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WORLDNETDAILY EXCLUSIVE

FROM JEROME CORSI'S RED ALERT
Here come the Obamamobiles ...
 Ready to own small, plug-in electric cars?

Posted: May 11, 2009
4:03 pm Eastern

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Editor's Note: The following report is excerpted from Jerome Corsi's Red Alert, the premium online newsletter published by the current No. 1 best-selling author, WND staff writer and columnist. Subscriptions are \$99 a year or \$9.95 per month for credit card users. Annual subscribers will receive a free autographed copy of "The Late Great USA," a book about the careful deceptions of a powerful elite who want to undermine our nation's sovereignty.



"The small car invasion is upon us," Jerome Corsi's Red Alert reports.

U.S. consumers are about to see a new lineup of 2010 Obamamobile electric-powered and hybrid small car models.

"There is no doubt the Obama administration has bought hook, line and sinker into the global warming hysteria promoted by Al Gore and the environmentalists on the radical Left," Corsi wrote.

(Story continues below)

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With the U.S. government certain to emerge from a Chrysler bankruptcy and a GM restructuring with substantial minority equity interests in both automakers, the cars of the future are likely to be designed by government bureaucrats who will remain determined to impose their ideological views on the future look of U.S. auto manufacturing, he noted.

As Red Alert reported last week, the Obama administration has forced Chrysler into the arms of Italian automaker Fiat just to get its European small-car technology, even though Fiat does not plan to put a cent into the deal.

Now, even Ford, the last remaining non-government owned of the former Big Three U.S. automakers, has announced plans to create an entirely electric Ford Focus model. The company may be confident that American car buyers will be enthusiastic about the offering, or that it has no choice but to bend to the Obama administration.

"Who knows? Ford might also end up needing a government bailout, especially if car sales in the U.S. do not pick up dramatically," Corsi wrote.

To manufacture the plug-in version of the Ford Focus, the automaker is converting a plant in Wayne, Mich., that generated up to \$3.7 billion in profits for Ford by building the Expedition SUV, according to the Wall Street Journal.

"In the United States, clearly we had been focused on our bigger trucks and SUVs and made a few small cars but without a consistency of purpose," Ford's chief executive Alan Mulally told the Wall Street Journal. "We all came to the consensus that we needed to do more work on that business case because we absolutely wanted to serve the U.S. customers for smaller vehicles."

While U.S. carmakers have earned approximately a \$7,000 profit on each pickup truck or SUV sold, the profit on selling small cars has been little or nothing.

Still, Ford plans to obtain cost savings by manufacturing basically the same model of the Focus for all of Ford's markets around the world, with minor modifications to fit each market in their global strategy.

Ford is currently losing as much as \$1 billion a year on the Focus, although Ford believes its current plans to market the Focus as its first all-electric passenger car will turn those losses into future profits.



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"With Ford making a bet on the same type of vehicles the Obama administration wants Fiat to make with Chrysler, Ford too could be headed toward government bailouts in 2010," Corsi wrote, "unless these small electric-powered vehicles boost U.S. car sales back to the 10 or 11 million new units the U.S. auto industry needs to sell each year to be profitable."

Red Alert's author, whose books "[The Obama Nation](#)" and "Unfit for Command" have topped the New York Times best-sellers list, noted that while bureaucrats in the Obama administration are convinced the politically correct vehicles for Detroit to manufacture are small, energy-efficient electric hybrids, the American car buyer might shrug shoulders in disdain when the 2010 Obamamobiles begin showing up on car lots for sale.

Corsi received his Ph.D. from Harvard University in political science in 1972. For nearly 25 years, beginning in 1981, he worked with banks throughout the U.S. and around the world to develop financial services marketing companies to assist banks in establishing broker/dealers and insurance subsidiaries to provide financial planning products and services to their retail customers. In this career, Corsi developed three different third-party financial services marketing firms that reached gross sales levels of \$1 billion in annuities and equal volume in mutual funds. In 1999, he began developing Internet-based financial marketing firms, also adapted to work in conjunction with banks.

In his 25-year financial services career, Corsi has been a noted financial services speaker and writer, publishing three books and numerous articles in professional financial services journals and magazines.

For more information on the future of Obamamobiles and for financial guidance during difficult times, read [Jerome Corsi's Red Alert](#), the premium, online intelligence news source by the WND staff writer, columnist and author of the New York Times No. 1 best-seller, "[The Obama Nation](#)."

[For the complete report and full immediate access to Jerome Corsi's Red Alert, subscribe now.](#)

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