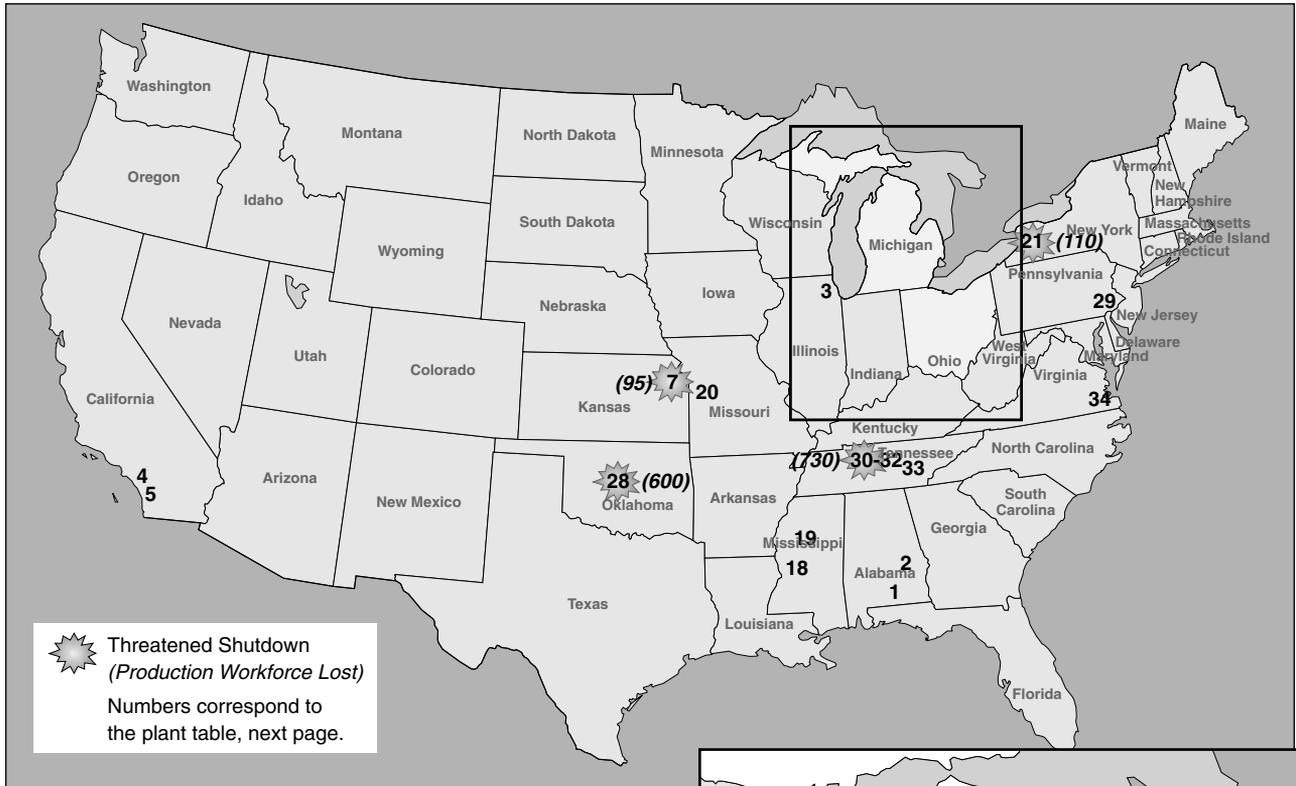


FIGURE 4

Critical Auto Capacity To Be Saved: Visteon Threatened Shutdowns



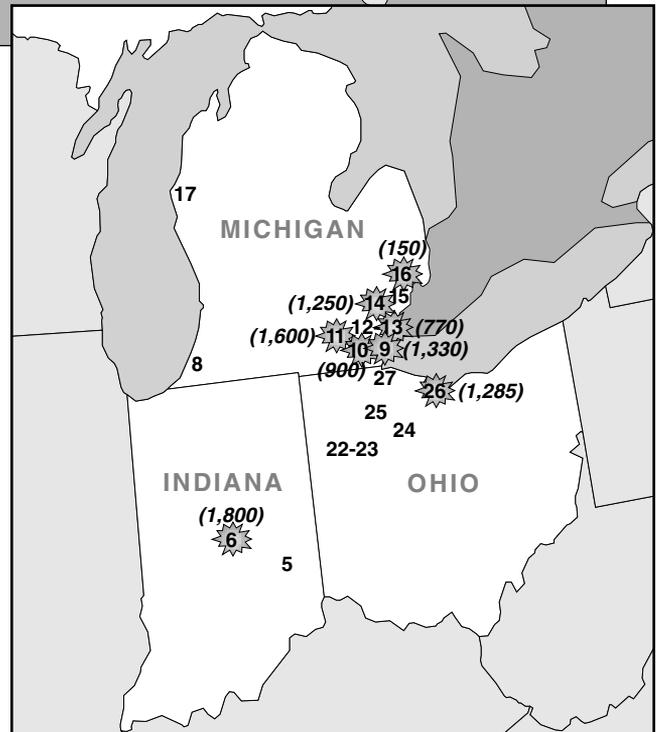
Sources: Delphi Automotive; Anderson Associates; EIR.

