

Ethanol Rally

Wm -
Wm -

1988

- 10:30 a.m. - Opening Comments
- Introduction of Special Guests
 - Dennis Riggs, M.C.

Colbert Rank
Welcome to Peoria
-- Mayor Maloof

- Congressman Bob Michel
- Barbara Charnes, Executive Director
Coloradoans for Clean Air, Inc.

*Give them a
hand of a cupful*

- Congressman Dick Durbin

*Ill. James
" Corn Growers
" Ethanol
" Farmers
" Farmers*

~~John White, Jr., President
Illinois Farm Bureau~~

Richard K. Schultz

- Dean Kleckner, President
American Farm Bureau Federation
- Tim Trotter, President
National Corn Growers Association
- Senator Bob Dole

12:00 p.m. - Adjourn

Ethanol/Reformulated Gasoline Talking Points

- o Over the past several weeks, there has been an intense campaign to rescue the Clean Air legislation from EPA bureaucrats that have sought to undermine the very effective program passed by the Congress.
- o The result of this effort is that we finally have the EPA's attention. But we have yet to receive EPA's support, or commitment to assuring a viable role for ethanol in reformulated gasoline markets as intended by Congress.
- o However, the future of the ethanol industry is tied to its ability to compete in this important new market -- as much as 60% of the nation's fuel could be reformulated gasoline by 1995. So EPA's commitment to resolving this issue is certainly necessary for new capacity to move forward.
- o The uncertainty regarding ethanol's role in RFG has placed more than 600 million gallons of planned ethanol production expansion in jeopardy -- plants that were planned in Illinois, Nebraska, Missouri, and North Carolina, and which would use more than 250 million bushels of corn annually.
- o The regulations being considered by EPA provide a virtual mandate for MTBE -- the methanol derived oxygenate produced by the oil companies. In fact, the draft regulations have triggered an explosion of MTBE production overseas, particularly in the Middle East where more than 60% of the MTBE production expansion is occurring.
- o The problem is that EPA has used a very narrow interpretation of the Act ot severely limit the use of ethanol. In short, EPA's enforcement scheme does not account for the benefits of reduced carbon monoxide, or its effect on ozone, and ethanol is made out to be a "dirty" fuel. But ethanol is not a "dirty" fuel. In fact, ethanol is one of the cleanest burning fuels available.
- o EPA itself has repeatedly concluded that when ethanol's total emissions benefits are accounted for, not just its impact on evaporative VOC's, it can help to reduce carbon monoxide, reduce ozone, reduce toxics, and reduce greenhouse gases that contribute to global warming. There is no more environmentally-friendly fuel -- period.
- o The solution to this problem lies in EPA's willingness to reconcile its VOC-driven enforcement scheme with ethanol's overall emissions benefits and assure a role for ethanol in the reformulated gasoline market.

Post-it™ brand fax transmittal memo 7671		# of pages ▶	/	
To	Jim Whittegrill		From	Eric
Co.			Co.	
Dept.			Phone #	
Fax #			Fax #	

M E M O R A N D U M

March 23, 1992

TO: SENATOR DOLE
FROM: JIM WHITTINGHILL
SUBJECT: ETHANOL

Both sides are partially correct. Please excuse the length of this memorandum but, as you know, the Clean Air Act is very detailed.

THE ISSUE

Two types of problems are created from the use of motor gasoline, 1) carbon monoxide in winter months, and 2) ozone (smog) in summer months.

The greatest benefit of gasohol is in reducing carbon monoxide. It's very simple, the higher the oxygen content, the lower the carbon monoxide. Ethanol has the highest oxygen content of all oxygenates. (There is a NOX problem that remains here, but it should be able to be worked out.)

The current problem lies with the summer months program, which (for motor fuel) is addressed under the "reformulated gasoline" (RFG) program. The Act states that in addressing ozone non-attainment, EPA should use a "mass based" approach. This means that all volatile organic compounds (VOCs) (which are ozone precursors) should be taken into account. Under a strict (and EPA's) interpretation, this means that it cannot take into account the fact that some VOCs create more ozone faster than others. This is the "reactivity" issue.

The specific problem is the "volatility" of motor fuel. This issue basically addresses the fact that motor fuels evaporate, the lower the "Reid Vapor Pressure" (RVP) the lower the evaporation and the fewer VOCs are released into the atmosphere. Adding ethanol increases VOCs, but the VOCs have a low reactivity. Therefore, long prior to the enactment of the Clean Air Act, EPA gave ethanol a one pound RVP waiver, stating at the time that the low reactivity of the additional VOCs would not significantly increase ozone.

It is that waiver which was picked up and placed in the Clean Air Act. Unfortunately, it appears in the section which addresses the winter months and is not repeated in the section on RFG. EPA contends, therefore, the waiver applies only to the winter months program.

Forcing EPA to conclude the waiver (and not reactivity) applies to RFG leads to two problems. First, since it is a mass based system, other VOCs would need to be reduced. That, of course, is strongly opposed by every other industry which emits VOCs. Second, environmental groups will surely file suit and the EPA believes the environmental groups would win, which would make the problem reoccur.

The waiver is important due to one fact. Refiners make gasoline with only one RVP, and the RVP is at the limit set by EPA. If one could get refiners to lower RVP (which they won't do) or if refiners, fuel pipelines and tank farms would provide two RVP types of fuels, the problem would be solved. Neither will happen, since it would be far too costly to the oil industry.

EPA PROPOSED FIX

EPA now suggests to get past this problem by including in the proposed regulations a program proposed by Renewable Fuels Association (RFA). The proposal is included for the purposes of comment only, and is not being recommended at this point for inclusion in the final rule. As well, EPA will ask for comments on any other proposal which would allow ethanol to be used in RFG consistent with the statute.

This raised concerns by RFA and USDA about EPA's commitment to ethanol in issuing the final rule. EPA is proposing to include the following language:

IN DEVELOPING THE FINAL RULE, EPA WILL EVALUATE THE RECORD OF COMMENTS AND SCIENCE WITH A VIEW TO ALLOW THE GREATEST FLEXIBILITY FOR ALL OXYGENATES TO LAWFULLY COMPETE IN THE MARKETPLACE.

PROBLEM WITH EPA FIX

If EPA continues to argue that only mass based VOCs models can be used (as opposed to reactivity) it could be impossible to find the science to allow ethanol to compete in RFG. Adding ethanol absolutely increases VOCs, albeit VOCs with less reactivity. EPA can say anything it wants about its desire to see ethanol in play in RFG, but it is difficult to see how that will happen given the mass based VOC requirement.

LEGISLATIVE SOLUTIONS

The underlying problem is the cost of domestically produced ethanol compared to the cost of imported methanol. The best solution is to use ETBE or MTBE (which don't have the RVP problem).

The cost to produce domestic ethanol is around \$1.15/gallon. Subtracting the \$0.54/gallon blenders' credit brings the fuel to around \$0.60/gallon.

The current landed cost of imported methanol is between \$0.35 and \$0.40. This price will drop at least \$0.05 and probably more. Natural gas is the main feedstock in methanol production. The major oil companies have huge overseas reserves of natural gas for which there is no current market. Therefore, the cost of the feedstock is virtually nonexistent and the plants can be built without complying with costly environmental requirements of U.S. plants to produce ethanol or any other product. The anticipated construction of mammoth overseas methanol plants will lead to the reduction in price.

There appear to be at least two possible legislative solutions. The easiest would be an import fee on methanol.

The other would be a domestic content requirement. Under this system Congress would pick a percentage; for the sake of discussion assume 50%. Half of all oxygenates must be from domestic oxygenates, half could come from imported methanol or ethanol. Credits, like those used in the reduction of leaded gasoline or those used in other areas of the Clean Air Act, would be traded between refiners to assure compliance.

If either of these are chosen it is still advisable to change the statute on the Blenders' Credit. It currently applies only to 10% ethanol blends. ETBE will use less than 10%, so the law needs to be amended to "10% or less" or possibly "levels approved for use by the EPA" since they set the levels anyway.

However the problem is solved, your position that, with the U.S. being more than 50% dependent on foreign oil, it makes no sense to mandate the U.S. become more dependent on foreign fuel, continues to be the guiding force.

ADM -- Peoria Corn Milling Facility:

- o Annual Capacity: 200 million gallons of ethanol
82 million bushels of corn
680 tons of distillers dried grains (DDGS)
- o Daily Capacity: 600,000 gallons of ethanol
225,000 bushels of corn
2,000 tons of distillers dried grains
- o Employees: 160 full-time workers
- o Exports: 600 tons of distiller dried grains (DDGS) is exported, mostly top European countries.
- o Plant Emissions: Super scrubbers were installed to trap vapors...one of the most advanced in the industry.
- o Electrical Power: Plant has one of the most efficient co-generation power operations in the industry. The plant generates all the electrical power needed to operate the facility.
- o Corn Deliveries: 320 truck loads of corn are delivered every day to the plant.
- o Plant Expansion: 200-400 million gallons of ethanol expansion is on hold pending a resolution of the regulatory problems the industry is facing with the federal EPA.

June 15, 1992

ETHANOL WAIVER REFORMULATED GASOLINE
CLEAN AIR ACT

Recommendation --

Use the Amendment as a threat during consideration of the Daschle Amendment.

Issue --

Section 211 (h) of the CAA which dealt with Fuel Volatility contained an expressed waiver of one pound per square inch from the Reid Vapor Pressure standard set for all gasoline. Believing the waiver applied to all gasolines in the Bill, the expressed waiver was not repeated in Section 211 (k) which contains the Reformulated Gasoline program (RFG).

Without the waiver the only way ethanol could be blended in the RFG would be for refiners to make two different types of gasoline -- one for direct consumption and one which would be subsequently blended with ethanol. Needless to say, they'll never do it.

The Amendment amends the Clean Air Act in three respects. First, it extends the current waiver to blends containing between 5% and 10% to allow greater flexibility.

Second, it applies the waiver to Section 211 (k).

Third, it clarifies that increases in NOX and VOCs attributable to ethanol blends should not be calculated when determining the "reasonable further progress" requirement in Title I of the Act. This recognizes the offsetting environmental benefits of ethanol blends such as reduced carbon monoxide (an ozone precursor), lower reactivity (ozone forming potential), and assures the mass-based VOC approach does not preclude the use of ethanol.

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Could be first congressional assault on CAA

DOLE SAID TO BE MOVING TOWARD CLEAN AIR ACT AMENDMENT TO BOOST ETHANOL USE

In what EPA sources and environmentalists are decrying as the first legislative attack on the 1990 Clean Air Act, the Senate Republican Leader is reportedly poised to offer amendments to a pending Senate energy bill in an effort to boost the role of ethanol in EPA's clean fuels program.

EPA and congressional sources roundly condemn the proposal, saying that if enacted it would scuttle the agency's proposed clean fuels rule and seriously cripple the effectiveness of one of the most powerful Clean Air Act tools for combatting urban smog to the sole advantage of the ethanol industry.

Congressional sources dismiss the proposal as a bluff designed to exact concessions from EPA for the ethanol industry as the agency searches for a way to dampen criticism of the rule from ethanol backers in Congress. These sources predict a swift defeat of the proposal should it reach the Senate floor, as many senators fear enactment of the measure could prompt a flood of special interest attempts to amend the

continued on page 4

DOLE MAY ATTEMPT TO OPEN CAA BY PUSHING ETHANOL AMENDMENT . . . begins page one

Clean Air Act. But environmentalists are outraged by the proposal, saying that ethanol supporters are blatantly violating the negotiated clean fuels rule agreed to by the industry and could permanently tarnish the reputation of the additive as a fuel that can play a key role in combatting air pollution (*see related story*).

Senate Minority Leader Robert Dole (R-KS) -- who has repeatedly expressed frustration at EPA's inability to correct what he views as a restricted role for ethanol in the agency's proposed clean fuels rule -- is preparing to offer several proposals aimed at promoting ethanol, which would amend the clean fuels section of the Act. Dole is said to be eyeing H.R. 776, a comprehensive energy bill likely to come to the Senate floor in late July, as the vehicle for the amendment.

Dole and other congressional ethanol backers have criticized EPA's proposed clean fuels rule for relying too heavily on volatility -- or Reid vapor pressure (RVP) -- to determine if a fuel is "clean" enough to meet the standards in the rule. Ethanol raises RVP when blended with gasoline, which EPA staff and environmentalists note contributes to smog formation.

Section 211(h)(4) of the Clean Air Act grants fuels blended with 10% ethanol a one pound per square inch waiver when used in the "non-reformulated gasoline" areas designated under the Act. Dole's proposal, obtained by *Inside EPA*, would extend that waiver to Section 211(k) of the Act -- the reformulated gasoline section -- for fuels containing "between 5 and 10" percent ethanol. The 5% to 10% range corresponds directly to the varying levels of fuel additives required under the EPA clean fuels proposed rule. The draft amendment also requires that "the [volatile organic compound] VOC and [nitrogen oxide] NOx emissions attributable to the waiver" shall not be subject to the Section 211(k) requirement that NOx emissions from reformulated gasolines "shall be no greater than the level of such emissions" from conventional gasoline, and exempts "waiver" fuel from a requirement that VOC emissions be reduced 15%. The amendment also exempts VOC and NOx emissions attributed to the waiver from being included in a report requiring states to demonstrate "reasonable further progress" in reducing these pollutants.

EPA sources condemn the proposal for gutting a vital section of the Act. An agency source labels the plan "atrocious," adding that if adopted the proposal would "make a mockery of the clean fuels requirements in the Act."

Both Republican and Democratic Senate sources say Dole will likely be crushed on the Senate floor because the vast majority of that body are strenuously opposed to reopening the Clean Air Act. "Anybody who offers a Clean Air Act amendment does it at their own peril," a Senate source says, adding that Dole is engaging in "a very dangerous game." Other Senate sources are dismayed over Dole's willingness to pursue the amendment despite passage of a Senate Finance Committee amendment to H.R. 776 offered by Sen. Thomas Daschle (D-SD), which offered tax incentives for ethanol blenders. Prior to the vote on that measure, these sources say Dole suggested he would hold off on his oft-stated threats to amend the Clean Air Act if Daschle's proposal were adopted (*Inside EPA*, June 26, p1). A source close to Dole, however, says the senator only agreed not to offer amendments during that markup, leaving open the possibility of offering amendments on the Senate floor.

LOBBYING TACTICS PUT ETHANOL AT RISK OF BEING LABELED 'DIRTY,' SOME SAY

Repeated attempts by ethanol boosters in Congress to alter EPA's clean fuels rule are prompting environmentalists to suggest they may abandon all support for the fuel as a tool for meeting environmental goals. Environmentalists say the fuel has in the past enjoyed wide support in the environmental community, but that this support is waning due to what they charge is the industry's penchant for using political clout to get their way.

This attack from environmentalists comes as Senate Minority Leader Robert Dole (R-KS) is reportedly preparing a package of amendments that could be offered to H.R. 776, a pending Senate energy bill. The Dole proposals are aimed at boosting ethanol's use under EPA's clean fuels rule.

