

Orange County Auto Outlook™



Comprehensive information on the Orange County automotive market

FORECAST

Sales Low Point Likely Hit in 2nd Quarter; Gradual Improvement Ahead

29.9% decline predicted for county new vehicle market this year; Projected 13% INCREASE in 2010

There are many words that can be used to describe the economic downturn that has ravaged the auto industry. And most of them are not suitable for print! The most salient attribute of the slump is its overwhelming complexity and breadth. It's not just about sales moving lower. It's much more than that! Credit markets have been in turmoil, wholesale financing for many dealers has been a crap shoot, consumer confidence has been shaken, fuel prices have been all over the place, financial institutions have failed, two of the Detroit Three have filed for bankruptcy, and the economy has entered perhaps its sharpest downturn since the Great Depression. Amidst this mess, the next few paragraphs provide a concise recap of where we are, how we got here, and when and how we will get out.

Where we are

Simply put, the market is in a position that few imagined. New retail light vehicle registrations in Orange County will likely

fall to about 90,000 units this year, down 50% from 2006. U.S. sales are likely to barely exceed 10 million units in 2009, an inconceivably low figure.

How we got here

For nearly five years, we have been flashing warning signs about escalating debt and negligible household savings. It was an unsustainable condition that would eventually lead to declines in retail spending. The sub-prime mortgage explosion, the bundling and selling of complex financial derivatives, and the burgeoning and unfettered credit default swap market added fuel to the fire. But the root cause of the recession and auto market collapse was households standing on the edge of a financial precipice. And clearly, they fell off.

When and how we will get out

The market WILL emerge from its cyclical sales trough. Households are taking steps to repair balance sheets, with the

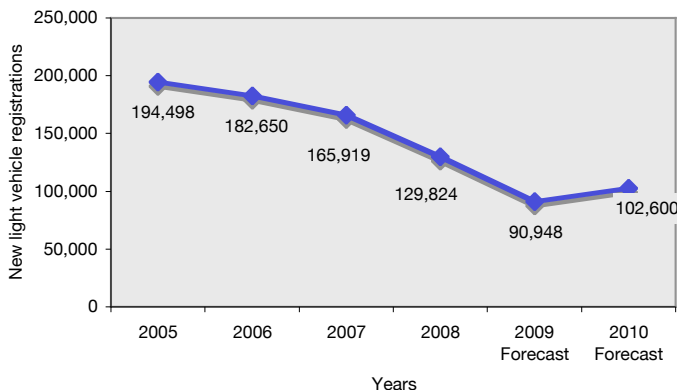
savings rate increasing from nearly 0% in early 2008 to about 6% this Summer. It will be a lengthy process, however, as households will need to earn more than they spend at a time when the labor market is sharply weakening. This is likely to result in a subdued and lengthy new vehicle market recovery. However, as highlighted in the previous issue, pent-up demand will be reaching unprecedented levels as new vehicle sales remain well below trend for perhaps as long as five years. We think this will lead the market to record-high new vehicle sales totals within the next five to 10 years.

CARS Impact to be small

The recently enacted Car Allowance Rebate System (aka, cash for clunkers) is predicted to have a small impact on county new vehicle sales, primarily due to restrictions on eligible trade-ins (18 mpg or less). Auto Outlook estimates that the program will add about 1,800 new vehicle sales in the second half of '09.

Annual Trend in County New Vehicle Market

New Retail Light Vehicle Registrations-2005 thru 2010



The graph above shows annual new retail light vehicle registrations in the county from 2005 thru 2008, and Auto Outlook's projections for all of this year and 2010.

Market Summary

New Retail Light Vehicle Registrations 2008 History and 2009 Forecast

	2007	2008	Forecast 2009	% ch. '08 to '09
TOTAL	165,919	129,824	90,948	-29.9%
Car	90,893	77,745	53,114	-31.7%
Light Truck	75,026	52,079	37,834	-27.4%
Detroit Three	41,518	27,530	18,181	-34.0%
Japanese	90,659	72,893	48,638	-33.3%
European	29,740	25,132	19,890	-20.9%
Korean	4,002	4,269	4,239	-0.7%

Detroit Three consists of vehicles sold by GM, Ford and Chrysler, and excludes import nameplates.

Source for historical data: AutoCount, an Experian Company.

MARKET SHARE TRENDS

Detroit Three Lose 6.2 Market Share Points During Past Three Years

Market share losses would have been much worse with fewer dealers; Bankruptcy a cure???

Anybody with even a cursory knowledge of the auto industry is innately aware of the significant market share declines experienced by the Detroit Three over the past several years. And the graph below dramatically illustrates this trend. During the first six months of this year, Detroit Three market share in the county was 6.2 points lower than it was during the same period in 2006. GM lost four share points over that time, while Ford and Chrysler each lost 1.1 points.

The reasons for the pronounced market share decline are numerous, and include: lack of wide-ranging, competitive product lineups, uncompetitive labor cost structure, excessive legacy costs, too many brands, and in some cases, weak marketing efforts. For the most part, it is Auto Outlook's belief that industry management was aware of these shortcomings,

