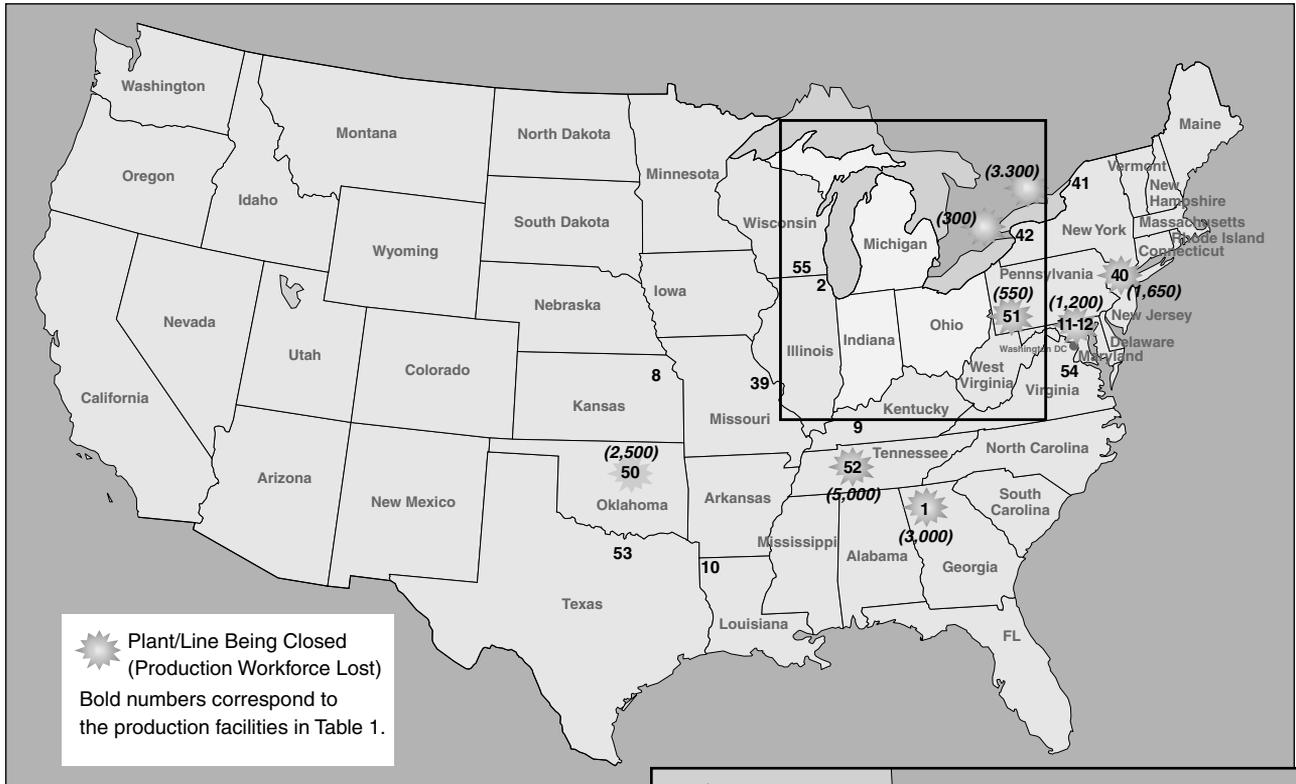


FIGURE 1

Critical Auto Capacity To Be Saved: GM Capacity Shutdowns 2005-2008



'Third World' Economy?

The map of North America shows the prospect resulting from just one company's auto-cannibalization—unless the industry is saved by the kind of emergency action Lyndon LaRouche outlines in his open letter and memo.

If the announced shutdowns are carried out, GM will have eliminated one-third of its North American capacity since 2000, when it produced 6.2 million vehicles. It will have eliminated 30% of its production workforce of 2000, and 85% of its 520,000-strong production workforce of 1978! As for its white-collar employees, it will have fired 40% of them since 2000.

Of the 30,000 production workers that GM's CEO Rick Wagoner announced on Nov. 14 he will fire, 26,400 are in the United States, the rest in Canada (the Ontario shutdowns are shown on the map, but are not listed in Table 1 opposite).

In an even shorter time-frame, GM's former subsidiary and major parts maker, Delphi Automotive, threatens to fire 12,500-24,000 (or 35-70%) of its production workforce of 35,000, and to close at least 10 of its 23 U.S. production plants. And Ford Motor was scheduled, before William Ford's Nov. 22 speech, to make a January 2006 announcement of a similar drastic cannibalization.

