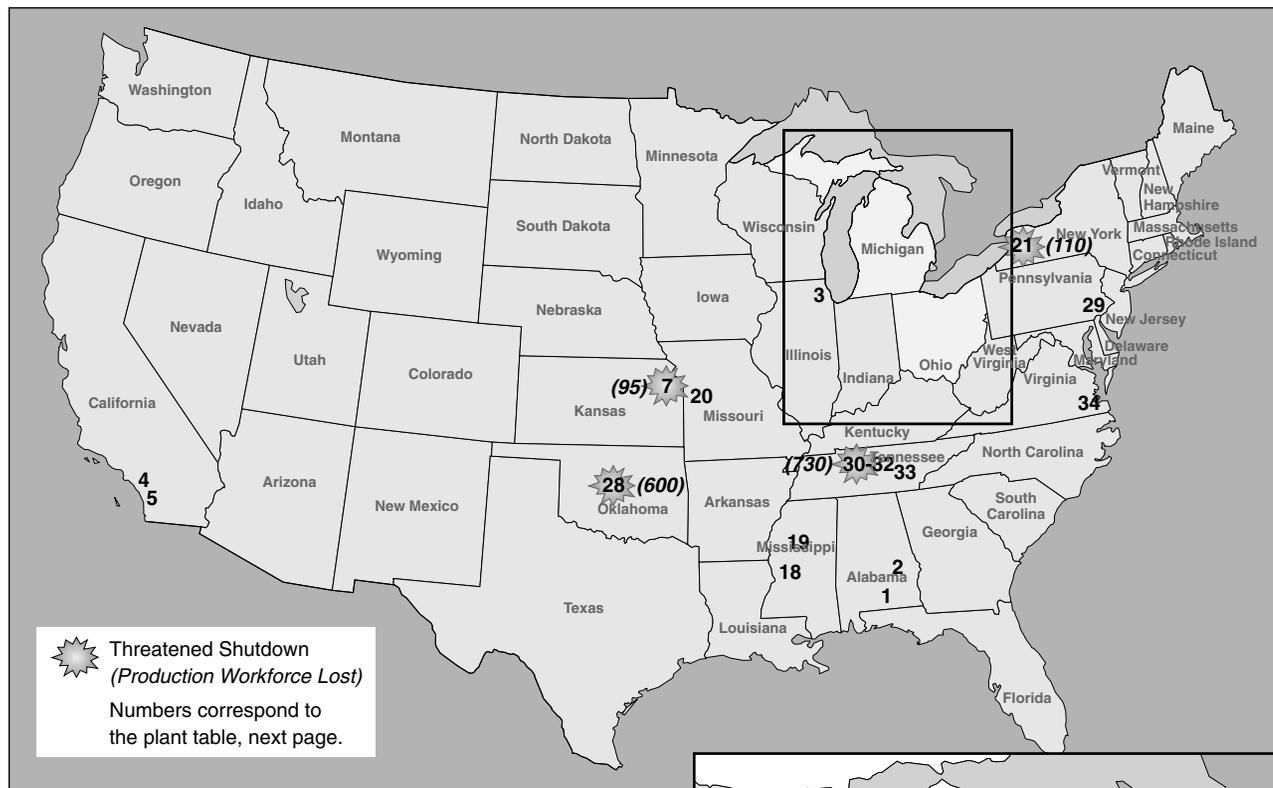


FIGURE 4

**Critical Auto Capacity To Be Saved: Visteon Threatened Shutdowns**



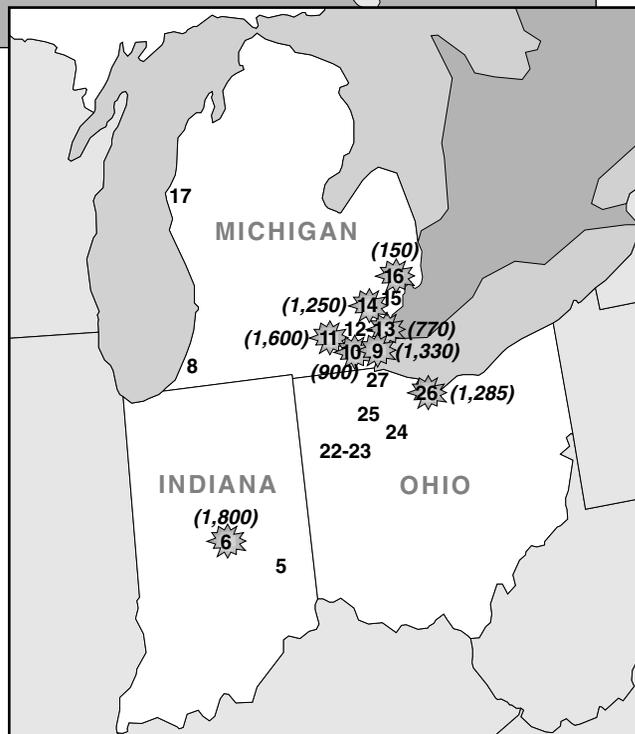
Sources: Delphi Automotive; Anderson Associates; EIR.

## LaRouche: Put Auto Under Federal Protection

At Lyndon LaRouche’s Oct. 12, 2005 webcast, a Senate staffer asked him to discuss his “strategic bankruptcy reorganization” policy, and answer the criticism that it was a form of “nationalization.” LaRouche responded:

“In the past we have, in situations like this, we have put an entity or a group of entities under Federal protection, not with the intent of [nationalizing] them, but of reconstituting them. I don’t think you’d get many people enthusiastic about bailing out some of the management of General Motors or Delphi. . . . From our standpoint, we have to look at this as a government, from a standpoint of national interest, national strategic interest.

“We need machine-tool capability. We need the means to implement machine-tool capability. We have tremendous needs in this country for a railway system, for a magnetic levitation system, for improved, many kinds of systems. We do not need to save the capabilities of GM, Delphi, and so forth for the specific business of automobiles. We need to save the capacity, for producing the kind of product this combination can produce! And, producing it in the areas in which people are presently employed: Because, the other side of the thing, is, you don’t really have people working in some place. You have people who have families, are embedded in communities, several generations, in communities. These are



family-related communities. There are all kinds of complexes, stores, other industries, all kinds of things tied together. . . .

“Now, what we need is, we need a mass-transit system. Preferably we need a maglev system: Because, with a maglev system we can get people from a railroad station on the West Coast