Ethanol is now at risk of being labeled a "dirty fuel," environmentalists say, adding the industry must change its Clean Air Act tactics or write off any chance environmentalists and the industry can work together to promote the fuel's use. Environmentalists point out that ethanol could potentially be a weapon in curbing emissions of carbon dioxide, the primary global warming gas. A state source calls the industry's recent moves "a serious miscalculation" that is isolating that industry from the coalition that formed around EPA's clean fuels rule.

Some environmentalists and state sources say the Renewable Fuels Assn., an ethanol-promoting trade group, is to blame for the decline in the fuel's reputation, and suggest that some elements of the industry are on the verge of leaving the group or at least developing their own strategy for promoting ethanol's use. "Some ethanol producers are fed up with RFA's lobbying tactics" one environmentalist says, adding that many in the industry are becoming more aware that "RFA's reputation for dirty politics is promoting the idea that ethanol may be a dirty fuel."

RFA sources would not comment on the charges.

Environmentalists and state sources strongly condemn the effort for threatening the viability of negotiated rules. An environmentalist says the "all out effort" by Dole to circumvent the negotiated agreement "does not bode well for future cooperation between environmentalists and this industry." Dole's plan "speaks sadly of the negotiated process and of those senators who are trying to undermine" it, a state source says.

1 (d) RECALL TESTING OF CLEAN ALTERNATIVE FUEL
2 VEHICLES.—Section 207(c) of the Clean Air Act is further
3 amended by adding the following new paragraph:

4 “(7) In determining in-use compliance by vehicles
5 and engines in actual use with the emissions standards
6 prescribed under section 212(a), the provisions of this
7 section shall be applied with such modifications as are
8 necessary to reflect the provisions of section
9 212(a)(4).”

FUEL VOLATILITY

10
11 SEC. 214. Section 211 of the Clean Air Act is amended
12 by adding the following new subsection at the end thereof:

13 “(h) EVAPORATIVE EMISSIONS FROM MOTOR VEHI-
14 CLE FUELS.—

15 “(1) The Administrator shall promulgate regula-
16 tions to reduce evaporative emissions from motor vehi-
17 cle fuels.

18 “(2) Regulations under this subsection shall in-
19 clude a standard for gasoline volatility which shall
20 apply to all gasoline sold, offered for sale, or intro-
21 duced into commerce or imported for use in motor ve-
22 hicles during the high ozone period of each year, as de-
23 termined by the Administrator under paragraph (3). Ef-
24 fective with respect to gasoline sold in the second high
25 ozone period which commences after the date of enact-
26 ment of the Clean Air Act Amendments of 1990, the



1 standard shall require that such gasoline sold, or of-
2 fered for sale, or introduced into commerce for use in
3 motor vehicles in class C areas (as defined by the
4 American Society of Testing Materials as of said date
5 of enactment) shall not exceed a Reid vapor pressure
6 of nine pounds per square inch, except that the Admin-
7 istrator may establish a lower Reid vapor pressure as
8 necessary and appropriate to achieve further overall re-
9 ductions in motor vehicle emissions contributing to the
10 formation of ozone, taking into account safety, enforce-
11 ability, driveability, and public health. The Administra-
12 tor shall establish standards for gasoline volatility for
13 Class B and Class A areas that achieve comparable
14 overall reductions in motor vehicle emissions to those
15 achieved by the standard for Class C areas, taking into
16 account appropriate variables such as temperature and
17 humidity.

18 “(3) For purposes of regulations referred to in
19 paragraph (2), the high ozone period shall be the
20 period between May 16 and September 15 each year
21 or such longer period as the Administrator establishes
22 for any region to cover periods of potential ozone air
23 pollution in excess of the standard for ozone for the
24 region.



1 “(4) For fuel blends containing gasoline and 10
2 per centum denatured anhydrous ethanol, the Reid
3 vapor pressure limitation pursuant to this subsection
4 shall be one pound per square inch greater than the
5 applicable Reid vapor pressure limitations established
6 under paragraph (2): *Provided, however,* That a distrib-
7 utor, blender, marketer, reseller, carrier, retailer, or
8 wholesale purchaser-consumer shall be deemed to be in
9 full compliance with the provisions of this subsection
10 and the regulations promulgated thereunder, if it can
11 demonstrate (by showing receipt of a certification or
12 other evidence acceptable to the Administrator) that
13 (A) the gasoline portion of the blend complies with the
14 Reid vapor pressure limitations promulgated pursuant
15 to this subsection, and (B) the ethanol portion of the
16 blend does not exceed its waiver condition under sub-
17 section (f)(4).

18 “(5) The provisions of this subsection shall apply
19 only to the forty-eight contiguous States and the
20 District of Columbia.”.

21 DESULFURIZATION

22 SEC. 215. Section 211 of the Clean Air Act is amended
23 by adding the following new subsection to the end thereof:

24 “(i) DESULFURIZATION OF DIESEL FUEL.—

25 “(1) Effective October 1, 1993, no person shall
26 manufacture, sell, offer for sale, supply, offer for

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FUEL QUALITY (Reformulated)

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SEC. 217. Section 211 of the Clean Air Act is amended by adding the following new subsection to the end thereof:

“(k) FUEL QUALITY.—

“(1) Not later than thirty-six months after the date of enactment of this subsection the Administrator shall, after notice and opportunity for public comment, promulgate regulations establishing specifications for fuel quality which will minimize, to the extent economically and technically achievable, emissions (including evaporative emissions) of hydrocarbons, carbon monoxide, oxides of nitrogen, particulate matter and hazardous air pollutants over the useful life of vehicles and engines certified for manufacture under this title. Such regulations may prohibit the presence of fuel impurities and other substances or mandate the use of additives to achieve the purposes of this subsection. The regulations shall be effective for fuels sold, offered for sale, supplied, offered for supply, dispensed, transported, or introduced into commerce on and after January 1, 1994. In the event that the Administrator does not promulgate the regulations required by this paragraph, effective January 1, 1994, it shall be unlawful to sell, offer for sale, supply, offer for supply, dispense, transport, or introduce into commerce any fuel for use in a



1 gasoline-powered vehicle unless such fuel contains ad- 1
2 ditives effective in preventing the accumulation of de- 2
3 posits in fuel-injected engines. 3

4 “(2) CLEAN FUELS FOR CONVENTIONAL VEHI- 4
5 CLES.—(A) Within one year of enactment of the Clean 5
6 Air Amendments of 1990, the Administrator, pursuant 6
7 to paragraph (1), shall promulgate regulations estab- 7
8 lishing specifications for reformulated gasoline to be 8
9 used in conventional gasoline fueled motor vehicles in 9
10 any nonattainment area with a 1989 ozone design 10
11 value equal to or exceeding 0.18 parts per million. 11
12 Such regulations shall prohibit any person from selling, 12
13 offering for sale, dispensing, supplying offering for 13
14 supply, transporting or introducing into commerce in 14
15 such area or areas any gasoline not meeting the re- 15
16 quirements of this paragraph for use in gasoline fueled 16
17 motor vehicles. Such regulations shall take effect in ac- 17
18 cordance with the phase in schedule set forth in sub- 18
19 paragraph (B). Such regulations shall be incorporated 19
20 in the final regulations promulgated pursuant to para- 20
21 graph (1). 21

22 “(B) Subject to the limitations set forth in subsec- 22
23 tion (h) and section 212(a)(11), the specifications for 23
24 fuel quality promulgated pursuant to subparagraph (A) 24
25 shall, at a minimum, provide for— 25



1 “(i) a maximum aromatic hydrocarbon con-
2 tent by volume of not greater than 30 per centum
3 as of January 1, 1992; of not greater than 28 per
4 centum as of January 1, 1994, and of not greater
5 than 25 per centum as of January 1, 1996;

6 “(ii) a maximum benzene content by volume
7 which shall be the lowest concentration by ben-
8 zene accompanying the maximum aromatic hydro-
9 carbon content under clause (i) that can be
10 achieved without additional capital investment
11 but, in no event may such maximum benzene con-
12 tent be greater than 1.0 per centum by volume;

13 “(iii) during the high ozone season (as de-
14 fined by the Administrator), a 15 per centum re-
15 duction in the ozone-forming potential of volatile
16 organic compounds and no increase in oxides of
17 nitrogen emitted from existing vehicles (as deter-
18 mined by the Administrator) using such fuel com-
19 pared to conventional gasoline with a Reid vapor
20 pressure of 9.0 pounds per square inch sold in cal-
21 endar year 1989; and

22 “(iv) subject to paragraph (D), an oxygen
23 content by weight equal to or greater than 2.0
24 per centum as of January 1, 1992, 2.5 per
25 centum as of January 1, 1993, and 2.7 per

1 centum as of January 1, 1994, except where a
2 higher oxygen content is required under section
3 211(l) or section 188, except as provided in sub-
4 paragraph (D).

5 “(C) The regulations promulgated under para-
6 graph (A) shall include procedures under which the
7 Administrator shall certify fuels as complying with the
8 specifications established pursuant to paragraph (B).

9 “(D) The Administrator may waive, in whole or
10 in part, the requirements of paragraph (2)(B)(iv) upon
11 a determination by the Administrator that the use of
12 oxygenated fuels would prevent or interfere with the
13 attainment by such area of a national primary ambient
14 air quality standard (or a State or local ambient air
15 quality standard) for any air pollutant other than
16 carbon monoxide.

17 “(E) Sellers of fuels subject to this paragraph
18 with an oxygen content higher than the percentages
19 specified in subparagraph (B)(iv) shall be eligible for
20 credits in accordance with the terms and conditions of
21 section 211(l)(2).

22 “(F) The regulations promulgated under this para-
23 graph shall include procedures under which the Admin-
24 istrator may certify fuels as complying with the specifi-
25 cations established pursuant to subparagraph (B). The

1 regulations shall establish a procedure by which the
2 Administrator may certify a gasoline as complying with
3 such specifications if such gasoline (i) complies with the
4 specification in clauses (iii) and (iv) of subparagraph (B)
5 and (ii) achieves equivalent or greater emission reduc-
6 tions that are achieved by a gasoline meeting the spec-
7 ifications established pursuant to clauses (i) and (ii) of
8 subparagraph (B).

9 “(3)(A) Any State in which there is a moderate or
10 serious ozone non-attainment area may propose as a
11 revision of the applicable implementation plan for such
12 area or areas a requirement that reformulated gasoline
13 sold, offered for sale, dispensed, supplied, offered for
14 supply, transported or introduced into commerce in
15 such area or areas for use in gasoline fueled motor ve-
16 hicles shall be subject to all the requirements of this
17 subsection beginning on the date specified in the revi-
18 sion.

19 “(B) For the purposes of paragraph (A), the Ad-
20 ministrator may delay, for not to exceed three years,
21 the date on which reformulated gasoline which meets
22 the specifications in paragraph 2(B) is to be offered for
23 sale or sold in order to provide adequate lead time for
24 such fuel to be made available in necessary quantities.
25 The decision of the Administrator to provide such

Bob Dole



NEWS

U. S. SENATOR FOR KANSAS

FROM:

SENATE REPUBLICAN LEADER

FOR IMMEDIATE RELEASE
JULY 6, 1992

CONTACT: WALT RIKER
(202) 224-5358

**ETHANOL: ALL-AMERICAN FUEL
PEORIA, ILLINOIS**

Today we are gathered in celebration. We celebrate the anniversary of the birth of our country. We also celebrate the wise and careful stewardship of the blessings bestowed on our country.

Since the days of the Pilgrims, it has been those who tended the crops and the livestock that led us in protecting and conserving those blessings. The farmers and ranchers of the United States were our first conservationists -- our first environmentalists -- and they remain so today.

For, if you -- the farmers and ranchers of this country -- don't protect the soil, the water, the air, your livelihood will be snatched from you. For two centuries you have led the way.

Then, at a time when other Americans became interested in protecting our environment by cleaning the air we breathe, you once again came to the rescue and offered a solution for two of this country's problems -- clean air and energy security. And, it is here we have gathered to celebrate that special guest of honor today -- clean burning, domestically-produced, renewable ethanol.

We all know -- and all genuine scientific studies show -- that adding ethanol to gasoline results in cleaner air and the import of fewer barrels of foreign oil.

You know -- especially with my appearance here today -- that I have been a long time supporter of ethanol. What many of you may not know is that for 32 years I have also represented an oil and gas producing state. So, while I have always supported agriculture, I have also strongly supported and strongly believed in domestic energy security. It also happens to be a tremendous opportunity for our farmers -- an opportunity to turn our waves of grain into raw power; an energy source straight from the farm; another market where the American farmer can once again demonstrate his unrivaled production.

Let's face it, our economy is energy driven -- without an adequate and secure source of energy, our economy would collapse. It is from that devotion to energy security that we can bring strength to the cause of ethanol.

We are at a crossroads -- with the new Clean Air Act we will be using more alternative fuels. And the basic question we, as a country, face is "Do we want to rely on our own resources, our own people, our own economy for those new sources?" or "Do we want to mandate an even greater share of our energy needs come from overseas?"

Half of our oil is now imported. Looking at the trend in the American oil patch -- the rig count -- shows we will become even more dependent on foreign oil in the very near future. Fully two-thirds of our entire foreign trade deficit is attributable to imported oil. At a time when the energy picture, the trade picture, the economic growth picture in this country seems so bleak, why would anyone suggest we mandate even more of our energy needs come from overseas?

Yet many are working toward that exact goal. Throughout the spring, the Environmental Protection Agency has maintained that it would not allow ethanol to contribute to the mutual goal of all of us -- clean air in every area of our country. These bureaucrats were insisting that methanol -- a product which would come mainly from imports -- be the sole alternative fuel for traditionally fueled vehicles.

(MORE)

In a letter to President Bush, I borrowed a phrase he had used earlier, and I said to him "This should not stand." You have already heard Bob Michel read the President's letter. Let me quote from a speech the President made to the farm broadcasters just last week: "We want to make sure that ethanol is competitive in the reformulated gasoline program The bottom line is less carbon monoxide for American citizens, and more sales for American farmers."

I have held several meetings with senior officials in the White House, the President's Cabinet and the EPA on ethanol in the past few months. The EPA is learning, it's coming along -- slowly -- but coming along. The meetings were also attended by a number of my Senate colleagues who could not be with us today, but who wanted me to say they are with us in spirit.

Senators Lugar and Coats from Indiana, Senator Grassley from Iowa, Senator Pressler from South Dakota, Senator Durenberger from Minnesota, and my colleague from Kansas Senator Kassebaum all wanted me to say hello to you for them.

There are two things we need your help on. It will require your dedication and your hard work to get Congress to act. The first is a proposal to update the tax code so the ethanol excise tax exemption reflects the "new world order" according to the Clean Air Act. When the Senate returns to session in two weeks, we will consider a comprehensive energy security act. Contained in that bill is an amendment that Senator Daschle from South Dakota and I along with some of our colleagues on the finance committee added to the bill. As all of you know, the exemption now applies only to 10% ethanol blends. But, the Clean Air Act calls for lower percentages to be used. This new provision would grant the same exemption -- on a pro-rated basis -- to the newer blends.