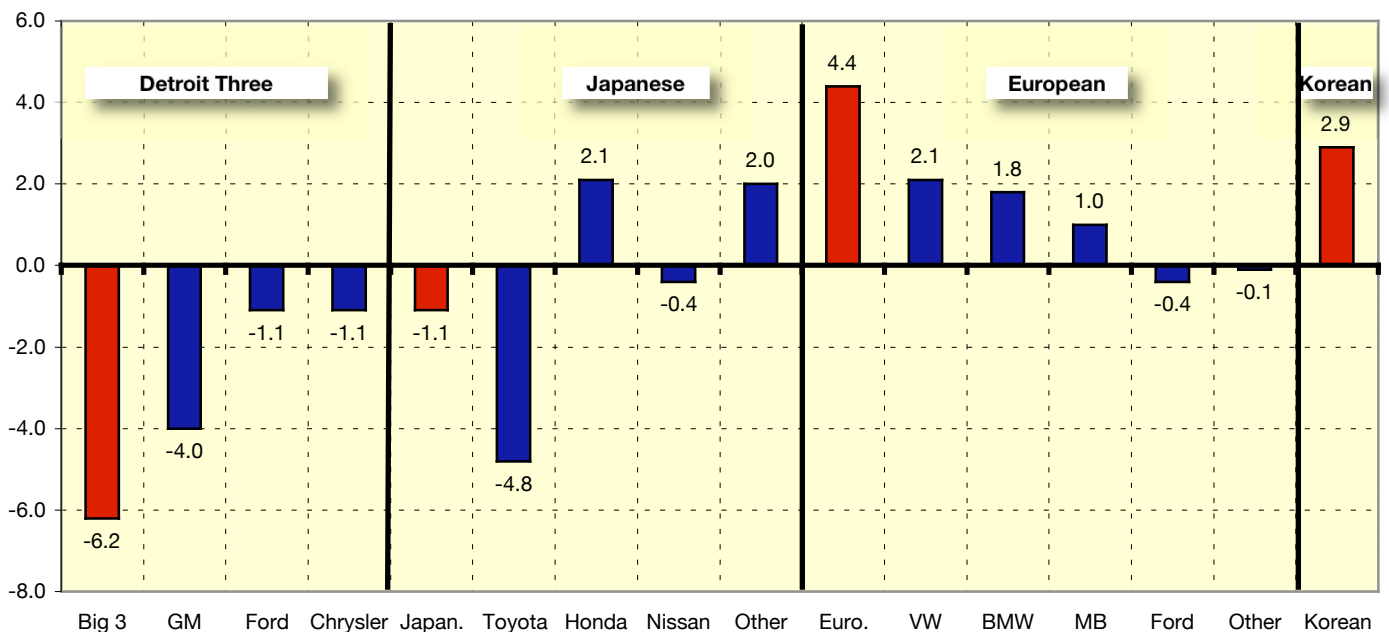
and was embarking on strategic plans that had a good chance of greatly improving competitiveness. But these plans take time to implement, and the financial market crisis moved the time clock to 0:00 in a heart beat, instantly putting the companies in a financial armageddon.

Enter the knight in "shining" armor (the Federal Government) which moved Chrysler and GM into bankruptcy, providing necessary funding to help the companies "survive" the sales collapse, while simultaneously alleviating the stranglehold from excessive liabilities. The process by which the Government orchestrated the bankruptcies has been highly criticized by some (i.e., the degree of union ownership and re-prioritizing of creditor status), but it is clear that GM and Chrysler will now have a decent chance to survive, whereas otherwise they would not have.

Here's another clear-cut fact: GM and Chrysler dealers had nothing to do with the peril in which the companies found themselves. On the contrary, the market share declines depicted below would have been significantly larger if the reductions in dealership outlets currently taking place had occurred prior to the downturn. And moving forward, fewer dealers for GM and Chrysler will translate into fewer sales.

Obviously, the offset of declining fortunes for the Detroit Three over the past few years has meant big market share gains for others. European brands were the biggest winners over the past three years, with market share increasing 4.4 points. Korean brand share increased 2.9 points, while Japanese brands decreased 1.1 points.

Change in Market Share - YTD 2009 thru June vs. YTD 2006



Brands included above: Detroit Three: GM (Buick, Cadillac, Chevrolet, GMC, Hummer, Pontiac, and Saturn), Ford (Ford, Lincoln, and Mercury), Chrysler (Chrysler, Dodge, and Jeep). Japanese: Toyota (Toyota, Lexus, and Scion), Honda (Honda and Acura), Nissan (Nissan and Infiniti), Other (Isuzu, Mazda, Mitsubishi, Subaru, and Suzuki). European: VW (Audi, Bentley, and Volkswagen), BMW (BMW, Rolls Royce, and Mini), MB (Mercedes Benz, Maybach, and Smart), Volvo (Volvo), Other (Aston Martin, Ferrari, Jaguar, Land Rover, Lotus, Maserati, and Saab). Korean: Hyundai and Kia.

