power, but saw that it was dispersed. That he did his part to replace tension with confidence, despair with hope, anger with love, and spiritual desolation with a new faith in ourselves, in our country, and in the God who has looked over our fortunes these many years of our glory.

And with your help, and God's, I will do my best to earn that reward.

#

MASTER

FROM: BOB GARRICK

OUT AT: 8:30 a.m.

October 15

~~✓~~ Senator Paul Laxalt

~~✓~~ Ambassador Anne Armstrong

~~✓~~ Bill Casey

~~✓~~ Ed Meese

~~✓~~ Jim Baker

~~✓~~ Bill Brock

~~✓~~ Dean Burch
(For Ambassador Bush)

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~~✓~~ Drew Lewis

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~~✓~~ Verne Orr

~~✓~~ Bill Timmons

~~✓~~ Dick Wirthlin

~~✓~~ Congressman Tom Evans

INFORMATION

Enclosed is the speech RR will
give in Oakland County, Mich. on
Thurs., Oct. 16, at 12:00 Noon.

Please return comments by 3:00 p.m.
today, Wed., Oct. 15. Thank you.

~~✓~~ Richard Allen

~~✓~~ Martin Anderson

~~✓~~ Jim Brady

~~✓~~ Ed Gray

Others

~~✓~~ Ray Bell

~~✓~~ Bob Gray

~~✓~~ Bill Morris

~~✓~~ Gary Bauer

~~✓~~ Jerry Carmen

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First, I think, is the recognition that America has not one but many leaders. We are a nation of leaders. Probably in no nation on earth is the ordinary citizen so quick to view himself or herself as a leader of something - of the Girl Scouts, of the union local, of the town council, of the church or synagogue, of the business firm and the professional association.

RR Oakland Co. Michigan Rally 10/16

JMc #1 10/14 2200

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#

EVENT FACT SHEET

Date: 10/16/80 10⁰⁰ pm

Location: Oakland County, Michigan

EVENT Rally with Pres. Ford, Amb. Bush, Gov. Milliken - 10/17 - 1:00 p.m.

FRI

John McC
FRon: Garrick

REQUIRED:

- Talking points _____
- Statement _____
- Brief Remarks _____
- Rally Remarks x
- Prepared Remarks _____
- Speech _____
- Other _____

BACKGROUND:

Purpose:

Event Setting: Site to be determined.
Park - outdoors - 5000

Audience/Size:

RM: pro-Bush moderate
 Leadership credibility
 auto

Other:

Presidential in future

Political Background: To be provided by Rick Messick x. 3675

Issues Background: To be provided by John Morgan x 3705

cc: R. Garrick, G. Newell, R. Walker.

File

Send Garrick
15 Oct
9:40 AM
EDT

TO: Jim Brady, Marty Anderson, Lyn Nofziger, Mike Deaver
FROM: Bob Garrick

MEMORANDUM

TO: Bob Garrick
FROM: Ray Bell

October 15, 1980

There has been some reaction to this reference in tonight's speech in Flint:

"Some of you in this hall may feel obligated to support Jimmy Carter because Doug Fraser wants you to, etc....."

It is suggested that this may offend so many who like Fraser whose popularity is extensive, and direct reference may prove negative.

Recommend that this be changed to something more general:

"Some of you in this hall may feel obligated to support Jimmy Carter because some union leaders want you to, etc....."

Forward to RR plane
10/15 10:05 AM
Burbh

FLINT, MICHIGAN

I'm proud to come here to Flint, the home of Buick and the birthplace of General Motors.

I'm proud to come into this union hall and address you not only as fellow citizens, but as fellow union members.

I address you this way with pride, for I carry a lifetime membership card in a union. And that's not some kind of honorary membership, for entertaining the troops. That's a lifetime membership awarded me by the Screen Actors Guild for serving six terms as its President.