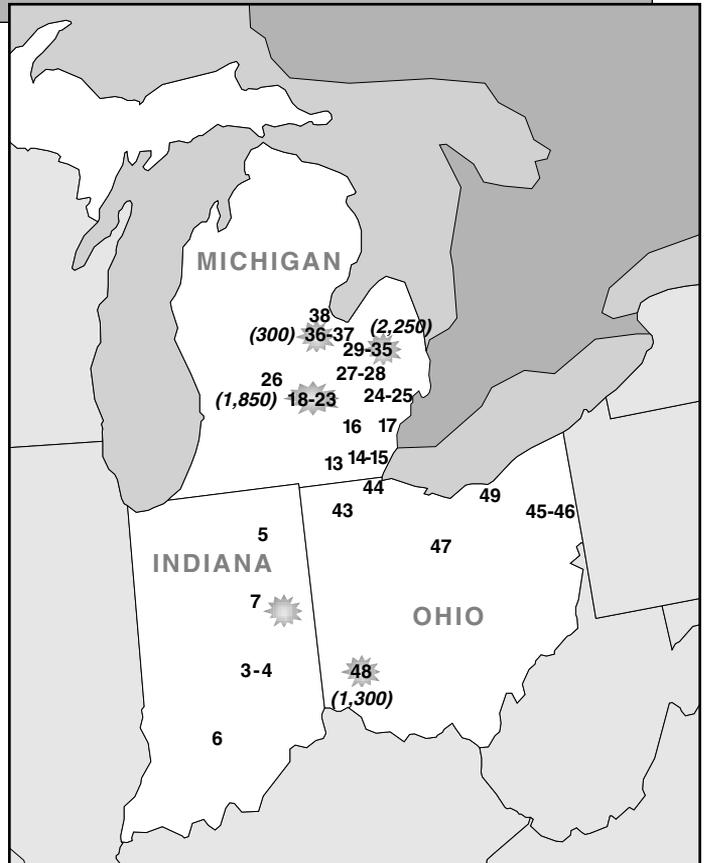


TABLE 1

GM Production Facilities, 2005

No.	State	City	Type of Facility	Hourly Workers	Salaried Workers	Plant Square Feet (Millions)
1	Georgia	Doraville	Assembly	2,856	220	3.6
2	Illinois	LaGrange	Electro-Motive	823	769	1.3
3	Indiana	Indianapolis	Transmission	2,500	1,300	3.5
4		Indianapolis	Metal Center	1,473	159	2.1
5		Fort Wayne	Assembly	2,716	184	2.5
6		Bedford	Foundry (PT)**	747	133	0.9
7		Marion	Metal Center	1,442	172	2.1
8	Kansas	Fairfax	Assembly	2,650	200	2.5
9	Kentucky	Bowling Green	Assembly	1,014	116	1.0
10	Louisiana	Shreveport	Assembly	3,000	200	3.1
11	Maryland	Baltimore *	Assembly	883	120	3.0
12		Baltimore	Transmission (PT)	376	68	0.4
13	Michigan	Ypsilanti—Willow Run	Transmission(PT)	3,419	338	4.8
14		Romulus	Engine (PT)	1,800	225	2.1
15		Romulus	Transmission (PT)	390	30	0.4
16		Livonia	Engine (PT)	344	88	1.0
17		Detroit/Hamtramck	Assembly	2,500	220	3.5
18		Lansing	Car Assembly—Body	2,170	349	2.6
19		Lansing	Car Assembly—Chassis	2,442	0	4.1
20		Lansing	Assembly	336	62	1.0
21		Lansing—Delta Twnshp	Assembly	130	16	0.6
22		Lansing—Grand River	Assembly	1,303	185	2.0
23		Lansing	Metal Center	1,514	144	1.7
24		Warren	Technical Center—Engineering	2,400	16,000	10.0
25		Warren	Transmission (PT)	1,200	200	2.1
26		Grand Rapids	Metal Center	2,199	245	2.0
27		Pontiac	Assembly	5,200	257	2.9
28		Pontiac	Metal Center	1,945	228	3.7
29		Orion	Assembly	2,078	179	4.0
30		Grand Blanc	Metal Center	1,330	80	1.7
31		Flint	Metal Center	2,000	215	1.9
32		Flint	Tool & Die Metal Fabricating	334	31	0.3
33		Flint	Truck Assembly	3,320	294	3.7
34		Flint—South	Engine (PT)	608	93	0.7
35		Flint—North	Power Train	2,262	360	n/a
36		Saginaw	Malleable Iron (PT)	292	41	0.3
37		Saginaw	Metal Casting (PT)	1,728	227	1.9
38		Bay City	Power Train	837	120	1.0
39	Missouri	Wentzville	Assembly	2,101	188	3.7
40	New Jersey	Linden	Assembly	1,654	88	2.6
41	New York	Massena	Power Train	462	91	0.9
42		Tonawanda	Engine	2,415	343	3.1
43	Ohio	Defiance	Foundry (PT)	2,174	296	2.0
44		Toledo	Transmission (PT)	3,185	273	1.8
45		Lordstown	Assembly	3,408	273	3.6
46		Lordstown	Metal Center	1,661	191	2.2
47		Mansfield	Metal Center	2,300	230	2.1
48		Moraine	Assembly	3,821	344	4.1
49		Parma	Metal Center	2,130	222	2.3
50	Oklahoma	Oklahoma City	Assembly	2,534	200	3.9
51	Pennsylvania	Pittsburgh	Metal Fabricating	541	72	0.8
52	Tennessee	Spring Hill	Assembly	5,067	709	5.2
53	Texas	Arlington	Assembly	2,634	195	3.8
54	Virginia	Fredericksburg	Power Train	219	29	0.3
55	Wisconsin	Janesville	Assembly	3,600	300	4.8

*This Baltimore facility was closed as of April 2005.
Sources: General Motors, Inc. data; *EIR*.

**Power Train