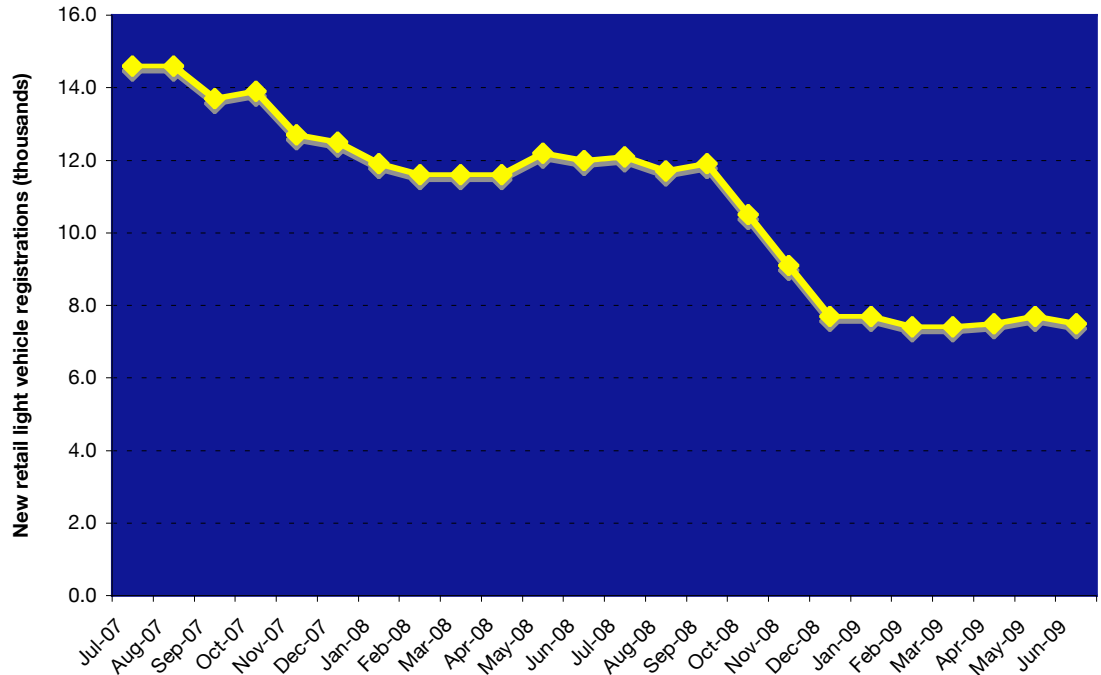
MARKET TRACKER

Market Sends Signal that Bottom May Have Been Reached

Three month moving average of new vehicle registrations stabilizes during Second Quarter

During the first several months of this year, the key question on everybody's mind was when would the new vehicles sales low point be reached. The graph to the right sends a signal that the sales nadir may have occurred in the First Quarter. The graph shows the three month moving average of new vehicle sales. After falling to just below 7,400 units in February and March, the moving average drifted marginally higher from April thru June. Part of the increase is attributable to seasonal factors (i.e., sales are generally higher in the Spring), but given the significant drop in sales, it is an encouraging sign that the market is regaining some stability.

Orange County New Retail Light Vehicle Registrations - Three Month Moving Average



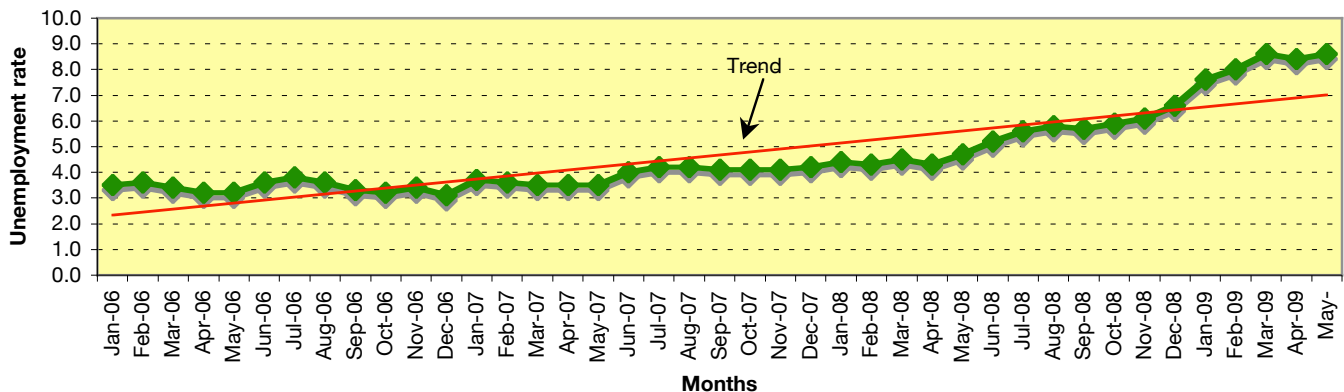
ECONOMIC UPDATE

Orange County Economy Feels Brunt of Recession

County unemployment rate reaches 8.6%

The graph below shows the unemployment rate in Orange County between January of 2006 and May of this year. The trend is moving higher, while actual rates have moved well above trendline, strong signals of the weakening labor market. Source: Bureau of Labor Statistics.

Orange County Unemployment Rate - January 2006 thru May 2009



MODEL SCOREBOARD

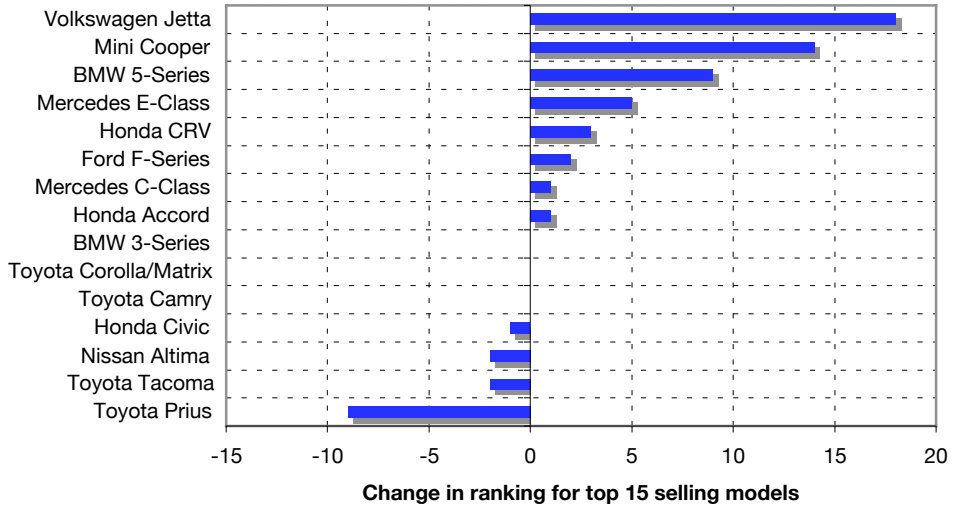
Volkswagen Jetta Gains in Rankings

Honda Civic best selling Sub Compact Car; Toyota Camry leads among Standard Mid Size Cars

The graph and table on this page provide a review of top selling models in the Orange County market. The graph shows the change in rankings for the top 15 sellers during the first six months of 2009 versus the same period a year earlier. Volkswagen Jetta had the highest gain in the rankings, moving up from 31st last year to 13th this year.

