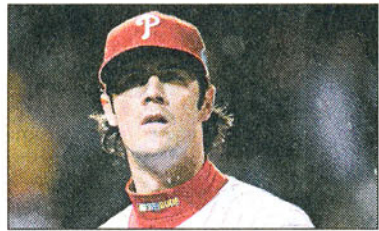


FINAL SCORES

■ NFL: 7-0 Titans knock off Colts, 1C



By Robert Deutsch, USA TODAY

Cole Hamels: Score tied 2-2 in sixth.

### Game 5 is suspended

■ Wet weather too much for Phillies and Rays; play to resume tonight. World Series, 1, 3-6C



NO. 1 IN THE USA



By Zade Rosenthal, Sony Pictures

Hanks: Has same role but new hairstyle.

### 'Da Vinci' crew is back for 'Demons'

■ Tom Hanks and Ron Howard steer *Angels & Demons*. First look, 1, 3D

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# Money

SECTION B

# Auto supplier base is teetering

## Death knell for parts firms if carmaker files bankruptcy

By Sharon Silke Carty  
USA TODAY

DETROIT — While the big U.S. automakers lobby the government for some form of bailout, industry watchers are bracing for a major failure of the auto supply base if one or more of the Detroit 3 seek bankruptcy court protection.

Already fragile suppliers would be forced also to seek protection or simply liquidate, as some have done this year. The Center for Automotive Research says a bankruptcy filing by one or more domestic automakers could result in the loss of 2 million jobs.

"It would take the industry down," says David Cole, chairman of the Center for Automotive Research, who advocates that the government step in

to assist the automakers. "An ounce of prevention is worth a pound of cure. . . . (A bailout) is a teeny amount compared with the overall consequences if this thing gets away from us."

On Monday, White House spokeswoman Dana Perino would not rule in or out new aid for automakers. She said their financial units might be eligible for help through the \$700 billion federal financial system rescue, which is buying troubled assets and has bought stakes in banks.

Perino also said the Department of Energy is working "as quickly as possible" on rules for providing \$25 billion in loans appropriated last month to help automakers retool to meet new fuel economy standards.

DOE spokeswoman Healy Baumgardner said, however, "We're still writing the rules. . . . To discuss time or any amount of money is speculative and premature."

Meanwhile, companies supplying the automakers have seen profit margins dwindle from 3% in

2007 to 0.95% in 2008, according to Sageworks, a data firm that tracks privately held companies.

"Any softness with the major auto manufacturers is not going to be good for these types of smaller companies," says Sageworks CEO Brian Hamilton.

If one of the Detroit 3 files for bankruptcy protection, the other two will follow, says Jim Gillette, an analyst at CSM Worldwide. A bankruptcy filing would let an automaker renegotiate labor and supplier contracts, and if one got better prices, the other two would have to file to keep up.

Gillette says he hasn't favored government help until recently, as he watches suppliers he works with struggle to get loans and deal with canceled car programs.

"Without some sort of infusion of capital, it's a very dangerous situation," he says, "If we lose even one of the Detroit 3, it would have some very serious effects on the supplier base."

Contributing: Barbara Hagenbaugh in Washington