This will be a big, big help to ethanol. That means only one hurdle stands in our way, which brings me to the second point on which we need your help. With your calls to your elected officials in Congress, with your calls to family friends to urge they also call, we can achieve that objective as well.

I know you have been listening to a lot of speakers so I won't go into the details, details many of you know better than I. The key is, we can either get the final part -- the volatility waiver that will allow ethanol to be on equal footing in every part of the country -- from EPA or from the Congress.

But Congress wrote the Clean Air Act and Congress ought to clean up the mistakes made when we wrote it. We need a provision that guarantees a place in the market for ethanol.

I pledge to you, I will continue to work with President Bush on EPA. But I also want a pledge from all of you. That you will call your congressmen and women, that you will call your Senators. Tell them the Clean Air Act must be changed, we must allow ethanol -- the all-American clean burning renewable fuel -- into the market. Our opponents have already begun to form, to challenge our resolve. Let's join with our President, let's tell them "this should not stand."

###

FINAL
7/2/92

SENATOR BOB DOLE SCHEDULE -- MONDAY, JULY 6, 1992

8:30 AM Lv. Residence

8:55 AM Ar. Butler Aviation
Washington National Airport
703/549-8340

9:00 AM Lv. Washington

AIRCRAFT: ADM Falcon 900
TAIL NO.: N 944 AD

PILOT:
CO-PILOT:

MANIFEST: Senator Dole
Walt Riker AND *ERIC VAUGHN, RENEWABLE
FUELS*

CONTACT: Claudia Madding
217/424-5515 (O)
217/424-5581 (FAX)
217/428-1559 (H)

FLIGHT TIME: 1 hour 45 minutes

TIME CHANGE: -1 hour

9:45 AM Ar. Peoria, Illinois
Greater Peoria Airport
Byerly Aviation
309/697-6300

MET BY: John Scholl
Legislative Affairs
Illinois Farm Bureau

9:50 AM Lv. Byerly Aviation

DRIVE TIME: 20 minutes

10:10 AM Ar. ADM Ethanol Plant

PAGE TWO

10:30 AM-
12:30 PM

ATTEND "GIVE 'EM AN EARFUL" ETHANOL RALLY
Outdoor event -- Ethanol Parking Lot

CROWD SIZE: 2000+
(5 Kansans)

FORMAT: Outdoor Grass-roots Rally

Platform behind podium with 20 VIP's
(including Rich Williamson)

PRESS: OPEN

Riser and Mult Box

12 TV cameras, e.g.:
CNN
Network affiliates
St. Louis TV
Chicago
Mid-state Illinois

CONTACTS: Jeff Idleman (Secty: Elaine Thacker)
Exec. Dir. of Operations
John White, President
Illinois Farm Bureau
309/557-3212
309/376-6441 (Idleman home phone)

Marty Andreas
ADM
217/424-5424

PROGRAM:

10:30 AM Opening Remarks and Introduction of Special Guests:
Dennis Riggs, Emcee (Farmer from Champagne County)

10:40 AM Welcome to Peoria -- Mayor Jim Maloof

10:45 AM Remarks - Governor Jim Edgar

10:55 AM Remarks -- Congressman Bob Michel

11:10 AM Remarks -- Barbara Charnes
Executive Director, Coloradoans for Clean Air, Inc.

11:20 AM Remarks -- John White, Jr.
President, Illinois Farm Bureau

PAGE THREE

11:30 AM Remarks -- Dean Kleckner
 President, American Farm Bureau Federation

11:40 AM Introduction of Congressman Dick Durbin --
 Scott Durbin, President, Ill. Corn Growers Assoc.
 (no relation to the Congressman)

11:45 AM Remarks -- Congressman Dick Durbin (Dem.)

12:00 PM Introduction of Senator Dole --
 Doyle Rahjes, President, Kansas Farm Bureau

12:05 PM REMARKS -- SENATOR DOLE

12:20 PM Adjourn for Lunch

 Cook-out on the grounds for all participants
 (Shirt-sleeve shot with farmers)

1:00 PM Satellite link-ups available for hook-ups back
 to Kansas

 WALT TO CONTACT: Dennis Vercler
 (Jeff Idleman will arrange
 for Walt to meet with him)

IMMEDIATELY FOLLOWING SATELLITE LINK-UP:

PRESS AVAILABILITY WITH RICH WILLIAMSON

 CONTACT: Dave Loveday, Press Secretary
 or Tim Meyer
 312/641-1992
 312/929-6891 (Meyer home phone)

2:15 PM Lv. Ethanol Plant

 DRIVER: Rich Williamson staff
 (2 cars will be available)

2:30 PM Ar. Cilcorp Boardroom
 Chairman, Bob Viets
 300 Hamilton Boulevard
 309/675-8850

2:30 PM-
3:30 PM MEETING WITH KEY PEORIA BUSINESS LEADERS
 AND RICH WILLIAMSON

 ADVANCE: Chris McAuliffe
 Williamson Political Director

3:30 PM Lv. Cilcorp

PAGE FOUR

3:45 PM

Ar. Byerly Aviation
Greater Peoria Airport
309/697-6300

3:45 PM

Lv. Peoria *SENATOR, WALT AND ERIC VAUGHN*
AIRCRAFT: ADM Falcon 900
TAIL NO.: N 944 AD

6:30 PM

Ar. Washington National Airport
Butler Aviation
703/549-8340

BOB DOLE
KANSAS

United States Senate

OFFICE OF THE REPUBLICAN LEADER

WASHINGTON, DC 20510-7020

April 22, 1992

The President
The White House
Washington, D.C. 20500

Dear Mr. President:

At the expense of sounding like a broken record, I must once again call to your attention the very serious problem the Environmental Protection Agency is creating for the domestic ethanol industry. Unfortunately, even with your strong desire to assist the industry, that interest is not shared by the EPA.

Having come from oil producing states, you and I have long promoted national energy security. That policy was sound in the past and remains so today. We currently import over 40% of our daily crude oil needs. And, these imports account for 66% of our total foreign trade deficit.

Knowing of your personal knowledge of the energy sector, I probably don't need to remind you that transportation accounts for 65% of our daily consumption of oil. However, due to your leadership on the environment with the Bush Clean Air Act, this Nation will begin to partially rely on new resources for our transportation fuel.

The choice is clear. The United States should back out foreign oil imports and reduce our foreign trade deficit by relying on domestically produced ethanol. EPA desires to mandate an even greater percentage of our transportation fuels come from overseas, increasing the trade deficit and further reducing national energy security. To paraphrase, Mr. President, this should not stand.

I continue to believe the EPA can interpret the Clean Air Act to allow ethanol to be used to help us achieve a cleaner environment. There can be no debate from genuine experts that adding ethanol to gasoline results in less ozone. Yet, the EPA continues on its course to preclude the use of ethanol and mandate that the United States be reliant on imported methanol, a fuel much more toxic than ethanol and which will produce no economic benefit for America.

While the goals we share seem simple, the process by which they are being violated by the EPA are complex. In order for you to obtain a better understanding of the nuances, I request you agree to a meeting with a chief beneficiary of choosing a domestic -- and not foreign -- energy policy, American corn farmers. The implications of EPA stripping their future hopes and dreams is very clear.

To that end, I suggest we arrange a geographically diverse group of corn farmers to come to Washington for a meeting with you at the earliest possible date. There are those on the other side of the political spectrum preparing to offer a hand to the corn belt, so we must act soon.

Again, I apologize for repeatedly bringing this to your attention, but it appears your will is not being done.

Sincerely,

Bob Dole

1 AP 06-30-92 04:44 EST 45 Lines. Copyright 1992. All rights reserved.

BC-NE--Ethanol Coalition,401<

Nelson Addresses Governors' Ethanol Coalition<

OMAHA, Neb. (AP) A U.S. Environmental Protection Agency hearing on ethanol's role in a new fuels program was encouraging but the Governors' Ethanol Coalition must discuss how to increase long-term ethanol use, Gov. Ben Nelson said Monday.

"Unless something is done, most of the oxygenates the nation needs to satisfy the Clean Air Act amendments will be in the form of methanol imported from OPEC countries," said Nelson, chairman of the 17-state coalition.

In prepared remarks to the coalition meeting in Milwaukee, Nelson said he was encouraged by the recent EPA hearing on ethanol's role in its reformulated gasoline program. He also noted that the Senate Finance Committee two weeks ago approved tax incentives for ethanol blends of less than 10 percent.

He said that under the Energy Security Act of 1980, the United States adopted a policy that 10 percent, or 10 billion gallons of the nation's gasoline would be derived from alcohol fuels by 1990.

"The nation's energy policy has clearly failed to get us to that goal, since we only produced about one billion gallons of alcohol from renewable sources last year," Nelson said. "We have a long way to go."

Nelson said some of the questions the coalition hoped to answer at the two-day meeting are:

What impact did higher ethanol blends have on Brazil's air quality?

What research needs to be done to assess the environmental impact of higher ethanol blends in the United States?

What changes in the tax code would be required to accommodate higher ethanol blends?

The meeting marked the first delivery of a fleet of Variable Fuel Vehicles, which are able to operate on 85 percent ethanol. The General Motors vehicles should be available for national distribution in 1993. The project also received help from the Departments of Energy and Agriculture.

"As a coalition, we can actively work toward increasing the use of these vehicles in government and private fleets," Nelson said.

Representatives from GM, Chrysler Corp., Ford Motor Co. and Detroit Diesel and Agriculture Secretary Edward Madigan planned to attend the meeting that ends Tuesday.

Besides Nebraska, other states in the coalition are: Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, New Mexico, Michigan, Minnesota, Missouri, Montana, North Dakota, Ohio, South Dakota, Texas, and Wisconsin.

2 AP 06-30-92 06:57 EST 54 Lines. Copyright 1992. All rights reserved.
PM-MI--Ethanol Car, Mich Bjt,430<
Wisconsin, Illinois to Use GM Ethanol Cars in State Fleets<
mlwdngrel<
By MICHELLE WILLIAMS=
Associated Press Writer=

MILWAUKEE (AP) General Motors Corp. has presented the first assembly line ethanol-fueled car to Wisconsin's governor, kicking off a 50-car test of the vehicles.

GM said Monday it has been testing alcohol fuel cars for almost 10 years and wants to fine-tune the vehicle for a public market with its tests in Illinois and Wisconsin.

"I'm excited about this. It's a whole new concept," Gov. Tommy G. Thompson said. "It helps the environment, it helps farmers, which is good for all Midwestern states, and it helps us find more efficient ways to use fuels."

The Chevrolet Lumina Variable Fuel Vehicles run on 85 percent ethanol, a fuel made from corn and other grains, and 15 percent gasoline.

Gerald Barnes, GM's manager of Alternative Fuels Activities, said the car is part of a plan to develop cars that burn fuels cleaner than gasoline. GM also plans to make electric, methanol and propane vehicles.

The 50-car experiment will help the company evaluate the fuel economy, emissions performance and durability of ethanol fuel vehicles, GM spokesman David Sloan said.

"There's a lot to be done yet," said another GM spokesman, Jack Dinan. "It is a long term project which will fully evaluate the vehicle's limitations, performance and driveability."

Dinan also said an infrastructure is not in place to sell fuels such as ethanol to the general public.

"Once we've evaluated the fleets and determined that the vehicles are viable means of transportation for consumers, companies will begin to offer the fuels," he said. "Not only would such vehicles help solve an environmental problem, like smog, but also help conserve energy by cutting our reliance on mideastern oil."

The first car, which has a fuel sensor that measures the content of alcohol in the fuel tanks and adjusts engine operation accordingly, was presented to Thompson at a meeting of the Governors' Ethanol Coalition and the National Alternative Fuels Conference.

Nebraska Gov. Ben Nelson, chairman of the 17-state coalition, said the experiment was "a historic step in using ethanol as an auto fuel."

Thompson said he approached GM two years ago about setting up a program to use alternative fuels.

The federal Clean Air Act requires Wisconsin to implement alternative fuels, clean fuel fleets, transportation control strategies, work trip reductions and gasoline vapor recovery beginning in 1995.

"We want to examine ethanol as a viable, clean-burning fuel that will help reduce ozone pollution in and around our metropolitan areas," Thompson said.

3 AP 07-01-92 12:16 EST 37 Lines. Copyright 1992. All rights reserved.
BC-SD--Bush-Ethanol, Bjt, 300<
President Bush Shows Support for Ethanol Fuels<
masdsio<

SIOUX FALLS, S.D. (AP) Sen. Tom Daschle's proposal to incorporate ethanol-blended fuels into the nation's Clean Air Act has been endorsed by President Bush.

"We want to make sure that ethanol is competitive in the reformulated gasoline program," Bush told U.S. Agriculture Department officials Tuesday. "To encourage ethanol use, I am today announcing my support for an amendment which makes the gas tax exemption for ethanol proportional to the amount of alcohol used in gasoline. This will allow ethanol blends to compete with other additives."

Under the Clean Air Act, oxygenated fuels like ethanol-blended gasoline are to be used in nine of the nation's largest and most polluted cities beginning in 1995. Thirty-nine other cities that do not meet federal carbon monoxide standards must start using the fuels this fall.

Daschle, a South Dakota Democrat, drafted the amendment that requires oxygenated fuel use in those cities.

But the Environmental Protection Agency, in writing the regulations for the Clean Air Act, prohibited the use of 10 percent ethanol. Ethanol supporters have said that decision was a severe blow to the industry.

Daschle's proposal, included in an amendment passed last week by a Senate committee, is a way for ethanol interests to get around the EPA regulations. It allows the use of lower percentage ethanol blends which fall within the EPA guidelines.

Daschle's amendment will give partial exemption to the gas tax for fuel that is either 5.7 percent or 7.7 percent ethanol. Currently, the gas tax exemption is available only for fuel blended with exactly 10 percent ethanol.

"The president's endorsement will help to assure that my amendment will become law and ethanol will have the place it deserves in the implementation of the Clean Air Act," Daschle said.

AGRICULTURE BRIEFING POINTS
GENERAL POINTS ON THE ILLINOIS FARM ECONOMY

- **PROBABLY THE BIGGEST CONCERN AMONG ILLINOIS FARMERS AT THIS TIME IS THE PERSISTENT DRY CONDITONS THROUGHOUT MUCH OF THE STATE.**

- **ALTHOUGH CONDITIONS ARE NOT THAT OF EXTREME DROUGHT, THERE ARE AREAS WHERE FALL CROPS WILL BE ADVERSELY IMPACTED BY THE DRY WEATHER.**

- **GIVEN THAT, THERE IS SOME INTEREST IN SEEING PRESIDENT BUSH MAKE AVAILABLE THE \$755 MILLION IN DISASTER ASSISTANCE THIS YEAR.**

- **ANNUAL RAINFALL IN ILLINOIS IS HIGHER THAN IN KANSAS, AND FARMERS STATEWIDE THUS HAVE SERIOUS CONCERNS ABOUT "PROBLEM" WETLANDS. AS A WHOLE, THEY SUPPORT A MORE CLEAR AND CONCISE DEFINITION OF WETLANDS THAT REDUCES RED TAPE AND PROVIDES COMPENSATION FOR LOSS OF PROPERTY VALUE.**

- **AS WITH MOST FARM CONSTITUENCIES, A MAJOR CONCERN IS HEALTH CARE. THE REPUBLICAN HEALTH CARE BILL IN THE HOUSE INCREASES THE DEDUCTABILITY OF HEALTH CARE PREMIUMS TO 100%.**

- **CORN FARMERS IN THE STATE ARE OBVIOUSLY INTERESTED IN THE ETHANOL INDUSTRY, AND SOYBEAN PRODUCERS ARE VERY CONCERNED ABOUT HOW THE ADMINISTRATION WILL HANDLE THE RETALIATION AGAINST THE EUROPEAN COMMUNITY AFTER WINNING THE SECTION 301 OILSEEDS CASE.**

Braun Chides Clinton about Sister Souljah

By Basil Talbott

Washington Bureau / Chicago Sun-Times

WASHINGTON—Illinois Democratic Senate nominee Carol Moseley Braun took issue Tuesday with Arkansas Gov. Bill Clinton for citing rap singer Sister Souljah to make a point about racism at a recent national Rainbow Coalition convention.