The table shows the top selling models during the first half of this year for 16 primary market segments. BMW 3-Series was the leader in the Near Luxury Car segment, while Honda Pilot was the leader in the Mid Size SUV/ Crossover SUV segment.

Change in Rankings for Top 20 Selling Models - YTD '09 thru June vs. YTD '08



Top Selling Models in Each Segment - Orange County											
New Retail Registrations, YTD '09 thru June and Market Share of Segment											
Cars											
Entry			Sub Compact			Sporty Compact			Standard Mid Size		
Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share
Toyota Yaris	499	28.9	Honda Civic	1918	20.4	Ford Mustang	324	41.6	Toyota Camry	2542	35.0
Honda Fit	420	24.3	Toyota Corolla/Matrix	1743	18.6	Scion TC	205	26.3	Honda Accord	2073	28.6
Nissan Versa	332	19.2	Mini Cooper	802	8.5	Dodge Challenger	144	18.5	Nissan Altima	789	10.9
Hyundai Accent	147	8.5	Volkswagen Jetta	786	8.4	Hyundai Tiburon	74	9.5	Hyundai Sonata	384	5.3
Scion xD	132	7.7	Toyota Prius	743	7.9				Ford Fusion	360	5.0
Large Mid Size			Near Luxury			Luxury			Sports Car		
Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share
Chrysler 300	282	25.1	BMW 3-Series	1634	25.4	Mercedes E-Class	919	21.5	Nissan 370Z	171	25.4
Dodge Charger	198	17.6	Mercedes C-Class	1299	20.2	BMW 5-Series	763	17.9	Porsche 911	125	18.5
Nissan Maxima	175	15.6	Lexus ES	658	10.2	Mercedes CLK-Class	487	11.4	Chevrolet Corvette	101	15.0
Toyota Avalon	104	9.3	Lexus IS	658	10.2	Mercedes S-Class	322	7.5	Mazda MX5	78	11.6
Hyundai Azera	85	7.6	Infiniti G	395	6.1	Lexus LS	174	4.1	Porsche Cayman	34	5.0
Light Trucks											
Compact Pickup			Full Size Pick Up			Mini Van			Full Size Van		
Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share
Toyota Tacoma	883	57.2	Ford F-Series	1118	37.3	Honda Odyssey	710	36.1	Ford E-Series	276	63.0
Ford Ranger	312	20.2	Chevrolet Silverado	651	21.7	Toyota Sienna	677	34.4	Chevrolet Express	71	16.2
Nissan Frontier	127	8.2	Toyota Tundra	459	15.3	Chrysler T & C	137	7.0	Dodge Sprinter	62	14.2
Chevrolet Colorado	85	5.5	Dodge Ram	369	12.3	Dodge Caravan	118	6.0	GMC Savana	29	6.6
Honda Ridgeline	75	4.9	GMC Sierra	220	7.3	Mazda 5	103	5.2			
Compact SUV			Mid Size SUV/Crossover SUV			Full Size SUV			Mid Size & Full Size Luxury SUV		
Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share	Model	Regs.	Share
Honda CRV	1039	23.0	Honda Pilot	617	11.5	Chevrolet Tahoe	289	24.9	Lexus RX	650	14.6
Toyota RAV4	612	13.5	Ford Edge	588	11.0	Chevrolet Suburban	175	15.1	Mercedes ML-Clas:	559	12.5
Jeep Wrangler	543	12.0	Toyota Highlander	533	9.9	GMC Yukon	169	14.6	Land Rover Range	462	10.3
Ford Escape	404	8.9	Ford Flex	390	7.3	Toyota Sequoia	143	12.3	BMW X5	431	9.7
Nissan Rogue	310	6.9	Toyota Venza	344	6.4	GMC Yukon XL	135	11.6	Mercedes GL-Clas:	390	8.7