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

TABLE 4

Visteon Production Facilities, 2005

No.	State	City	Type of Facility	Hourly Workers	Salaried Workers	Plant Million Sq. Ft.
1.	Alabama B	Elba	Air Induction Systems	105	15	0.1
2.	Alabama	Shorter	Front End Module	140	25	0.2
3.	Illinois	Chicago	Cockpit Modules	250	35	0.2
4.	Indiana	Bedford	Fuel Delivery Modules	900	100	0.4
5.	Indiana	Connersville	Compressors	1,200	200	1.9
6.	Indiana A	Indianapolis	Steering Components	1,800	300	
7.	Kansas A	Kansas City	IP/Lamp Assembly	95	15	
8.	Michigan	Benton Harbor	Consoles			0.1
9.	Michigan A	Monroe	Chassis	1,330	220	
10.	Michigan A	Milan	Powertrain	900	150	
11.	Michigan A	Saline	Interiors	1,585	265	
12.	Michigan A	Ypsilanti/Rawsonville	Powertrain	1,800	300	
13.	Michigan A	Ypsilanti	Chassis	770	130	
14.	Michigan A	Plymouth	Climate Control	1,245	205	
15.	Michigan A	Sterling Heights I & II	Chassis/Test Labs	2,960	490	
16.	Michigan A	Chesterfield Township	Seating Foam	155	25	
17.	Michigan A	Shelby Township	Interiors/Exteriors	1,415	215	
18.	Mississippi	Canton	Cockpit Modules	220	25	0.1
19.	Mississippi	Durant	HVAC Cooling Modules	150	10	0.1
20.	Missouri	Concordia	Fuel Tanks	80	10	0.1
21.	New York	West Seneca	Compressors	110	85	0.3
22.	Ohio B	Delphos	Air Induction Systems	115	20	0.1
23.	Ohio B	Delphos	Air Induction Systems	190	30	0.1
24.	Ohio B	Tiffin	Air Induction Systems			0.2
25.	Ohio B	Bowling Green	Air Induction Systems	130	20	0.1
26.	Ohio A	Sandusky	Lighting	1,285	215	
27.	Ohio B	Toledo	Mfg	35	5	
28.	Oklahoma A	Tulsa	Glass	600	100	
29.	Pennsylvania	Lansdale	Mass Air Flow Sensors	570	140	0.1
30.	Tennessee A	Nashville	Glass	730	120	
31.	Tennessee	La Vergne	Consoles	200	30	0.1
32.	Tennessee	Smyrna	Cockpit Modules	175	15	
33.	Tennessee	Sparta	Alternators	160	25	0.2
34.	Virginia	Chesapeake	Fuel Tanks	65	15	0.1

A = Facility in Ford Motor Company's "Automotive Components Holdings, LLC," as of Oct. 1, 2005.

B = Visteon has controlling minority interest in facility.

Sources: Visteon; Ford Motor Company's Automotive Components Holdings, LLC; *EIR*

to a railroad station on the East Coast, about as fast as you can get there by plane, when you think of all this stuff about going through the ticketing, and all the moving back to airports and so forth. You can certainly do that with that kind of system, your intercity connections become highly efficient. You would never use short-haul air flights as a way of transportation between urban centers, because you can do it more cheaply and quickly by maglev. You even have high-speed rail, which is a compromise in many cases. We have improved qualities of high-speed rail, of the type they are using in some parts of Europe, for example, it'll work.

"We can do that. We can produce plants by breaking the job down, we can produce power plants, new ways of making power

plants. Now it takes a number of years, three, five years to build a power plant. We can speed that up by redesigning the job. . . .

"So therefore, we need the increased production. We have to change from a services economy to a producer economy, now. If we don't maintain the integrity of our machine-tool sector, our machine tool-industrial sector, we can't do it! We become a Third World country.

"And, if we have to put the industry under Federal protection, to keep it running, in order to maintain the capacity, and keep these communities functioning—the tax-paying communities? maybe that will get through to some of the Congressmen! Then, we should do it. This is not a question of nationalizing!"