The gentle criticism of her party's likely presidential nominee came in answer to reporters questions after a speech to the Alliance for Justice, a group of lawyers from social activist groups.

Braun said she didn't take issue with the substance of Clinton's criticism. "Certainly anybody in his right mind would condemn racism, and any person would condemn violence," Braun said. "But I don't think it helps to get it all wrapped up in stuff like rap stars and rap music and all that.

"It's ridiculous to have our political debate formed around Murphy Brown," she said, referring to Vice President Dan Quayle's attack on the television show in which a single woman has a child.

"On the other hand, to have Sister Souljah defining our debate in this election season is sad," said Braun, who faces Republican Rich Williamson in the fall election.

Asked about Souljah's remarks, Braun said, "I don't know about Sister Souljah. I just read about it."

At a June 13 meeting of Jesse L. Jackson's Rainbow Coalition here, Clinton criticized remarks by the singer, who appeared before the group a day earlier. In a newspaper interview after the Los Angeles riots Souljah had said, "If black people kill black people every day, why not have a week and kill white people?"

Clinton's comments caused a rift between himself and Jackson, who said Souljah claimed she was misquoted.

Rich Williamson

FOR U.S. SENATE



FOR IMMEDIATE RELEASE

(312) 641-1992

WILLIAMSON SUPPORTS INCREASE IN ETHANOL USE

Peoria, Ill., July 6 -- U.S. Senate candidate Rich Williamson vowed today to fully support ethanol production in Illinois and criticized his opponent, Carol Moseley Braun, for her poor record on ethanol and other agricultural issues.

"Agricultural resources are one of our state's greatest assets," said Williamson. "Our farmers represent the backbone of Illinois, and I am committed to making sure our government supports them."

Williamson appeared at a rally with Senator Bob Dole (R-Kan.) and Illinois Congressmen Bob Michel and Richard Durbin in support of ethanol. "Ethanol makes a lot of sense," said Williamson.

"It lowers carbon monoxide pollution over current unblended gasolines. It is a major crop user for Illinois corn and gives promise of dramatically greater use if it is allowed to fill more gas tanks. We have to find more industrial uses for Illinois farm products like corn. Ethanol is one major component in that search."

Williamson criticized his opponent, Carol Moseley Braun, for voting against ethanol and ethanol-based products while she was a member of the Illinois House of Representatives.

"Carol Braun voted twice to increase the sales tax on gasohol," said Williamson. "These higher taxes on gasohol resulted

- more -

29 S. LaSalle Street, Suite 1192 • Chicago, Illinois 60603 • 312/641-1992

Paid for by Rich Williamson for U.S. Senate

2

in higher prices at the pump, which made gasohol less competitive against traditional gasolines."

Williamson noted that Braun also voted against exempting equipment used to produce gasohol from sales tax. "Carol Braun is no friend of Illinois farmers," said Williamson. "She doesn't recognize the importance of developing our agricultural resources and experimenting with new products like ethanol."

In addition to her votes against ethanol, Braun also sponsored legislation to take money from the Agricultural Premium Fund and spend it on the inner cities. "That's not what the fund is for," said Williamson.

Braun voted against a bill to change the method of assessing farmland and shift the standard of assessment from market value productivity. Braun also voted four times against repealing the state inheritance tax.

"Luckily, the Legislature voted against Carol Braun and repealed the tax," said Williamson. "By killing that tax, Illinois farmers and other small business people have gotten some \$80 million in tax relief each year. For some, this tax relief has meant the difference between holding onto a family farm and having to sell it to pay the tax collector."

"I don't pretend to be a farm expert, but I know the importance of farming to Illinois," said Williamson. "Clearly, Carol Braun is out of touch with the farmers of Illinois and their needs."

###

Rich Williamson FOR U.S. SENATE



Rich Williamson v. Carol Braun on Ethanol

Carol Braun's record on ethanol and agriculture:

*Voted against ethanol five times:

- Voted No on eliminating sales tax on gasohol (SB 1518, 1980; bill passed 114-35).
- Voted No on exempting equipment used to produce gasohol from sales tax (SB 1810, 1980; bill passed 129-14).
- Voted No on exempting distillation equipment used to produce ethanol from Local Use and Occupation Tax Act (SB 257, 1981; bill passed 143-9).
- Voted Yes on increasing sales tax on gasohol (HB 571, 1985).
- Voted Yes on increasing state sales tax on gasohol for each time the federal tax decreased (SB 254, 1985).

*Sponsored legislation in 1979 to transfer funds from the Agricultural Premium Fund to inner-city Family Resource Centers.

*Voted No on eliminating the inheritance tax (HB 93, 1981; bill passed 132-34).

*Consistently rated "poor" by the Illinois Farm Bureau.

Rich Williamson's position on ethanol and agriculture:

*"To maintain Illinois' position as a leader in agriculture, I support a pro-farmer agenda, including minimizing regulation, cutting taxes, demanding free and fair trade, and, especially, promoting the production and use of ethanol."

*"I oppose EPA regulations which would eliminate ethanol use in many cities."

*"I support the investment tax credit: full expensing to allow farmers and business to recoup capital expenditures in 3 years rather than 15."

Rich Williamson FOR U.S. SENATE

RICH WILLIAMSON AND CAROL BRAUN ON THE ISSUES

Take a look for yourself at the clear differences.
Then decide who you want to be your next U.S. Senator.

	<u>BRAUN</u>	<u>WILLIAMSON</u>
Ratings/ Endorsements	Lifetime 93% AFL- CIO rating.	Endorsed by U.S. Chamber of Commerce.
Prohibition of striker replacement	<u>Supports prohibiting</u> the hiring of perman- ent replacement workers.	<u>Opposes prohibiting</u> the hiring of per- manent replacement workers.
Hiring quotas	For	Against
Agriculture	Voted against repeal of inheritance tax; "poor" rating by Illinois Farm Bureau.	Is pro-business, pro-farmer; empha- sizes lower taxes and less regulation.
Taxes	Voted for taxes on income, gasohol, soft drinks, phone calls, cars, hotel rooms.	Favors spending cuts rather than tax increases.
Transaction tax	Supported instituting taxes on stock and com- modity transactions.	Wants to encourage rather than penalize the markets.
Fuel efficiency	Favors mandatory 45 mpg automobile efficiency by year 2000.	Opposes this attempt at over-regulation.
Energy	Favors increased reg- ulation by EPA and favors complete phase- out of nuclear energy.	Opposes further EPA over-regulation and supports comprehen- sive energy policy.
Health care	Endorses Canadian single-payer, nation- alized health care plan.	Favors spreading of coverage through risk pools.
Drugs	Favors decriminaliz- ation of marijuana.	Opposes decriminal- izing any drug.
Capital punishment	Authored legislation to repeal death penalty.	Favors the death penalty.
Pledge of Allegiance	Voted against reciting Pledge in schools.	Favors reciting Pledge.

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FOR U.S. SENATE
Rich Williamson
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FOR IMMEDIATE RELEASE

312-641-1992

WILLIAMSON CONDEMNS BRAUN'S MARIJUANA SUPPORT

CHICAGO, Ill., June 18--U.S. Senate nominee Rich Williamson on Thursday condemned Carol Moseley Braun's stand in favor of decriminalizing marijuana use.

"Last week, my opponent characterized herself as 'very, very, if you will, tough on crime.' That assertion is strange in light of her legislative attempts to abolish the death penalty. Now, with her support of marijuana decriminalization, it's unbelievable.

"Carol Moseley Braun and I are fundamentally different on what are good values in our society. There is no greater cause of crime and violence than the breakdown of the family in our society and the scourge of drugs and addiction.

"Carol Moseley Braun supports decriminalization. She's wrong, very wrong. This is one more example, very clear and simple, of how she and I are different.

"Ms. Braun supports a left-wing political agenda that has been properly rejected by the overwhelming majority: blacks and whites; Republicans and Democrats; liberals and conservatives.

"I will vote in the U.S. Senate for tougher laws involving drugs, including the death penalty for drug kingpins. I will vote for more money for education to help our young say no to drugs. I will steadfastly oppose any attempts to legalize or decriminalize any illicit drugs."

-more-

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Rich Williamson

FOR U.S. SENATE



FOR IMMEDIATE RELEASE

312-641-1992

WILLIAMSON CONDEMNS RACIST REMARKS

CHICAGO, Ill., June 16--U.S. Senate candidate Rich Williamson said Tuesday that recent inflammatory comments by a rap singer to a newspaper reporter have no place in our society.

During a question and answer session before the Council of Chicago Lawyers with his opponent, Carol Moseley Braun, Williamson said that remarks by rap singer Sister Souljah concerning the killing of whites by blacks should be "condemned."

"I think presidential candidate (Bill) Clinton was correct (to criticize the statements.) Rap singers and other performers are looked up to. But one of those models for some of our young people who makes the statement that seems to imply that it's okay to have killings, that has racial overtones, should be condemned by people in positions of leadership and responsibility. I applaud Bill Clinton for his statement."

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Ad1

Carol Moseley Braun said that "private possession and use of marijuana should be decriminalized" and that "non-lethal drugs of choice such as marijuana ought to be decriminalized," both as part of separate public policy surveys taken while she was a state lawmaker.

"She said that about a substance that the National Institute on Drug Abuse calls a major gateway experience into drug use in America," Williamson said.

"We are learning more each day about the long-term damaging effects of marijuana on users. To condone its recreational use tells parents that it's alright for their children to use marijuana, and it tells children that society approves of people taking dangerous drugs. What does this say about our values when we condone the use of dangerous drugs?"

Braun commented about her stand on crime during a radio show taping June 7, 1992. She supported marijuana decriminalization in the February 1, 1982 IVI-IPO general candidate questionnaire as she was seeking her third term as a state lawmaker. She also stated that she supported decriminalizing marijuana when she ran for her second term and filled out a similar IVI-IPO questionnaire on December 19, 1979.

The National Institute on Drug Abuse said a 1985 Institute survey of clients admitted to drug abuse programs shows that 14 percent reported marijuana as their primary drug of abuse, second only to heroin.

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**U.S. Senate
 Republican Policy
 Committee**

Don Nickles, Chairman
 Kelly D. Johnston, Staff Director

Economic Indicators

July 2, 1992

EMPLOYMENT GROWS, BUT NOT AS FAST AS JOBSEEKERS

Unemployment increased by 470,000 workers in June, primarily among teenagers and new entrants to the job market.

The labor force rose sharply again in June, as it has done in recent months. Since November 1991, the labor force has risen by 2.2 million, putting substantial upward pressure on the jobless rate.

Unemployment

Jun.	7.8%
May	7.5%
Apr.	7.2%
Mar.	7.3%
Feb.	7.3%
Jan.	7.1%
Dec.	7.1%

Growth in the Workforce

	Workforce	Employment	Ratio
June	127,549	117,574	61.4%
May	127,160	117,656	61.5%
April	126,830	117,675	61.6%
March	126,590	117,348	61.4%
February	126,287	117,043	61.3%
January	126,046	117,117	61.4%
December	125,619	116,728	61.2%
November	125,374	116,772	61.3%

Thousands of workers, seasonally adjusted

Statistics are "seasonally adjusted" by the Bureau of Labor Statistics. For the month of June (and whenever large seasonal changes occur) interpreting the data is difficult. BLS cautions we should wait for July data to evaluate the meaning of the 0.3% increase announced today.

For example, payroll employment is reported as down 117,000 in June seasonally adjusted, but it increased 457,000 in real numbers of jobs. Normally it increases about 574,000 jobs.

Trends in Employment

	June 92	May 92	June 91	Annual
Agriculture	3,224	3,212	3,278	-1.6%
Construction	4,595	4,627	4,692	-2.1%
Government	18,584	18,559	18,393	+1.0%
Manufacturing	18,213	18,271	18,420	-1.1%
Services	84,909	84,930	84,418	+0.6%
Self Employed	8,569	8,554	8,949	-4.2%

Thousands of workers, seasonally adjusted

Staff contact: Joe Cobb, 224-2946

Illinois is at a crossroads. It's time to end The Old Machine Politics and rid ourselves of the liberal career politicians who have dominated Illinois politics for so long. We have that chance in this year's race for the United States Senate.

It is time for a change in Illinois. But it must be a change that restores jobs and economic prosperity to Illinois. A change that strengthens our families, improves our quality of life, makes our streets safe, and preserves our precious freedoms.

Rich Williamson is the one candidate for the U.S. Senate who is committed to real change, and to new ideas. He has the solid, private sector, economic business background to do the job for the people of Illinois.

We have a clear choice. Carol Moseley Braun is a liberal career politician. Rich Williamson is a businessman with wide public service credentials. Take a look for yourself at the clear differences. Then decide.

Carol Moseley Braun

Rich Williamson

Taxes

In the Illinois State Legislature, Carol Moseley Braun voted 11 times to raise your taxes including personal income taxes and taxes on gasoline, hotels, telephones, and even soft drinks! And she voted over a dozen times to allow increases in your local property taxes. Braun even opposed eliminating the inheritance tax on Illinois families.

Rich Williamson wants a bold approach: Cut taxes and slash spending to revitalize business, give middle class families a break and create jobs in the private sector. To help create jobs he favors the investment tax credit, full expensing, an across-the-board cut in the capital gains tax, and reinvestment of IRA deductions.

Death Penalty

With murders and drug related violence becoming an epidemic, Carol Moseley Braun authored the bill to repeal the death penalty in the Illinois State Legislature . . . *not once, but twice!*

Rich Williamson knows that the freedom to be safe from violence in your community is a fundamental right. We need tougher laws and federal judges who will issue stiff sentences to criminals. Rich Williamson will fight for a federal death penalty law for drug kingpins who commit murder.

Integrity

As Cook County Recorder of Deeds, Carol Moseley Braun gave campaign supporters numerous lucrative government contracts. As an elected public official she personally earned \$100,000 in fees for work on a no-bid bond deal. Braun even gave a government consulting contract to a double-dipping State Senator. *That's wrong.*

It's time to clean up Illinois politics. Outrageous perks, corruption and special privileges are destroying faith in our nation. Rich Williamson wants Term Limitations to put a stop to career politicians. In the U.S. Senate, he wants recorded votes for any pay raise. It's time to put the politicians on record.