SEGMENT WATCH

Mid Size Crossover SUV Segment Posts Biggest Gain in First Half

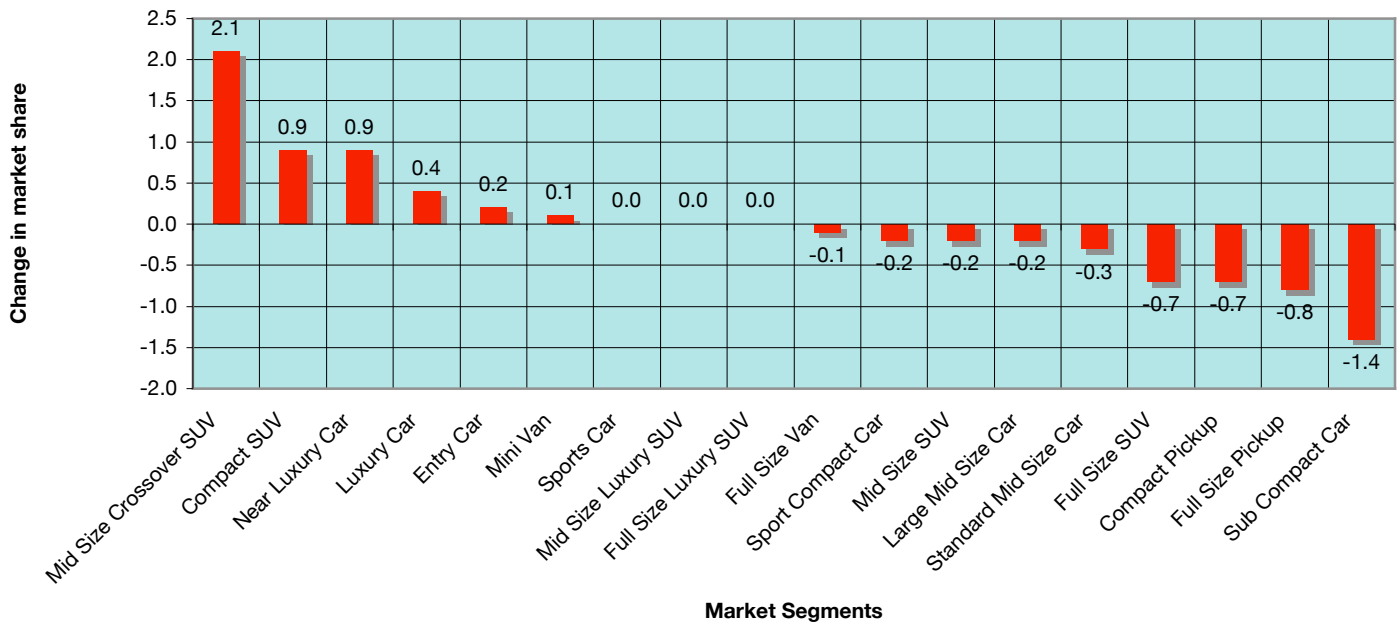
Hybrid vehicle market share declines

By assisting Chrysler and GM through bankruptcy and establishing strict new CAFE standards, the Federal Government has dictated that significantly more fuel efficient cars and trucks will be introduced over the next several years. An unresolved question, however, is whether there will be sufficient demand for these vehicles. Has the expectation of higher gas prices and enhanced environmental consciousness permanently changed

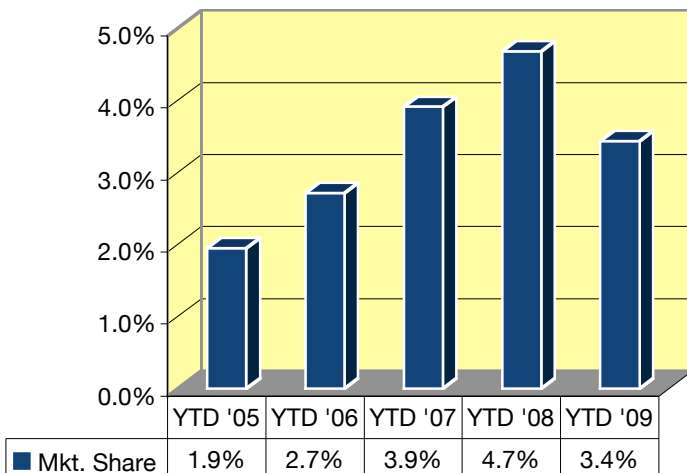
shopping patterns? Or, when gas prices fall, will consumers shift back to big, powerful vehicles? The graph below provides some answers. As shown on the graph, Mid-Size Crossover SUV market share increased 2.1 points during the first six months of this year (a period of relatively low gas prices) versus the same period a year earlier when gas prices were higher. We think this sends a clear message: Consumers want it all: space,

power, convenience, AND fuel economy. As a result, a radical transformation of the U.S. vehicle fleet, brought about by solely altering the mix of vehicles produced is not likely to succeed. Corresponding action will almost certainly be needed to stimulate demand for fuel efficient vehicles. Examples are raising gasoline taxes, or issuing credits on the purchase of fuel efficient vehicles.

Change in Orange County Segment Market Share - YTD 2009 thru June vs. Year Earlier



Hybrid Vehicle Share of Orange County New Retail Market - YTD thru June, 2005 thru 2009



Data Source Information

Exclusive source for new vehicle registration data presented in Orange County Auto Outlook is AutoCount, an Experian Company. AutoCount specializes in providing detailed new and used vehicle sales and registration statistics. Data is available on a timely basis and is conveniently available directly over the Internet.

For more information on Auto Count, call 888-211-5809 or visit AutoCount's web site: www.experianautomotive.com