They didn't give me that membership because I made sweetheart deals with management. They gave it to me because I sat for hour upon hour across the table from management. Because I led the bargaining team that hammered out new contracts for better pay and better working conditions. Because I kept faith with the people who elected me -- not just the box office stars with their names in lights, but with the bit players who came on stage to mop the floors, the guys who died by the thousands in those battle scenes.

When management tried to take us for granted, I led my union out on strike. It was the first strike our studio ever had. So far as I can discover, I am the first union man ever to be a candidate for President of the United States. So when I tell you -- as I told the Teamsters in August -- that the representatives of organized labor will always have access to the Reagan White House, and that I will always consult with them on any matter affecting the working people of our country, you can believe it.

But I know that the union men and women of Flint, or anywhere else, are not going to vote for a candidate just because he comes in here and waves a union card -- or just because he is a Democrat, for that matter. Some of you may feel obligated to support Jimmy Carter for another term because Doug Fraser wants you to.

But when it comes right down to it, the great majority of union workers in this hall, like Americans everywhere, is likely to vote for the man who can preserve the peace. You are likely to vote for the man who offers the best hope of turning the economy around -- putting the brakes on inflation -- cutting out foolish federal spending -- leaving more of your paycheck in your pocket.

And let's face it. You are going to vote for the man who is most likely to put meat back on the table for the 22,000 men and women right here in Flint who are out of work.

You have a choice to make. But you don't have to make that choice in the dark. Jimmy Carter has had four years in the White House to make a record for himself. Look at that record.

When Jimmy Carter took office in 1977, the inflation rate was 4.8% and the economy was expanding.

In the four years since then the inflation rate has averaged more than ten percent -- and for the first quarter of this year it hit a horrendous 18%.

Interest rates have been so high that young families can't afford to buy a home of their own.

There are nearly eight million Americans out of work.

The American auto industry is running below 80% of capacity.

Actual U. S. car production declined 8% in 1979 and 29% the first six months of 1980. Last month new car sales were down 22% from a year ago.

Every city where cars are made is in trouble. So is every steel city. Their people, their families, their neighborhoods, their small businesses -- they're all in trouble.

I'm not just talking statistics. I'm talking about some of the most highly skilled men and women in the world. I'm talking about workers who in a hundred or more countries on this planet would be regarded with awe for their mastery of the complex tasks of building the world's finest automotive machinery. I'm talking about the truck drivers who haul American-made cars to dealerships all over this country, and the ships' crews who take our cargoes to foreign markets. I'm talking about many of the men and women right here in this hall.

And thanks to Jimmy Carter, thousands upon thousands of skilled workers right here in Flint went from the assembly line to the unemployment line, and if you don't put somebody in the White House who can get the auto industry back on its feet, those workers and a lot more like them are going to end up on the bread line.

Two weeks ago, Jimmy Carter came here to argue his case. He said he was thrilled to be here. He paid compliments to the auto industry and to auto workers. He said he was going to do a lot of things to "put Flint, Michigan, back on its feet economically." He promised to "completely rebuild the American economic system." That's fine talk, but there was something very strange about Jimmy Carter's speech.

Nowhere did he recite his accomplishments as President of the United States.

To hear him tell it, he was running for President for the first time, to clean up the mess made by somebody else.

That's what I call ducking responsibility.

Now I ask each of you -- and I ask you without regard to which party you supported in the past: do you want a President who, at this troubled time in our nation's history, makes a habit of ducking responsibility or do you want a President who will face up to the facts and accept responsibility?

For eight years, I served as Governor of the second largest government in the United States, the State of California. I took office at a difficult time. The state was \$194 million in debt, and the debt was increasing at the rate of a million dollars a day. People were beginning to worry about what you in Michigan used to call Soapy Williams payless paydays. I had to do unpopular things.