Pay Raises

Carol Moseley Braun voted twice to raise her own pay and twice to raise her pension.

Rich Williamson opposes politicians raising their own pay behind the voter's backs. To put a stop to it, he supports recorded votes on all pay raise proposals and he supports the Madison Amendment, preventing Congress from receiving a pay raise before they stand for election with the voters.

Sharing our Values

Carol Moseley Braun is a far out left-wing liberal. A Jesse Jackson delegate to the 1988 Democrat Convention, she supports decriminalizing marijuana. Braun opposed our children reciting the Pledge of Allegiance, and in the past has received tens of thousands of dollars from Chicago Machine political organizations.

The grandson of immigrants, Rich Williamson was born and raised in Illinois. As a young man he was an Eagle Scout. Rich and Jane Williamson have been married 19 years and have three wonderful children. Rich Williamson is a new, strong businessman. He will be our voice in the United States Senate because he shares our values.

The differences are clear.

Welfare Reform

Carol Moseley Braun voted against increasing penalties on welfare cheaters.

Rich Williamson supports real welfare reform that cracks down on fraud and abuse, and provides incentives for people to work. He supports workfare, not welfare.

Pledge of Allegiance

Carol Moseley Braun voted against our children reciting the Pledge of Allegiance in our public schools.

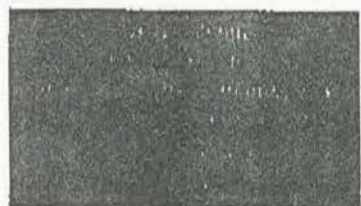
Rich Williamson believes in America, and believes our children must be taught the basic values that make America a great nation. He strongly supports children in our public schools reciting the Pledge of Allegiance every morning.



Rich Williamson believes in freeing the American Spirit. He believes in the strength of people, not more bureaucracy, to solve problems. And he has innovative solutions to our problems.

Free the American Spirit.

FOR U.S. SENATE
Rich Williamson



Paid for by Rich Williamson for U.S. Senate
Contributions are not deductible as charitable contributions for income tax purposes.

Name _____
Address _____
City, State, Zip _____
Home Phone _____
Work _____

Federal election laws require the following information:
Occupation _____
Name of Business _____

Yes! Count on me to help elect Rich Williamson as our next Senator. I will:

- Make phone calls
- Put a yard sign in my yard
- Pass out brochures to my neighbors

I am enclosing a contribution of:

- \$1000
- \$500
- \$250
- \$100
- \$50
- \$25
- Other \$ _____

A New Leader for Illinois...

2 AP 06-30-92 09:57 EST 27 Lines. Copyright 1992. All rights reserved.
PM-IL--Braun Resignations,200<
Three Key Aides Resign from Braun Campaign<
lclsbcjw<

CHICAGO (AP) Three top aides to U.S. Senate candidate Carol Moseley Braun have resigned, including one who said Braun accused her of leaking information for a critical news report.

Sydney Faye-Petrizzi, an assistant to the Democratic candidate since last fall, said she quit Saturday after Braun accused her of leaking news items critical of the campaign staff to reporters, which Faye-Petrizzi denied.

Kay Clement, chairman of the campaign steering committee, also has just departed, citing ``disruption'' caused by Faye-Petrizzi's leaving and the resignation of finance director Jan Hensley.

Hensley, who joined the campaign after the candidate defeated Sen. Alan J. Dixon in the March 17 Democratic primary, resigned last week, reportedly over internal disputes about who was going to call the shots in fund-raising.

``It's a campaign,'' said Braun's press secretary David Eichenbaum. ``People come and go.'' He declined to discuss the reason for the departures.

Three other key resignations hit the campaign a few weeks before the March primary. Those departures were blamed largely on difficulties in working with campaign chief Kgosie Matthews. Braun has stood by Matthews.

Braun faces Republican attorney Rich Williamson in the November general election.

CILCORP

DESCRIPTION/INTERESTS

CILCORP is a holding company for the electric utilities. They are involved in setting up agriculture and biotechnology research development, as well as medical research.

The biotechnology project is a private/public consortium that involves private business, universities and agricultural labs -- all of which are currently involved in research to turn into commercial businesses. To date they have received approximately \$12 million in private research grants and close to \$ 8 million in federal funds, through the Department of Agriculture (\$2 million in each of four years).

CILCORP is also working in partnership with the Peoria Medical Research Corporation on medical research for the purpose of entering into clinical trials, which is hoped will lure medical jobs and new technology to the Peoria area. Last year, Mr. Michel requested \$750,000 to fund a clinical pharmacology training program under the Food and Drug Administration. The \$750,000 was authorized, but this project was not included in the Agriculture Appropriations. The issue and this project specifically continues to be pursued and You may be hit up for support in this regard.

SUMMARY

PEORIA MEDICAL RESEARCH PROJECT

The Peoria Medical Research Project is a broad based program with participants that include three major area hospitals, local physicians, Peoria area industries and businesses, the University of Illinois College of Medicine Peoria/Chicago, Federal government, medical industry businesses, and a number of other medical industry related entities both within and outside the Peoria area medical community.

The project has as its major focus and objective to substantially expand the level of medical research conducted within the Peoria medical community. The project has a number of different elements which support the central focus of expanded medical research. These elements include:

- 1) The creation of a Clinical Research Organization (CRO) that will provide management focus, marketing, administrative and coordinating support for conducting Phase II, III, and IV clinical trials. This element utilizes the Peoria area patient base, physician groups, clinical facilities, and University of Illinois College of Medicine at Peoria (UICOM-P).
- 2) The creation of a federally funded clinical pharmacology educational program within the curriculum of UICOM-P. This element adds to the much needed basic sciences capability of the University.
- 3) The establishment of a Clinical Research Center (CRC) that will allow Phase I trials to be conducted and
- 4) Providing for the expansion of the basic science strengths at UICOM-P that includes expanded laboratory facilities, expanded vivarium, increased basic science personnel resources in the areas of biology, physiology and pharmacology. These elements will ultimately provide resources for conducting preclinical research. These elements will also support the medical community's capability of attracting and keeping high quality staff.

The accomplishment of each element of the program will be the responsibility of the Peoria Medical Research Corporation (PMRC). PMRC will create, raise funds for, and be the general operating partner of a Medical Research Limited Partnership (MRLP). One-half of the "seed funds" for the program will be raised through limited partnership sales to the three area hospitals, local physicians and Peoria based businesses and industries. The remaining half will be raised through grants from the Illinois Coalition and Federal government. PMRC will seek out and employ a highly qualified full-time CEO. The CEO will have the following: 1) Ph.D. credentials, 2) industry clinical trial experience, 3) clinical trial regulatory experience, 4) a level of marketing and entrepreneurial talents, and 5) skills that will allow him/her to work effectively in the broad medical areas that include hospitals, academia, physicians, and industry.

PMRC organizational support will include clinical operations, management, marketing and business management. In addition to the leadership provided by PMRC's Board of Directors, there will also be a Science Advisory Board working as liaison to the CEO. This Science Advisory Board will be made up of university person-

nel, physicians and other advisory people who can provide technological advice and support to the CEO. Initially, PMRC will focus its clinical trial efforts in the areas of cardiology, oncology, neurology, and anti-infection.

The four elements of this program have been blended into a five-year business plan that seeks to secure "seed money" from each of the four sources. Peoria hospitals - \$3 million; Peoria industries, businesses and physicians - \$3 million; Illinois Coalition - \$3 million; and the Federal government - \$3 million. The Illinois Coalition funds are to be used to provide "seed money" for the clinical research business operations. Limited partnership funds will be used to begin UICOM-P's basic sciences build-up. The basic sciences program is a most important element of the program because of its objective of creating preclinical research activities and the continued accreditation of UICOM-P's residency programs. Year four provides for the creation of a Clinical Research Center (CRC) which also will support Phase I trials but is essential to preclinical research.

PMRC believes that the Technology Challenge Grant Program was ideally designed for projects such as the Peoria Medical Research Project. This program will increase the level of investment in research and development utilizing industry, State and local governments, and academia to create statewide activities. It will identify, develop, and commercialize technology, and it is a program that will particularly utilize Illinois' present resources in health care and biomedical research. The program satisfies the purposes of the Technology Challenge Grant Fund through the following:

- 1) Fostering the development of Illinois' economy through the advancement of the state's scientific and technological aspects, i.e. University of Illinois College of Medicine at Peoria, the considerable Peoria area clinical facilities, the outstanding Peoria clinical physicians' skills and a substantially large and stable patient base. This program will create a new and innovative business in Peoria, Illinois. The business will employ significant numbers of people, attract industry dollars to be spent doing clinical trial work in the Peoria medical community and provide the financial base to support significant levels of medical research at UICOM-P.
- 2) Will assist PMRC in qualifying for the leveraging Federal funds through the Clinical Pharmacology Educational Program. These Federal funds will be dependent upon the entire program funding, as a part of which is the Challenge Grant Program.
- 3) To fund technological partnerships, technological consortium's and research centers, i.e. PMRC will represent a partial piece of all of these kinds of organizations.

This program has potential to elevate the Peoria medical community to a recognizable new level and create an entirely new environment. It is a new business venture that has substantial potential for profitability.

The program also represents another cooperative effort, not unlike the creation of the Biotechnology Research & Development Corporation (BRDC). BRDC has received national recognition as an innovative cooperative technology transfer approach. BRDC represents a successful partnership in research and development, and this program seeks to replicate that success through the creation of a research limited partnership, using a modified but similar model. Through the use of leverage funds by State, Federal and private industry, an organization can be put in place that can be utilized to sustain this higher level after the grants have been utilized.

It is very clear to members of the Peoria medical community that in order for the area to sustain its present capabilities and to grow further in the medical arena, greater emphasis must be given to research. For UICOM-P to accomplish its objectives and be a viable university, increased research must be a major objective. Peoria's business community feels strongly about building on its medical resources, and it feels strongly about the value of UICOM-P to its community. Peoria is willing to put dollars and effort into selling, and seeing these resources survive and grow. The Peoria business community feels that the creation of a new business built around Peoria's under-utilized medical assets with potential for long-range profitability is a program entirely worthy of the Illinois Challenge Grant Funds support.

H. MICHEL
DISTRICT, ILLINOIS

Office of the Republican Leader
United States House of Representatives
Washington, DC 20515-6537

April 8, 1992

Honorable Joe Skeen
Ranking Member
Agriculture Appropriations Subcommittee
2447 Rayburn Building
Washington, D. C. 20515

Dear Joe:

Enclosed is a letter I sent to Jaime Whitten urging that \$750,000 be included in the Agriculture Appropriation Bill to fund a Clinical Pharmacology Training Program under the Food and Drug Administration.

We are hoping that the grant for this program will be awarded to Peoria. It would be part of an overall medical research and development program being developed by the Peoria Medical Research Corporation. Federal, state, and private funds will be utilized, and this would be the federal component.

Whatever help you can be in this regard will be most appreciated.

Sincerely,


Bob Michel
Republican Leader

RHM:cdk

Enclosure

ROBERT H. MICHEL
18TH DISTRICT, ILLINOIS

H-232, THE CAPITOL
WASHINGTON, DC 20515-6537
225-0800

Office of the Republican Leader
United States House of Representatives
Washington, DC 20515-6537

April 8, 1992

Honorable Jamie L. Whitten
Chairman
Appropriations Committee
2314 Rayburn Building
Washington, D. C. 20515

Dear Mr. Chairman:


When the Agriculture Appropriations Subcommittee undertakes markup of the F.Y. 1993 bill, I would hope that \$750,000 can be allocated for a Clinical Pharmacology Training Program under the Food and Drug Administration.

This program was authorized by P.L. 102-222, enacted late last year. Attached is an excerpt from the Congressional Record containing the Floor discussion on this legislation. Also enclosed is the request for applications published in the Federal Register.

There is presently a nationwide shortage of trained clinical pharmacologists, which has the effect of slowing down the development and approval of new drugs in this country. As you know, one of the major problems facing FDA is the need to expedite the approval process. The training of additional pharmacologists would be of considerable help in this regard.

Your consideration of this funding request will be most appreciated.

Sincerely,



Bob Michel
Republican Leader

RHM:cdk

Enclosures

ROBERT H. MICHEL
18TH DISTRICT, ILLINOIS

Congress of the United States
House of Representatives
Washington, DC 20515-1318

January 3, 1991

Dr. David Kessler
Commissioner
Food and Drug Administration
5600 Fishers Lane
Rockville, Maryland 20857

Dear Dr. Kessler:

In my home community of Peoria, Illinois, efforts are underway to develop a Peoria Medical Research Project, which is designed to better utilize the outstanding medical resources we have in Peoria. A summary of the project is enclosed.

One of the proposed components of the Project is the development of a clinical pharmacology training program, through the University of Illinois College of Medicine at Peoria. The training program idea is being pursued because of the acute shortage of trained pharmacologists and the thought that such a program in Peoria would help lead the way to an easing of that shortage. It would also dovetail with another focus of the project: clinical trials.

Representatives of the Project have been in touch with Dr. Carl Peck, Director of the Center of Drug Evaluation and Research in FDA, and received a generally positive response as to FDA's interest and possible financial involvement, should funds ever become available. The financial need is approximately \$750,000 a year over a five-year period.

The development of a clinical pharmacology training program would be of considerable importance to the Peoria Medical Research Project, and, I am sure, to FDA as well. Consequently, if within whatever reserves you

RESPOND TO:

2112 RAYBURN BUILDING
WASHINGTON, DC 20515-1318
(202) 225-6201

100 NE. MOWBRAY, ROOM 107
PEORIA, IL 61602-1094
(309) 671-7027

238 WEST STATE STREET
JACKSONVILLE, IL 62650-2002
(217) 245-1431

Dr. David Kessler

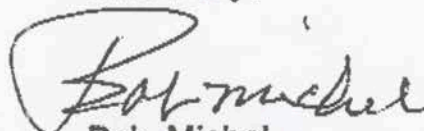
Page 2

January 3, 1991

may have in your budget, you could make available at least initial funding for the program, it would be most appreciated.

Thank you for your consideration.