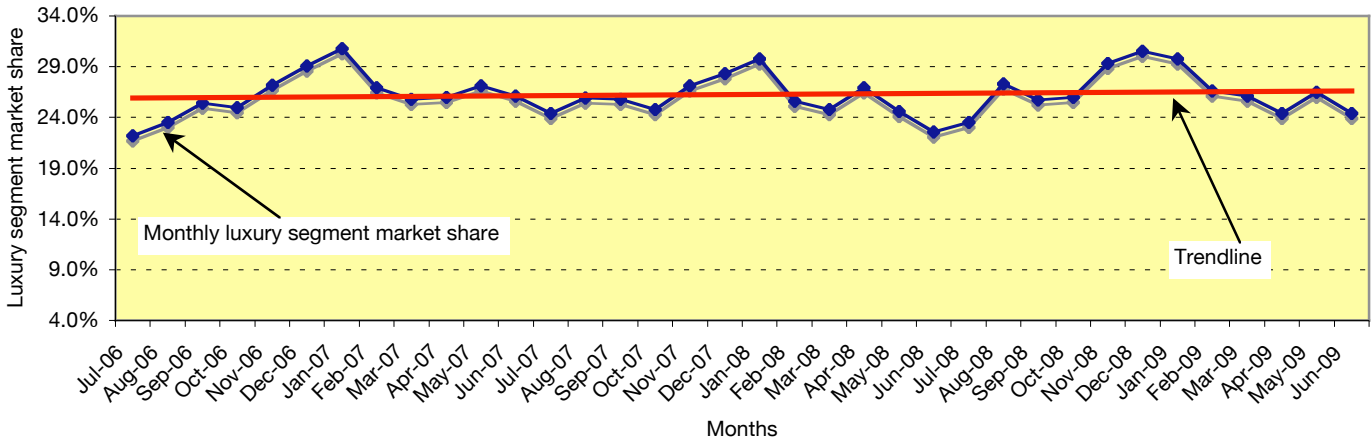
LUXURY SEGMENT CLOSE-UP

Luxury Segment Market Share Holds Steady During Recession

European brands account for a relatively large share of county market

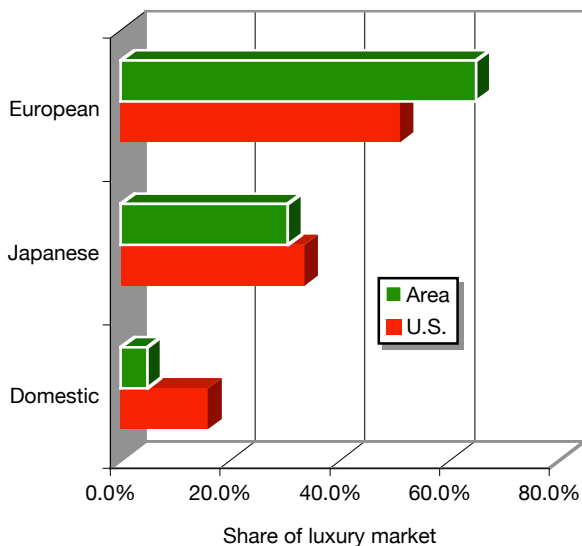
The graphs on this page provide a concise review of the Orange County luxury segment. Each graph is accompanied by an explanation and a bottom line assessment of primary conclusions. Data source: AutoCount data from Experian Automotive.

Luxury Segment Share of County New Retail Light Vehicle Market



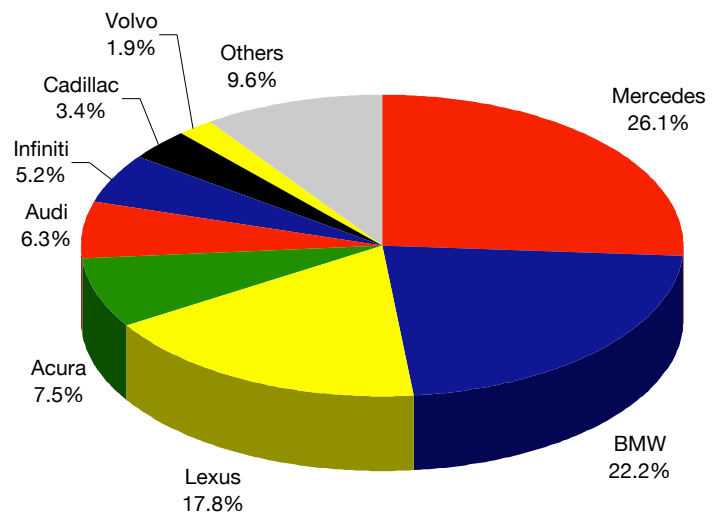
Explanation: The graph shows luxury segment share of the Orange County new retail light vehicle market between July of 2006 and June of 2009. **Bottom line:** As shown by the trendline, luxury segment market share has remained essentially unchanged.

Domestic, Japanese, and European Market Shares



Explanation: The graph shows market share results for Domestic, Japanese, and European brands in the county and U.S. Markets during the first six months of this year. **Bottom line:** Domestic luxury brands (Cadillac and Lincoln) sell at relatively lower rates in Orange County than they do in the U.S. County European brand market share in the county is above National levels.

Luxury Brand Market Shares in Orange County



Explanation: The pie chart shows market share figures for the top nine selling brands in Orange County during the first half of this year. "Others" consists of Jaguar, Land Rover, Lincoln, Porsche, and Saab. **Bottom line:** Mercedes is the leader in the county luxury market, with a 26.1% share. BMW is second, followed by Lexus, Acura, and Audi.

COMPARISON OF ORANGE COUNTY, LOS ANGELES COUNTY, AND U.S. MARKETS

Orange County Posts Smaller Decline than Los Angeles County

Domestic brand market share in Orange County declines to 21.3% in First Half of this year

	Orange County	Los Angeles County	U.S. Market
Market Growth % change in registrations YTD '09 thru June vs. YTD '08	-39.4%	-42.0%	-34.7%
Car Market Share Car share of industry retail light vehicle YTD '09 thru June	58.2%	64.1%	52.7%
Domestic Brand Market Share Domestic brand share of industry retail light vehicle registrations - YTD '09 thru June	21.3%	17.4%	41.1%