I went to work and straightened out the state's finances. Later on, when the crisis was over, I was able to push through the biggest tax rebate in the history of the state. My administration developed a welfare reform plan that was copied by some thirty other states. That plan saved the taxpayers millions of dollars of unwarranted payments. At the same time, it increased aid to the truly needy by 43%. I appointed more minority group members to policy-level positions than any governor in California's history.

Sometimes I didn't achieve as much as I'd hoped -- in tax limitation, for instance. But I'm proud to stand on my record. I accept responsibility for it. I am willing to be judged by it.

Is it too much for the voters to ask that Jimmy Carter do the same?

But Jimmy Carter has been unwilling to accept responsibility for his actions. He has run away from his record. He has elevated the alibi to an art form.

When inflation soars into the double digits, is it due to anything Jimmy Carter did -- like running the printing press to cover \$186 billion in federal deficits? Not at all, says Mr. Carter. It's the fault of OPEC. He never tells you that Japan and West Germany import almost all of their oil, and they don't have that kind of inflation. No matter. Inflation is always somebody else's fault, according to Mr. Carter.

When interest rates shoot up, and people can't afford to buy homes, and dealers can't afford to finance their floor plans -- is it Jimmy Carter's fault? Not to hear him tell it. It's the fault of the Federal Reserve Board. Who does he think appointed the Federal Reserve Board?

When the Japanese grab a larger and larger share of U. S. car sales, is it because Jimmy Carter's policies are shifting investment capital away from our auto industry through higher taxes and unrealistic depreciation rules? Is it because of all the federal regulations that stifle productivity and increase the costs of a car by hundreds of dollars? Is it because Jimmy Carter succeeded in slapping a special tax on top-of-the-line American cars, a tax of \$200 to \$550 which doesn't apply to Japanese imports? No, it's never any of these things.

When a Democratic Congress fails to respond to the urgings of a Democratic President, when that same President can't seem to figure out how to read the shop manual to make the national government work, is it due to Jimmy Carter's incompetence? Not at all. His counsel, Mr. Lloyd Cutler, has another explanation. He says that this country is constitutionally ungovernable.

Last year Jimmy Carter gave an amazing speech. He said the nation was experiencing a "crisis of confidence". It never occurred to him

that the crisis of confidence had to do with him. He blamed it on "malaise". As George Will, the Newsweek columnist, later put it, Mr. Carter was really saying "I'm unpopular, so you're sick."

Two weeks ago Jimmy Carter came to Flint and said "when we're through the American economy will be a full-employment economy with stable prices." I think he's wrong about that. For in three months he'll be through, and we're going to be a long way from full employment and stable prices.

But, we'll be starting once again to put America on the road toward these goals, after four years of increasing economic calamity.

Let's be clear about one thing. We are going to have to give the American auto industry a fair chance to be profitable. That idea seems to horrify the left wing of the Democratic Party. It looks on profits as nothing but exploitation of the workers. It thinks profits are the source of all social ills.

Well, as an old union man, I know something those theorists don't know. I know that unless there are profits, labor hasn't got much to bargain for. Every union man knows the name of Samuel Gompers. He was the immigrant cigar maker who funded the AF of L in 1886 and served as its President for decades. Sam Gompers once summed it up like this: "the worst crime against working people is a company which fails to make a profit." As President, that's one kind of crime I'm going to work hard to prevent. Because when your company shows a profit, that's the time you can bargain for better pay and better benefits.

We need changes in tax laws that encourage the auto industry to make new job-creating investments. We need a rollback of unnecessary regulation that makes cars more expensive without doing much to make them safer or better. We need an administration that can inform our trading partners in a friendly, but firm way that we take free trade

seriously -- but we are not going to accept the conditions they impose unless those conditions are fair to the working men and women of this country.

This will take time. Our problems are too severe to be cured overnight. But there are some things that can be done, and done quickly.

It is essential that we strengthen the employment safety net for the millions of men and women Jimmy Carter's economic policies have put out of work. But that is only a stopgap. We've got to put those people back to work -- not just as a substitute for unemployment compensation, but because this country needs the new wealth their skilled hands and brains can produce.