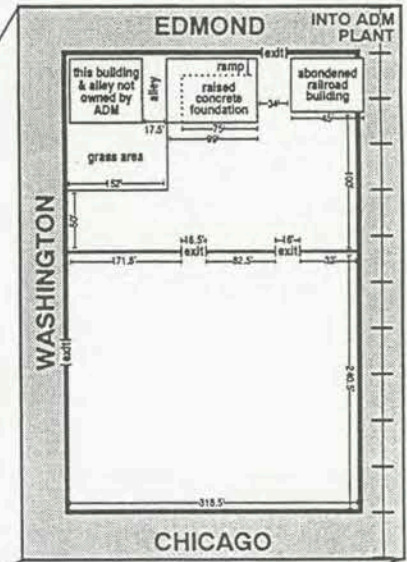
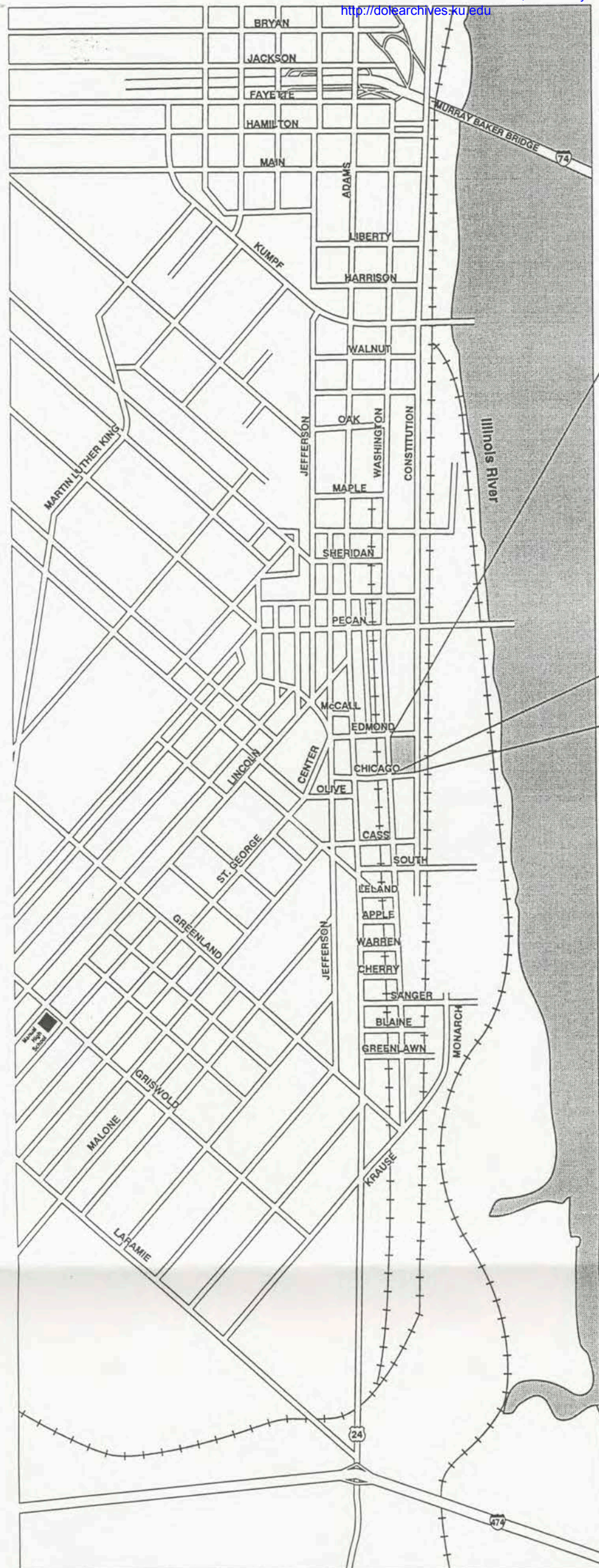
Sincerely,



Bob Michel
Member of Congress

RHM:cdk

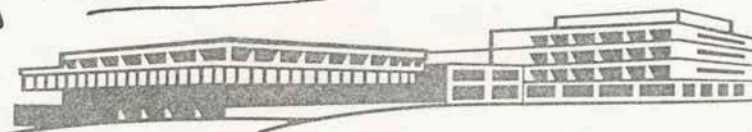
Enclosure



July 6

Greg Schumbe

Illinois Farm Bureau



ILLINOIS AGRICULTURAL ASSOCIATION 1701 TOWANDA AVE. P. O. BOX 2901 BLOOMINGTON, ILLINOIS 61702-2901 PH. 309-557-2111

June 26, 1992

The Honorable Robert Dole
United States Senate
141 Hart
Senate Office Building
Washington, D.C. 20510

Dear Senator Dole:

Thank you for agreeing to be a speaker for the "GIVE 'EM AN EARFUL" Ethanol Rally in Peoria on July 6. The future of the ethanol industry is of major concern to farmers throughout the Midwest and we really appreciate your willingness to be a part of this activity.

The rally will be held at the ADM Ethanol Plant in Peoria with the program beginning at 10:30 a.m. and concluding at 12:00 p.m. Please plan on arriving by 10:00 a.m. We would like for you to allow 15 minutes for your comments. You can see from the enclosed agenda that we will be covering a lot of ground in a short period of time.

If you will be arriving by air, please let us know the time of your arrival and we will pick you up at the Peoria airport. Please let us know how many will be in your party.

Enclosed are directions and a map for the ADM Ethanol Plant, a parking pass, and ticket(s) for lunch. Please place the parking pass on the dash of your car. People will be on hand to direct you to the Special Guest Parking area. You will need to report to the small tent located behind the stage that will be marked "Special Guests".

If you need additional parking passes, lunch tickets or overnight accommodations, please contact Elaine Thacker at (309) 557-3212.

We will look forward to seeing you on July 6.

Sincerely,

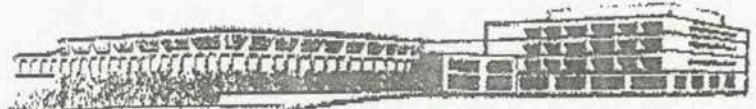
Jeff Idleman

Jeffrey M. Idleman
Executive Director of Operations

Enc.

Mon, July 6
P.1

Illinois Farm Bureau



ILLINOIS AGRICULTURAL ASSOCIATION 1701 TOWANDA AVE. P.O. BOX 2901 BLOOMINGTON, ILLINOIS 61702-2901 PH. 309 557 2111

June 2, 1992

The Honorable Robert Dole
United States Senate
Hart Building
2nd & C Streets, N.E.
Washington, D.C. 20510

Post-It™ brand fax transmittal memo 7671		# of pages >	
To	<i>Wronne Hopkins</i>	From	<i>John White, Jr.</i>
Co.	<i>Congressional Off.</i>	Co.	<i>Illinois Farm Bureau</i>
Dept.	<i>Sen. Dole's Office</i>	Phone #	<i>309-557-3811</i>
Fax #	<i>202-224-8952</i>	Fax #	<i>309-557-2959</i>

Dear Senator Dole:

Please accept this invitation to be our special guest at a major rally in support of ethanol scheduled for July 6 at the ADM Ethanol Plant in Peoria. The program is being sponsored by Illinois Farm Bureau and Illinois Corn Growers Association. We are expecting about 2,500 farmers from around Illinois to show their enthusiastic support for the ethanol industry. As a supporter of agriculture, we would like for you to join us.

The program begins at 10:30 a.m. and will conclude at 12:30 p.m. In addition to yourself, we've invited Congressman Richard Durbin and Congressman Bob Michel, along with other dignitaries to speak to the group. There will be live entertainment before and after the rally and a caterer will serve lunch. We'd like for you to be our guest for lunch too.

So mark July 6 on your calendar for the big "GIVE 'EM AN EARFUL" Ethanol Rally in Peoria. Please call John White's office by June 22 (309-557-3212) and let us know if you will attend. We'll need to send you a special guest parking pass, a lunch ticket, directions to the rally site and also let you know where on the site special guests need to report. We hope you can make it and help us show support for American's home grown fuel: ETHANOL!

Sincerely,

John White, Jr.
President

Scott Durbin, President
Illinois Corn Growers' Association



Directions To ADM Ethanol Plant in Peoria

See Enclosed Map

From I-74

Take Washington Street Exit (Illinois Highway 24) South off I-74 (first exit on West side of Murray Baker Bridge).

Head South on Washington Street (Highway 24) through downtown and through the warehouse district.

Approximately 14 blocks from I-74 right off Washington Street is the ADM Ethanol Plant.

Look for Farm Bureau people dressed in yellow t-shirts with bright orange safety bibs who will be directing traffic and will direct your group to the parking lots. Parking will be in two lots located right off Washington Street between Edmond and Chicago Streets.

The landmark to look for to know you are close to the ADM Plant will be a 20' female mannequin dressed in a red bikini by the UniRoyal Tire Shop on East side of Washington Street right by the ADM Plant (corner of Washington and Edmond Streets).

From I-474

Take Adams Street Exit (Illinois Highway 24) North off I-474.

Head North on Adams Street (Highway 24) to stop light. At stop light turn right onto Washington. Continue on Washington until you reach Chicago Street. The ADM plant is in the next block.

Look for Farm Bureau people dressed in yellow t-shirts with bright orange safety bibs who will be directing traffic and will direct your group to the parking lots. Parking will be in two lots located right off Washington Street between Edmond and Chicago Streets.

The landmark to look for to know you are close to the ADM Plant will be a 20' female mannequin dressed in a red bikini by the UniRoyal Tire Shop on the East side of Washington Street right by the ADM Plant (corner of Washington and Edmond Streets).

ETHANOL SPEECH
MONDAY, JULY 6, 1992
PEORIA, ILLINOIS

**TODAY WE ARE GATHERED
IN CELEBRATION. WE
CELEBRATE THE ANNIVERSARY
OF THE BIRTH OF OUR COUNTRY**

**AND WE CELEBRATE THE WISE
AND CAREFUL STEWARDSHIP OF
THE BLESSINGS BESTOWED ON
OUR COUNTRY.**

**SINCE THE DAYS OF THE
PILGRIMS, IT HAS BEEN THOSE
WHO TENDED THE CROPS AND
THE LIVESTOCK THAT LED US IN
PROTECTING AND CONSERVING
THOSE BLESSINGS. THE**

**FARMERS AND RANCHERS OF
UNITED STATES WERE OUR
FIRST CONSERVATIONISTS --
OUR FIRST ENVIRONMENTALISTS
-- AND THEY REMAIN SO TODAY.**

**FOR, IF YOU -- THE
FARMERS AND RANCHERS OF
THIS COUNTRY -- DON'T
PROTECT THE SOIL, THE WATER,
THE AIR, YOUR LIVELIHOOD WILL**

**BE SNATCHED FROM BENEATH
YOU. FOR TWO CENTURIES YOU
HAVE LED THE WAY.**

**THEN, AT A TIME WHEN
OTHER AMERICANS BECAME
INTERESTED IN PROTECTING
OUR ENVIRONMENT BY
CLEANING THE AIR WE
BREATHE, YOU ONCE AGAIN
CAME TO THE RESCUE AND**

**OFFERED A SOLUTION FOR TWO
OF THIS COUNTRY'S
PROBLEMS -- CLEAN AIR AND
ENERGY SECURITY. AND, IT IS
HERE WE HAVE GATHERED TO
CELEBRATE THAT SPECIAL
GUEST OF HONOR TODAY --
CLEAN BURNING,
DOMESTICALLY-PRODUCED,
RENEWABLE ETHANOL.**

**WE ALL KNOW -- AND ALL
GENUINE SCIENTIFIC STUDIES
SHOW -- THAT ADDING ETHANOL
TO GASOLINE RESULTS IN
CLEANER AIR AND THE IMPORT
OF FEWER BARRELS OF
INSECURE FOREIGN OIL.**

**YOU KNOW -- ESPECIALLY
WITH MY APPEARANCE HERE
TODAY -- THAT I HAVE BEEN A**

**LONG TIME SUPPORTER OF
ETHANOL. WHAT MANY OF YOU
MAY NOT KNOW IS THAT FOR 32
YEARS I HAVE ALSO
REPRESENTED AN OIL AND GAS
PRODUCING STATE. SO, WHILE I
HAVE ALWAYS SUPPORTED
AGRICULTURE, I HAVE ALSO
STRONGLY SUPPORTED AND
STRONGLY BELIEVED IN**

DOMESTIC ENERGY SECURITY.

**OUR ECONOMY IS ENERGY
DRIVEN -- WITHOUT AN
ADEQUATE AND SECURE
SOURCE OF ENERGY, OUR
ECONOMY WOULD COLLAPSE.
IT IS FROM THAT DEVOTION TO
ENERGY SECURITY THAT WE
CAN DRAW STRENGTH TO THE
CAUSE OF ETHANOL.**

**WE ARE AT A
CROSSROADS -- WITH THE NEW
CLEAN AIR ACT WE WILL BE
USING MORE ALTERNATIVE
FUELS. AND THE BASIC
QUESTION WE, AS A COUNTRY,
FACE IS "DO WE WANT TO RELY
ON OUR OWN RESOURCES, OUR
OWN PEOPLE, OUR OWN
ECONOMY FOR THOSE NEW**

**SOURCES?" "OR DO WE WANT
TO MANDATE AN EVEN GREATER
SHARE OF OUR ENERGY NEEDS
COME FROM OVERSEAS?"**

**HALF OF OUR OIL IS NOW
IMPORTED. LOOKING AT THE
TREND IN THE AMERICAN OIL
PATCH -- THE RIG COUNT --
SHOWS WE WILL BECOME EVEN
MORE DEPENDENT ON FOREIGN**

**OIL IN THE VERY NEAR FUTURE.
FULLY TWO THIRDS OF OUR
ENTIRE FOREIGN TRADE DEFICIT
IS ATTRIBUTABLE TO IMPORTED
OIL. AT A TIME WHEN THE
ENERGY PICTURE, THE TRADE
PICTURE, THE ECONOMIC
GROWTH PICTURE IN THIS
COUNTRY SEEMS SO BLEAK,
WHY WOULD ANYONE SUGGEST**

**WE MANDATE EVEN MORE OF
OUR ENERGY NEEDS COME
FROM OVERSEAS?**

**YET MANY ARE WORKING
TOWARD THAT EXACT GOAL.
THROUGHOUT THE SPRING, THE
ENVIRONMENTAL PROTECTION
AGENCY HAS MAINTAINED THAT
IT WOULD NOT ALLOW ETHANOL
TO CONTRIBUTE TO THE**

**MUTUAL GOAL OF ALL OF US --
CLEAN AIR IN EVERY AREA OF
OUR COUNTRY. THESE
BUREAUCRATS WERE INSISTING
THAT METHANOL - A PRODUCT
WHICH WOULD COME MAINLY
FROM IMPORTS -- BE THE SOLE
ALTERNATIVE FUEL FOR
TRADITIONALLY FUELED
VEHICLES.**

**IN A LETTER TO PRESIDENT
BUSH, I BORROWED A PHRASED
HE HAD USED EARLIER, AND I
SAID TO HIM "THIS SHOULD NOT
STAND." YOU HAVE ALREADY
HEARD BOB MICHEL READ THE
PRESIDENT'S LETTER. LET ME
QUOTE FROM A SPEECH THE
PRESIDENT MADE TO THE FARM
BROADCASTERS JUST LAST**

**WEEK: "WE WANT TO MAKE
SURE THAT ETHANOL IS
COMPETITIVE IN THE
REFORMULATED GASOLINE
PROGRAM THE BOTTOM LINE
IS LESS CARBON MONOXIDE
FOR AMERICAN CITIZENS, AND
MORE SALES FOR AMERICAN
FARMERS."**