Brand	New Retail Registrations - YTD thru June						Market Share (YTD '09)		
	Orange County		Los Angeles County		U.S.		Orange County	L.A. County	U.S.
	Regs.	% ch. from '08	Regs.	% ch. from '08	Regs.	% ch. from '08			
Acura	844	-35.8%	2,154	-35.7%	51,082	-34.4%	2.0	2.0	1.1
Audi	719	-27.2%	2,989	-24.0%	37,845	-15.9%	1.7	2.8	0.8
BMW	2,511	-29.0%	6,974	-35.7%	93,563	-28.9%	5.8	6.5	1.9
Buick	122	-40.8%	255	-40.0%	47,213	-33.7%	0.3	0.2	1.0
Cadillac	388	-55.6%	896	-58.4%	48,583	-45.2%	0.9	0.8	1.0
Chevrolet	1,889	-45.7%	4,101	-50.6%	593,618	-38.1%	4.4	3.8	12.3
Chrysler	446	-48.6%	833	-63.7%	89,320	-56.9%	1.0	0.8	1.9
Dodge	888	-38.4%	1,921	-42.5%	261,429	-43.1%	2.1	1.8	5.4
Ford	3,419	-36.3%	6,134	-43.7%	658,092	-32.5%	8.0	5.7	13.7
GMC	593	-47.3%	1,121	-55.5%	114,947	-38.7%	1.4	1.0	2.4
Honda	6,064	-37.4%	16,556	-35.5%	479,696	-33.4%	14.1	15.4	10.0
Hummer	45	-74.4%	102	-73.4%	6,191	-61.7%	0.1	0.1	0.1
Hyundai	1,679	-3.0%	1,603	-8.5%	204,686	-11.4%	3.9	1.5	4.3
Infiniti	586	-55.1%	1,865	-50.2%	38,448	-37.9%	1.4	1.7	0.8
Isuzu	11	-79.2%	51	-58.2%	515	-84.6%	0.0	0.0	0.0
Jaguar	206	0.0%	698	-1.6%	5,759	-31.3%	0.5	0.7	0.1
Jeep	793	-29.3%	1,445	-47.3%	120,448	-40.2%	1.8	1.3	2.5
Kia	500	24.1%	1,036	-37.9%	147,404	-6.5%	1.2	1.0	3.1
Land Rover	410	-23.1%	1,148	-29.0%	12,253	-25.7%	1.0	1.1	0.3
Lexus	2,015	-47.7%	5,116	-44.5%	90,060	-34.1%	4.7	4.8	1.9
Lincoln	156	-56.3%	550	-44.4%	40,710	-28.4%	0.4	0.5	0.8
Mazda	1,067	-38.0%	1,698	-44.1%	100,381	-34.5%	2.5	1.6	2.1
Mercedes	2,956	-33.0%	7,540	-27.2%	85,130	-28.6%	6.9	7.0	1.8
Mercury	58	-57.0%	189	-54.2%	44,694	-38.4%	0.1	0.2	0.9
MINI	519	-14.8%	1,529	-8.7%	20,885	-20.9%	1.2	1.4	0.4
Mitsubishi	470	-36.1%	432	-42.6%	26,467	-50.9%	1.1	0.4	0.6
Nissan	2,308	-39.8%	6,656	-51.1%	309,296	-32.8%	5.4	6.2	6.4
Pontiac	115	-36.1%	352	-41.4%	88,794	-41.9%	0.3	0.3	1.8
Porsche	290	-20.8%	957	-17.7%	9,659	-36.0%	0.7	0.9	0.2
Saab	27	-64.5%	108	-60.1%	5,386	-55.4%	0.1	0.1	0.1
Saturn	253	-48.2%	709	-60.4%	42,776	-58.1%	0.6	0.7	0.9
smart	52	20.9%	371	8.2%	8,567	-35.4%	0.1	0.3	0.2
Subaru	479	1.1%	1,200	30.4%	93,306	-0.8%	1.1	1.1	1.9
Suzuki	238	32.2%	65	-77.7%	22,408	-60.2%	0.6	0.1	0.5
Toyota/Scion	8,206	-50.7%	23,076	-50.1%	680,387	-38.3%	19.1	21.5	14.1
Volkswagen	1,297	-20.2%	3,848	-14.0%	97,008	-16.0%	3.0	3.6	2.0
Volvo	219	-54.6%	724	-52.8%	29,746	-35.6%	0.5	0.7	0.6
Other	110	-58.5%	270	-59.4%	3,943	-41.6%	0.3	0.3	0.1

The two tables above provide a comparison of the Orange County, Los Angeles County, and U.S. new retail light vehicle markets. As shown on the top table, the Orange County market declined 39.4% during the first half of this year versus a year earlier, while the Los Angeles County market fell 42%. Source: AutoCount data from Experian Automotive.