We must set in motion an aggressive program for exporting American cars and trucks. Make no mistake about it: American workers can make cars and trucks equal in performance and toughness and quality to cars and trucks made anywhere in the world. Our products can compete in world markets with the best our competitors have to offer. To do that, we need to completely revise the Export-Import Bank's export sales program to help overseas dealers purchase and stock American automobiles and accessories.

The Export-Import Bank has a program directed to this goal, but it isn't working. In fact, I am told that it has only been used four times. The Reagan administration is going to make it work. It means breaking some new ground in financing techniques and changing some traditional trade practices, but we are going to do it, because the jobs of American auto workers depend on it.

There's another short-term step we can take, one I proposed in a statement issued October 7. That is to have the federal government

speed up its 1981 purchases of cars and trucks. The very next day after my statement, General Services Administration decided it could cut through the paperwork and order \$100 million in new vehicles to get the auto industry moving again.

I hope that \$100 million will be used to buy American-made vehicles. Jimmy Carter came here two weeks ago and advised Americans to buy American cars. That's a splendid idea. I fully endorse it. But I wonder when the thought first occurred to him.

Last January 21, his General Services Administration placed an order for 1,456 trucks to be used by the Navy. Did any of you here in Michigan take home a paycheck for building those trucks? I doubt it, because the Carter administration bought them from Toyo Kogyo in Japan. They were shipped to Florida where the wheels and rear ends were assembled. Then they were delivered to the Carter administration and paid for with your tax dollars.

Mr. Carter's lucky no one asked him about that over at Northern High. It might have take some of the fun out of his birthday.

I remember, years ago, a sad Christmas. It was during the depression of the thirties. On Christmas Eve, my Dad got a letter in the mail. It was from his boss. We thought it was a Christmas bonus. He opened it. It was a slip telling him he was out of work. I can still remember, to this day, Dad sitting there, head down, half whispering "that's a fine Christmas present."

Our family suffered badly at that moment. It was bad enough for my brother and me, and for mom. But it was terrible for Dad, because he knew we counted on him to bring home a paycheck.

There are too many men, too many women, here in Flint today -- too many men and women in Detroit, in Pittsburgh, in Youngstown and Chicago and New York and Miami, all over this country -- who are suffering the same way my Dad suffered on that bleak Christmas Eve so long ago.

But it doesn't have to be that way.

With competent leadership, leadership that faces the facts, leadership that accepts responsibility, leadership that strives to build a bright future instead of struggling to forget a dreary past -- with that kind of leadership, we can make a new beginning.

I have come here to Flint to ask for your vote because I am convinced that I can provide that kind of leadership for America. Working together, with God's help, we can build again a "shining city on a hill", a America strong at home, its economy productive and bountiful for all; an America respected abroad; an America that we can in the fulness of time, pass on to our children and grandchildren, secure in the knowledge that in our day, we did our part to give new life to the dream that has guided and inspired Americans these three hundred years.

EVENT FACT SHEET

John McC
FROM: Garrick

Date: 10/15-~~14~~

Location: Flint, Michigan

EVENT Rally - 7:25 p.m.

REQUIRED:

Talking points	_____
Statement	_____
Brief Remarks	_____
Rally Remarks	<u> x </u>
Prepared Remarks	_____
Speech	_____
Other	_____

BACKGROUND:

Purpose:

Event/Setting:

Southwestern High School - gymnasium

Audience/Size:

Expected 1500 - blue collar crowd, teamsters represented.

Unemployment - big issue here.

David Laro, local contact, can give info. on TAA assistance to laid off auto workers. (313/733-3310)

Other:

Political Background: To be provided by Rick Messick x. 3675

Issues Background: To be provided by John Morgan x 3705

CC: R. Garrick, G. Newell, R. Walker.