I HAVE HELD SEVERAL

**MEETINGS WITH SENIOR
OFFICIALS IN THE WHITE HOUSE,
THE PRESIDENT'S CABINET AND
THE EPA ON ETHANOL IN THE
PAST FEW MONTHS. THE EPA IS
LEARNING, IT'S COMING ALONG -
- SLOWLY -- BUT COMING
ALONG. THEY WERE ALSO
ATTENDED BY A NUMBER OF MY
SENATE COLLEAGUES WHO**

**COULD NOT BE WITH US TODAY,
BUT WHO WANTED ME TO SAY
THEY ARE WITH US IN SPIRIT.
SENATORS LUGAR AND COATS
FROM INDIANA, SENATOR
GRASSLEY FROM IOWA,
SENATOR PRESSLER FROM
SOUTH DAKOTA, SENATOR
DURENBERGER FROM
MINNESOTA, AND MY**

**COLLEAGUE FROM KANSAS
SENATOR KASSEBAUM ALL
WANTED ME TO SAY HELLO TO
YOU FROM THEM.**

**THERE ARE TWO THINGS
WE NEED YOUR HELP ON. IT
WILL REQUIRE YOUR
DEDICATION AND YOUR HARD
WORK TO GET CONGRESS TO
ACT. THE FIRST IS A PROPOSAL**

**TO UPDATE THE TAX CODE SO
THE ETHANOL EXCISE TAX
EXEMPTION REFLECTS THE NEW
WORLD ORDER ACCORDING TO
THE CLEAN AIR ACT. WHEN THE
SENATE RETURNS TO SESSION
IN TWO WEEKS, WE WILL
CONSIDER A COMPREHENSIVE
ENERGY SECURITY ACT.
CONTAINED IN THAT BILL IS AN**

**AMENDMENT THAT SENATOR
DASCHLE FROM SOUTH DAKOTA
AND I ALONG WITH SOME OF
OUR COLLEAGUES ON THE
FINANCE COMMITTEE ADDED TO
THE BILL. AS ALL OF YOU
KNOW, THE EXEMPTION NOW
APPLIES ONLY TO 10% ETHANOL
BLENDS. BUT, THE CLEAN AIR
ACT CALLS FOR LOWER**

**PERCENTAGES TO BE USED.
THIS NEW PROVISION WOULD
GRANT THE SAME EXEMPTION --
ON A PRORATED BASIS -- TO
THE NEWER BLENDS.**

**THIS WILL BE A BIG, BIG
HELP TO ETHANOL. THAT
MEANS ONLY ONE HURDLE
STANDS IN OUR WAY, WHICH
BRINGS ME TO THE SECOND**

**POINT ON WHICH WE NEED
YOUR HELP. WITH YOUR CALLS
TO YOU ELECTED OFFICIALS IN
CONGRESS, WITH YOUR CALLS
TO FAMILY FRIENDS TO URGE
THEY ALSO CALL, WE CAN
ACHIEVE THAT OBJECTIVE AS
WELL.**

**I KNOW YOU HAVE BEEN
LISTENING TO A LOT OF**

**SPEAKERS SO I WON'T GO INTO
THE DETAILS, DETAILS MANY OF
YOU KNOW BETTER THAN I. WE
CAN EITHER GET THE FINAL
PART -- THE VOLATILITY WAIVER
THAT WILL ALLOW ETHANOL TO
BE ON EQUAL FOOTING IN
EVERY PART OF THE COUNTRY --
FROM EPA OR FROM THE
CONGRESS. BUT CONGRESS**

**WROTE THE CLEAN AIR ACT AND
CONGRESS OUGHT TO CLEAN
UP THE MISTAKES MADE WHEN
WE WROTE IT. WE NEED A
PROVISION THAT GUARANTEES
A PLACE IN THE MARKET FOR
ETHANOL.**

**I PLEDGE TO YOU, I WILL
CONTINUE TO WORK WITH
PRESIDENT BUSH ON EPA. BUT I**

**ALSO WANT A PLEDGE FROM
ALL OF YOU. THAT YOU WILL
CALL YOUR CONGRESSMEN AND
WOMEN, THAT YOU WILL CALL
YOUR SENATORS. TELL THEM
THE CLEAN AIR ACT MUST BE
CHANGED, WE MUST ALLOW
ETHANOL -- THE ALL AMERICAN
CLEAN BURNING RENEWABLE
FUEL -- INTO THE MARKET. OUR**

**OPPONENTS HAVE ALREADY
BEGUN TO FORM, TO
CHALLENGE OUR RESOLVE.
LET'S JOIN WITH OUR
PRESIDENT, LET'S TELL THEM
"THIS SHOULD NOT STAND."**

FINAL
7/2/92

SENATOR BOB DOLE SCHEDULE -- MONDAY, JULY 6, 1992

8:30 AM Lv. Residence

8:55 AM Ar. Butler Aviation
Washington National Airport
703/549-8340

9:00 AM Lv. Washington

AIRCRAFT: ADM Falcon 900
TAIL NO.: N 944 AD

PILOT:
CO-PILOT:

MANIFEST: Senator Dole
 Walt Riker

CONTACT: Claudia Madding
 217/424-5515 (O)
 217/424-5581 (FAX)
 217/428-1559 (H)

FLIGHT TIME: 1 hour 45 minutes

TIME CHANGE: -1 hour

9:45 AM Ar. Peoria, Illinois
Greater Peoria Airport
Byerly Aviation
309/697-6300

MET BY: John Scholl
 Legislative Affairs
 Illinois Farm Bureau

9:50 AM Lv. Byerly Aviation

DRIVE TIME: 20 minutes

10:10 AM Ar. ADM Ethanol Plant

PAGE TWO

10:30 AM-
12:30 PM

ATTEND "GIVE 'EM AN EARFUL" ETHANOL RALLY
Outdoor event -- Ethanol Parking Lot

CROWD SIZE: 2000+
(5 Kansans)

FORMAT: Outdoor Grass-roots Rally

Platform behind podium with 20 VIP's
(including Rich Williamson)

PRESS: OPEN

Riser and Mult Box

12 TV cameras, e.g.:

CNN

Network affiliates

St. Louis TV

Chicago

Mid-state Illinois

CONTACTS: Jeff Idleman (Secty: Elaine Thacker)
Exec. Dir. of Operations
John White, President
Illinois Farm Bureau
309/557-3212
309/376-6441 (Idleman home phone)

Marty Andreas

ADM

217/424-5424

PROGRAM:

10:30 AM Opening Remarks and Introduction of Special Guests:
Dennis Riggs, Emcee (Farmer from Champagne County)

10:40 AM Welcome to Peoria -- Mayor Jim Maloof

10:45 AM Remarks - Governor Jim Edgar

10:55 AM Remarks -- Congressman Bob Michel

11:10 AM Remarks -- Barbara Charnes
Executive Director, Coloradoans for Clean Air, Inc.

11:20 AM Remarks -- John White, Jr.
President, Illinois Farm Bureau

PAGE THREE

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11:40 AM Introduction of Congressman Dick Durbin --
 Scott Durbin, President, Ill. Corn Growers Assoc.
 (no relation to the Congressman)

11:45 AM Remarks -- Congressman Dick Durbin (Dem.)

12:00 PM Introduction of Senator Dole --
 Doyle Rahjes, President, Kansas Farm Bureau

12:05 PM REMARKS -- SENATOR DOLE

12:20 PM Adjourn for Lunch

 Cook-out on the grounds for all participants
 (Shirt-sleeve shot with farmers)

1:00 PM Satellite link-ups available for hook-ups back
 to Kansas

WALT TO CONTACT: Dennis Vercler
 (Jeff Idleman will arrange
 for Walt to meet with him)

IMMEDIATELY FOLLOWING SATELLITE LINK-UP:

PRESS AVAILABILITY WITH RICH WILLIAMSON

CONTACT: Dave Loveday, Press Secretary
 or Tim Meyer
 312/641-1992
 312/929-6891 (Meyer home phone)

2:15 PM Lv. Ethanol Plant

 DRIVER: Rich Williamson staff
 (2 cars will be available)

2:30 PM Ar. Cilcorp Boardroom
 Chairman, Bob Viets
 300 Hamilton Boulevard
 309/675-8850

2:30 PM-
3:30 PM MEETING WITH KEY PEORIA BUSINESS LEADERS
 AND RICH WILLIAMSON

ADVANCE: Chris McAuliffe
 Williamson Political Director

3:30 PM Lv. Cilcorp

PAGE FOUR

3:45 PM Ar. Byerly Aviation
Greater Peoria Airport
309/697-6300

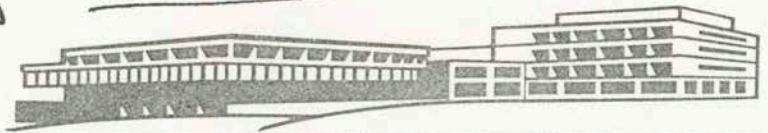
3:45 PM Lv. Peoria

AIRCRAFT: ADM Falcon 900
TAIL NO.: N 944 AD

6:30 PM Ar. Washington National Airport
Butler Aviation
703/549-8340

Greg Schamber

Illinois Farm Bureau



ILLINOIS AGRICULTURAL ASSOCIATION® 1701 TOWANDA AVE. P.O. BOX 2901 BLOOMINGTON, ILLINOIS 61702-2901 PH. 309-557-2111

June 26, 1992

The Honorable Robert Dole
United States Senate
141 Hart
Senate Office Building
Washington, D.C. 20510

Dear Senator Dole:

Thank you for agreeing to be a speaker for the "GIVE 'EM AN EARFUL" Ethanol Rally in Peoria on July 6. The future of the ethanol industry is of major concern to farmers throughout the Midwest and we really appreciate your willingness to be a part of this activity.

The rally will be held at the ADM Ethanol Plant in Peoria with the program beginning at 10:30 a.m. and concluding at 12:00 p.m. Please plan on arriving by 10:00 a.m. We would like for you to allow 15 minutes for your comments. You can see from the enclosed agenda that we will be covering a lot of ground in a short period of time.

If you will be arriving by air, please let us know the time of your arrival and we will pick you up at the Peoria airport. Please let us know how many will be in your party.

Enclosed are directions and a map for the ADM Ethanol Plant, a parking pass, and ticket(s) for lunch. Please place the parking pass on the dash of your car. People will be on hand to direct you to the Special Guest Parking area. You will need to report to the small tent located behind the stage that will be marked "Special Guests".

If you need additional parking passes, lunch tickets or overnight accommodations, please contact Elaine Thacker at (309) 557-3212.

We will look forward to seeing you on July 6.

Sincerely,

Jeff Idleman

Jeffrey M. Idleman
Executive Director of Operations

Enc.

Ethanol Rally

- 10:30 a.m. - Opening Comments
- Introduction of Special Guests
-- Dennis Riggs, M.C.
- Welcome to Peoria
-- Mayor Maloof
- Congressman Bob Michel
- Barbara Charnes, Executive Director
Coloradoans for Clean Air, Inc.
- Congressman Dick Durbin
- John White, Jr., President
Illinois Farm Bureau
- Dean Kleckner, President
American Farm Bureau Federation
- Tim Trotter, President
National Corn Growers Association
- Senator Bob Dole
- 12:00 p.m. - Adjourn



Directions To ADM Ethanol Plant in Peoria

See Enclosed Map

From I-74

Take Washington Street Exit (Illinois Highway 24) South off I-74 (first exit on West side of Murray Baker Bridge).

Head South on Washington Street (Highway 24) through downtown and through the warehouse district.

Approximately 14 blocks from I-74 right off Washington Street is the ADM Ethanol Plant.

Look for Farm Bureau people dressed in yellow t-shirts with bright orange safety bibs who will be directing traffic and will direct your group to the parking lots. Parking will be in two lots located right off Washington Street between Edmond and Chicago Streets.

The landmark to look for to know you are close to the ADM Plant will be a 20' female mannequin dressed in a red bikini by the UniRoyal Tire Shop on East side of Washington Street right by the ADM Plant (corner of Washington and Edmond Streets).

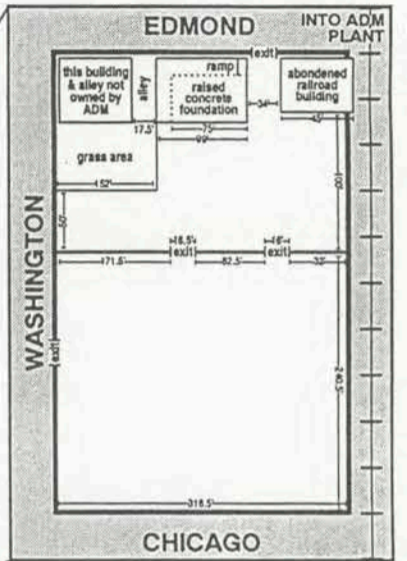
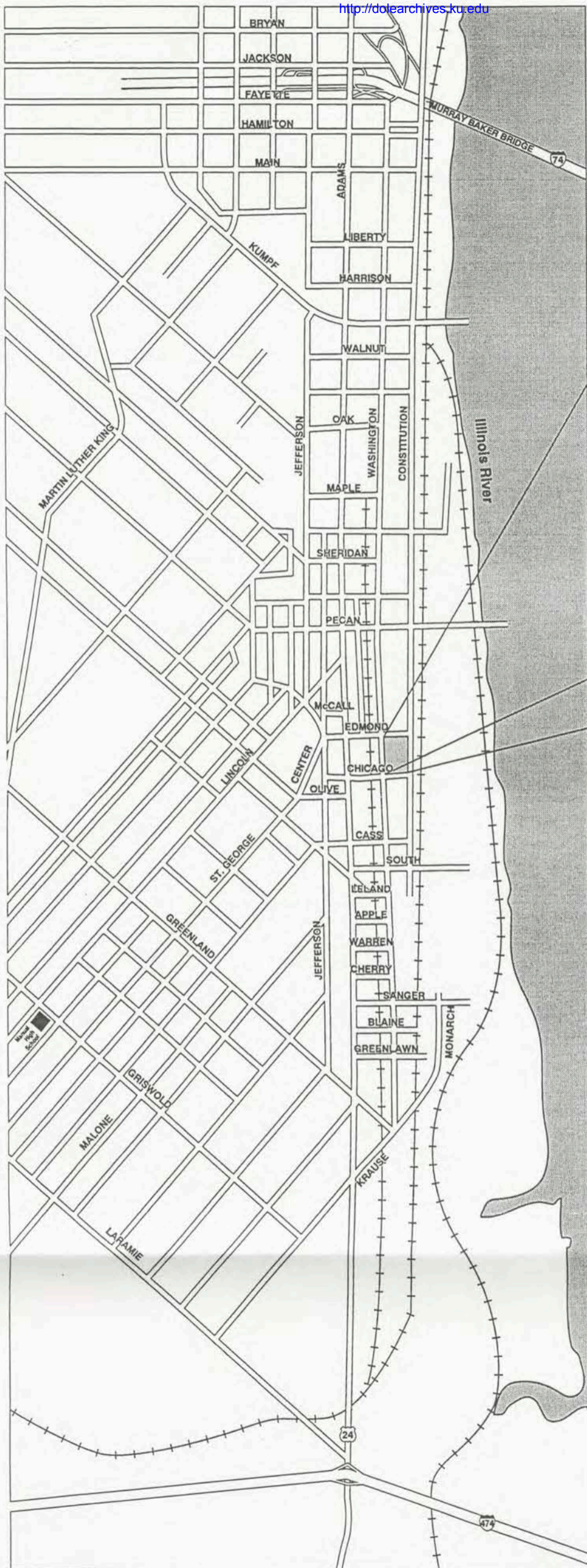
From I-474

Take Adams Street Exit (Illinois Highway 24) North off I-474.