Orange County Monthly New Vehicle Registrations Report - June, 2009

Orange County New Retail Car and Light Truck Registrations															
	June				Three Month Period Apr '09 thru June '09				YTD thru June				YTD Market Share (%)		
	Orange County			U.S.	Orange County			U.S.	Orange County			U.S.	Orange County		
	2008	2009	% chg.	% chg.	Yr. Ago	Current	% chg.	% chg.	2008	2009	% chg.	% chg.	2008	2009	Chg.
MARKET SUMMARY															
TOTAL	11,480	5,621	-51.0%	-27.7%	36,037	20,875	-42.1%	-32.1%	70,908	42,948	-39.4%	-35.1%			
Cars	7,455	3,279	-56.0%	-31.0%	22,203	12,488	-43.8%	-34.6%	41,682	24,999	-40.0%	-35.4%	58.8	58.2	-0.6
Light Trucks	4,025	2,342	-41.8%	-23.1%	13,834	8,387	-39.4%	-28.7%	29,226	17,949	-38.6%	-34.8%	41.2	41.8	0.6
Domestic	2,389	1,230	-48.5%	-28.3%	7,671	4,253	-44.6%	-32.2%	15,863	9,166	-42.2%	-39.2%	22.4	21.3	-1.1
Japanese	6,744	2,820	-58.2%	-30.1%	20,646	11,027	-46.6%	-35.5%	39,830	22,288	-44.0%	-35.2%	56.2	51.9	-4.3
European	1,985	1,251	-37.0%	-20.8%	6,567	4,523	-31.1%	-25.1%	13,081	9,315	-28.8%	-26.3%	18.4	21.7	3.3
Korean	362	320	-11.6%	-17.3%	1,153	1,072	-7.0%	-16.8%	2,134	2,179	2.1%	-9.4%	3.0	5.1	2.1
BRAND REGISTRATIONS															
Acura	195	94	-51.8%	-33.5%	656	418	-36.3%	-34.2%	1,315	844	-35.8%	-34.4%	1.9	2.0	0.1
Audi	145	94	-35.2%	-8.3%	523	379	-27.5%	-9.9%	987	719	-27.2%	-15.9%	1.4	1.7	0.3
BMW	479	331	-30.9%	-20.1%	1,745	1,200	-31.2%	-30.5%	3,536	2,511	-29.0%	-28.9%	5.0	5.8	0.8
Buick	33	20	-39.4%	-10.7%	107	63	-41.1%	-20.0%	206	122	-40.8%	-33.7%	0.3	0.3	0.0
Cadillac	81	45	-44.4%	-40.9%	427	169	-60.4%	-40.9%	873	388	-55.6%	-45.2%	1.2	0.9	-0.3
Chevrolet	520	218	-58.1%	-33.4%	1,639	851	-48.1%	-27.7%	3,481	1,889	-45.7%	-38.1%	4.9	4.4	-0.5
Chrysler	128	60	-53.1%	-49.3%	407	200	-50.9%	-51.8%	868	446	-48.6%	-56.9%	1.2	1.0	-0.2
Dodge	197	115	-41.6%	-40.4%	685	477	-30.4%	-46.1%	1,442	888	-38.4%	-43.1%	2.0	2.1	0.1
Ford	952	522	-45.2%	-8.1%	2,659	1,603	-39.7%	-21.8%	5,367	3,419	-36.3%	-32.5%	7.6	8.0	0.4
GMC	139	92	-33.8%	-33.7%	508	272	-46.5%	-27.9%	1,125	593	-47.3%	-38.7%	1.6	1.4	-0.2
Honda	1,887	841	-55.4%	-29.2%	5,277	3,282	-37.8%	-32.6%	9,691	6,064	-37.4%	-33.4%	13.7	14.1	0.4
Hummer	17	3	-82.4%	-48.0%	77	13	-83.1%	-51.0%	176	45	-74.4%	-61.7%	0.2	0.1	-0.1
Hyundai	296	213	-28.0%	-24.2%	908	750	-17.4%	-19.8%	1,731	1,679	-3.0%	-11.4%	2.4	3.9	1.5
Infiniti	186	79	-57.5%	-32.3%	648	274	-57.7%	-39.6%	1,304	586	-55.1%	-37.9%	1.8	1.4	-0.4
Jaguar	45	23	-48.9%	-31.2%	143	107	-25.2%	-30.9%	206	206	0.0%	-31.3%	0.3	0.5	0.2
Jeep	176	90	-48.9%	-37.7%	572	351	-38.6%	-39.8%	1,122	793	-29.3%	-40.2%	1.6	1.8	0.2
Kia	66	107	62.1%	-5.1%	245	322	31.4%	-12.2%	403	500	24.1%	-6.5%	0.6	1.2	0.6
Land Rover	86	72	-16.3%	-11.9%	239	204	-14.6%	-20.0%	533	410	-23.1%	-25.7%	0.8	1.0	0.2
Lexus	534	167	-68.7%	-16.7%	1,774	775	-56.3%	-31.6%	3,854	2,015	-47.7%	-34.1%	5.4	4.7	-0.7
Lincoln	42	12	-71.4%	-26.6%	171	60	-64.9%	-23.7%	357	156	-56.3%	-28.4%	0.5	0.4	-0.1
Mazda	271	90	-66.8%	-42.2%	910	430	-52.7%	-38.3%	1,720	1,067	-38.0%	-34.5%	2.4	2.5	0.1
Mercedes	666	374	-43.8%	-22.6%	2,178	1,350	-38.0%	-27.2%	4,409	2,956	-33.0%	-28.6%	6.2	6.9	0.7
Mercury	18	12	-33.3%	-37.1%	67	30	-55.2%	-33.9%	135	58	-57.0%	-38.4%	0.2	0.1	-0.1
MINI	132	79	-40.2%	-21.2%	361	250	-30.7%	-23.8%	609	519	-14.8%	-20.9%	0.9	1.2	0.3
Mitsubishi	111	54	-51.4%	-41.8%	422	210	-50.2%	-52.9%	735	470	-36.1%	-50.9%	1.0	1.1	0.1
Nissan	651	453	-30.4%	-21.9%	1,945	1,302	-33.1%	-30.5%	3,836	2,308	-39.8%	-32.8%	5.4	5.4	0.0
Pontiac	31	20	-35.5%	-16.4%	97	53	-45.4%	-40.4%	180	115	-36.1%	-41.9%	0.3	0.3	0.0
Porsche	61	37	-39.3%	-66.0%	185	170	-8.1%	-43.0%	366	290	-20.8%	-36.0%	0.5	0.7	0.2
Saab	6	6	0.0%	-58.4%	24	15	-37.5%	-56.2%	76	27	-64.5%	-55.4%	0.1	0.1	0.0
Saturn	55	21	-61.8%	-60.2%	241	111	-53.9%	-57.5%	488	253	-48.2%	-58.1%	0.7	0.6	-0.1
smart	15	4	-73.3%	-56.1%	38	40	5.3%	-54.2%	43	52	20.9%	-35.4%	0.1	0.1	0.0
Subaru	87	75	-13.8%	3.4%	241	267	10.8%	-2.7%	474	479	1.1%	-0.8%	0.7	1.1	0.4
Suzuki	38	10	-73.7%	-78.0%	84	62	-26.2%	-75.6%	180	238	32.2%	-60.2%	0.3	0.6	0.3
Toyota/Scion	2,778	956	-65.6%	-33.6%	8,659	4,000	-53.8%	-39.3%	16,655	8,206	-50.7%	-38.3%	23.5	19.1	-4.4
Volkswagen	257	179	-30.4%	-18.0%	829	653	-21.2%	-15.5%	1,625	1,297	-20.2%	-16.0%	2.3	3.0	0.7
Volvo	65	40	-38.5%	0.6%	207	98	-52.7%	-19.9%	482	219	-54.6%	-35.6%	0.7	0.5	-0.2
Other	34	13	-61.8%	-52.7%	139	64	-54.0%	-57.1%	318	121	-61.9%	-55.8%	0.4	0.3	-0.1

Orange County Auto Outlook

Published by: Auto Outlook, Inc. 5 Great Valley Parkway, Suite
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