Head North on Adams Street (Highway 24) to stop light. At stop light turn right onto Washington. Continue on Washington until you reach Chicago Street. The ADM plant is in the next block.

Look for Farm Bureau people dressed in yellow t-shirts with bright orange safety bibs who will be directing traffic and will direct your group to the parking lots. Parking will be in two lots located right off Washington Street between Edmond and Chicago Streets.

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7/1/92

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TAIL NO.:

PILOT:
CO-PILOT:

MANIFEST: Senator Dole
Walt Riker or Clarkson Hine (?)

CONTACT: Claudia Madding
217/424-5515 (O)
217/424-5581 (FAX)
217/428-1559 (H)

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TIME CHANGE: -1 hour

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Greater Peoria Airport
Byerly Aviation
309/697-6300

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Legislative Affairs
Illinois Farm Bureau

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12:30 PM

ATTEND "GIVE 'EM AN EARFUL" ETHANOL RALLY
Outdoor event -- Ethanol Parking Lot

CROWD SIZE: 2000+
(5 Kansans)

FORMAT: Outdoor Grass-roots Rally
Platform behind podium with 20 VIP's
(including Rich Williamson)

PRESS: OPEN

Riser and Mult Box

12 TV cameras, e.g.:
CNN
Network affiliates
St. Louis TV
Chicago
Mid-state Illinois

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Exec. Dir. of Operations
John White, President
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Marty Andreas
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12:20 PM Adjourn for Lunch

Cook-out on the grounds for all participants
(Shirt-sleeve shot with farmers)

OPTIONS:

1:00 PM Satellite link-ups available for hook-ups back
to Kansas

Rich Williamson asks if you are available to
do Press Avail with him

PLEASE ADVISE:

_____ Will	_____ Will not	Attend Luncheon
_____ Will	_____ Will not	Do satellite links
_____ Will	_____ Will not	Do Press Avail w/Rich

(Based on above, will figure your departure for return to D.C.)

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<input checked="" type="checkbox"/>	Will	<input type="checkbox"/>	Will not	Do Press Avail w/Rich

(Based on above, will figure your departure for return to D.C.)

**MEMORANDUM
OF CALL**

TO:

Jayce

YOU WERE CALLED BY—

YOU WERE VISITED BY—

Karen Haas

OF (Organization)

5-0600

Bob Michel

PLEASE CALL →

PHONE NO.
CODE/EXT.

WILL CALL AGAIN

IS WAITING TO SEE YOU

RETURNED YOUR CALL

WISHES AN APPOINTMENT

MESSAGE

RECEIVED BY

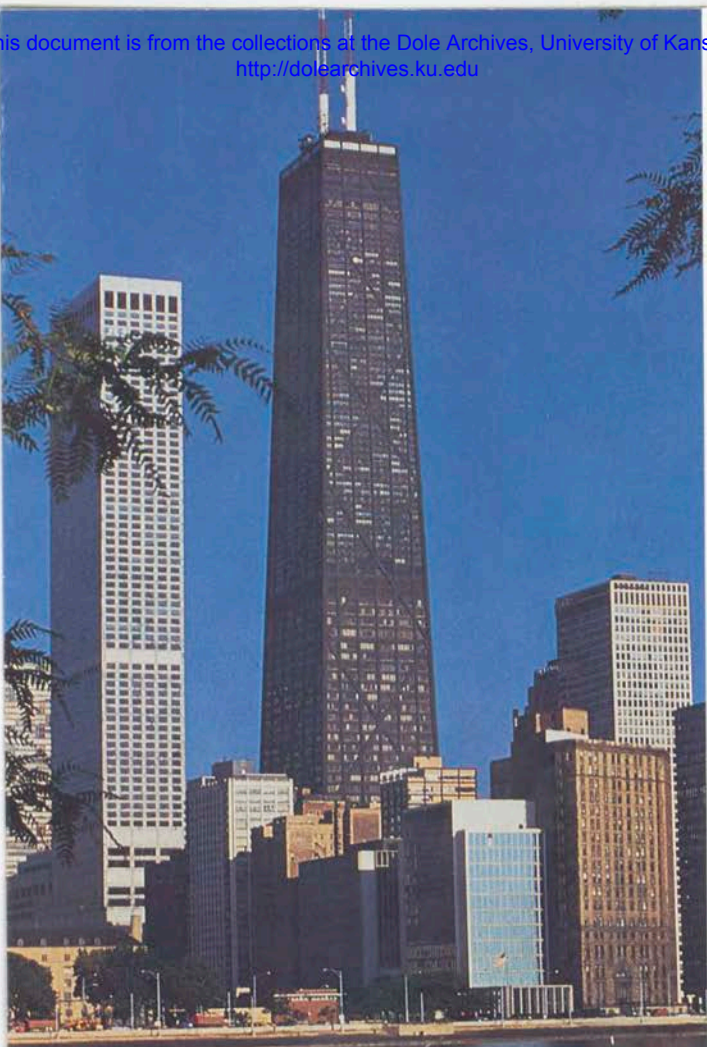
JL

DATE

6/30

TIME

10:55



ETHANOL FUEL

- *For your health*
- *Protecting the environment*
- *Providing energy security*
- *Performance for your car*

CLEANER AIR FOR ILLINOIS

Use Ethanol:



Greater Peoria Mass Transit becomes the first in the nation to run on 100 percent ethanol.

For Your Car

Ethanol is a proven high performance fuel that will bring out the best in you car. Adding a 10 percent ethanol blend to unleaded gasoline raises the octane of the gas by three percentage points, for more power and reduced knocking and pinging. American motorists have driven more than 900 billion trouble-free miles on ethanol blended fuel, and all auto manufacturers warranty the use of ethanol fuel.

For The Economy

Each 100 million bushels of corn used to produce ethanol creates 2,250 new jobs. In Illinois ethanol production has resulted in more than 6000 jobs either directly or indirectly. This leads to a stronger tax base for the state. Corn demand generated by ethanol use also increases the value of corn. As farmers spend these extra dollars generated through ethanol utilization it benefits the state's entire economy.

For Your Health

Nearly 150 million Americans now live in areas that exceed the federal maximum safe level for carbon monoxide or ozone pollution, leading health officials to label declining air quality as a "public health crisis." The U.S. Environmental Protection Agency has determined that ethanol blended fuels reduce toxic carbon monoxide emissions by 25-30 percent.

Using ethanol is good for your health because poisonous tailpipe emissions from your car can be cut by up to 30 percent simply by using a 10 percent ethanol blend. Ethanol is oxygen rich, which results in vehicles producing less carbon monoxide.



For Your Country

In 1990, the 900 million gallons of ethanol produced reduced U.S. oil imports by more than 42 million barrels, shaving 5 billion dollars from the nation's trade deficit. Considering defense expenditures, a barrel of Persian Gulf Oil costs a staggering \$75 a barrel. Adding a 10 percent ethanol blend to all of our nation's gasoline supply would cut petroleum imports by 750,000 barrels per day and further trim our trade deficit.

The Free World spent an incredible \$1.6 trillion on oil imports during the 1980's, constituting the largest transfer of wealth since the Spanish looting of the New World.

A Clean Air Fuel For The 1990's

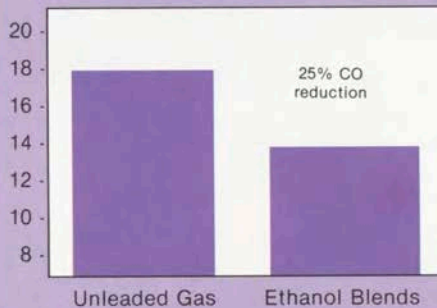
The ethanol decade has arrived. Society has made it clear that they want cleaner air without giving up the freedom to travel that comes with the automobile. The answer? Clean burning ethanol fuel made from corn. More than half the air pollution in the country comes from automobiles, trucks and buses, but ethanol provides a partial solution to this air quality dilemma.

For The Environment

On November 15, 1990, President George Bush signed into law the Clean Air Act Amendments of 1990. This new legislation has recognized the significant clean air benefits of oxygenated fuels - such as ethanol - in our nation's most polluted cities. U.S. EPA has determined that ethanol blends will dramatically reduce hydrocarbon emissions thereby reducing the formation of ozone. Recent technical studies have found that ethanol is the only motor fuel which will not exacerbate the "Greenhouse Effect" but rather helps reverse the global warming currently threatening our environment.



IMPACT OF 10% ETHANOL BLENDS
ON CARBON MONOXIDE EMISSIONS
(grams per mile)

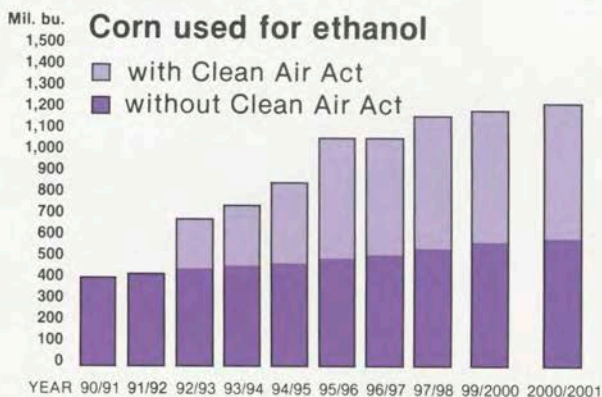


"The use of oxygenated materials in gasoline can also contribute to cleaner air, especially in those parts of the country where carbon monoxide and ozone levels are high. Where available, General Motors recommends use of oxygenated fuels such as...ethanol in gasoline."

General Motors Auto Warranty (1990)

Ethanol Performs For America

In the last decade ethanol has grown into a billion gallon market, and projections indicate this will double in the next 3 to 5 years. The nation's corn growers and environmentalists have been instrumental in proving and promoting ethanol. Illinois has used a variety of methods to show the performance and clean burning qualities of this environmentally friendly fuel. Corn producers have: sponsored an Indy race car powered by 100 percent ethanol; secured a fleet of state tractors running on 100 percent ethanol to mow roadside ditches; and used ethanol powered go-carts to show that 10 percent ethanol blends work in two-cycle engines such as those used on lawn mowers and power tools. An entire fleet of ethanol buses will hit the streets of Peoria in early 1992, signaling a switch of rapid transit vehicles to ethanol. And innovative research offers even more promising developments in the future.



Produced by:

Illinois Corn Marketing Board

Corn Checkoff Dollars At Work

*2415 E. Washington Street
Bloomington, Illinois 61704
Phone: (309) 663-0571*

Distributed by Illinois Corn Growers Association an affiliate of the National Corn Growers Association



Ken Schloemer For Congress



The Family Man

Ken has been married to his wife, Cheri, for 22 years. They have seven children and seven grandchildren.

The Businessman

Owner and Operator of a tablecloth restaurant "Harold's on the Rock" in Moline for 16 years. Prior to that, Vice President Mack Truck Distributors for 12 years.

The Civic Leader

Current Vice President, Illinois State Restaurant Association

Board of Directors, Illinois Quad City Chamber of Commerce

Governor's Appointee, Quad City Regional Economic Development Authority
(Henry, Rock Island, and Mercer Counties)

Former Chairman, Quad City Civic Center Authority

Member, National Rifle Association

Member, Duck's Unlimited

Member, Scott County Conservation Club

Member, Croatian Crest Club

Member, Moline Zoning Board of Appeals

Member, Moline Rotary Club

Member, St. Maria Goretti Church

**Incumbent
Democrat
Congressman**



Lane Evan's Anti-Business/Anti-Agriculture Voting Record

When rated by groups supportive of economic development, Congressman Evans has one of the worst records of any Congressman.

Business and Economic Report Card Student: Lane Evans		
Group	Voting Against	Grade
IL. Farm Bureau	70%	Failed
U.S. Chamber of Commerce	82%	Failed
Nat'l Fed. of Independent Businesses	87%	Failed
Business and Industry PAC	95%	Failed
Competitive Enterprise Council	95%	Failed
Nat'l Tax Limitation	76%	Failed
Bills supported by Pres. Bush	85%	Failed

**Does this voting record encourage
Economic Development and job creation?**

Change Congress NOW!

Vote

Schloemer for Congress

Paid for by Schloemer for Congress



Ethanol Rally

ADM Plant
Peoria, Illinois
July 6, 1992

- 10:30 a.m. — Opening Comments
- Introduction of Special Guests
—Dennis Riggs, M.C.
- Welcome to Peoria
—Mayor Maloof
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- Tim Trotter, President
National Corn Growers Association
- Senator Bob Dole
- 12:00 p.m. — Adjourn

GIVE 'EM AN



creature of greed and panic."

Charles E. Githler, chairman of Investment Seminars, said: "You will be confused when you leave the show but you will be confused at a higher intellectual level."

Julian Garza, owner of fast-food franchises in Albuquerque, N.M., wasn't too surprised. "If these people really could predict the market, they wouldn't be here."

For his part, Mr. Garza said the lure of this gambling mecca was a big reason for his first-time attendance.

He wasn't alone. As the conference wore on, more and more attendees spent their afternoons with the slot machines.

Disciplinary Actions Announced by Amex

By G WALL STREET JOURNAL Staff Reporter

NEW YORK — The American Stock Exchange announced disciplinary actions involving three individuals for violations of securities laws or exchange rules.

Edward Cuffe, New York, former employee of Gruntal & Co., was barred for six months. He didn't admit or deny allegations that he purchased securities for two customers without their knowledge or consent.

Thomas Duckworth, Torrance, Calif., a former employee of Dean Witter Reynolds Inc., was fined \$5,000 and barred for one year. The Amex said Mr. Duckworth recommended unsuitable index options transactions for a customer, and fraudulently misrepresented a customer's background, financial status and investment experience on a new account form. And, it said, he churned the account to generate commissions.

James Hickey, Chicago, a former employee of PaineWebber Inc., was barred for two years. He didn't admit or deny allegations that he conducted transactions in six customer accounts without their

prior knowledge or consent.

None of the individuals could be reached for comment.

Cyanamid Sets Joint Venture

WAYNE, N.J. — American Cyanamid Co. said it formed a joint venture with a New York unit of Germany's Metallgesellschaft AG to produce methanol.

The venture, called Fortier Methanol Co., will spend about \$90 million to convert a Cyanamid ammonia plant in Waggaman, La., to make methanol, the company said. The plant should be completed by early 1994 and is expected to produce 190 million gallons of methanol annually.

All of these securities having been sold, this advertisement appears as a matter of record only.

Teléfonos de México, S.A. de C.V.

(Telephones of Mexico)

Global Offering

22,150,000 American Depositary Shares

Representing 443,000,000 Series L Shares

Offer Price \$56.125 Per American Depositary Share

and

57,000,000 Series I Shares