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Contact

If you need help using Tor you can contact WikiLeaks for assistance in setting it up using our simple webchat available at:

<https://wikileaks.org/talk>

If you can use Tor, but need to contact WikiLeaks for other reasons use our secured webchat available at

<http://wlchatc3pjwpli5r.onion>

We recommend contacting us over Tor if you can.

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Tor

[Tor](#) is an encrypted anonymising network that makes it harder to intercept internet communications, or see where communications

are coming from or going to.

In order to use the WikiLeaks public submission system as detailed above you can download the Tor Browser Bundle, which is a Firefox-like browser available for Windows, Mac OS X and GNU/Linux and pre-configured to connect using the anonymising system Tor.

Tails

If you are at high risk and you have the capacity to do so, you can also access the submission system through a secure operating system called [Tails](#). Tails is an operating system launched from a USB stick or a DVD that aim to leaves no traces when the computer is shut down after use and automatically routes your internet traffic through Tor. Tails will require you to have either a USB stick or a DVD at least 4GB big and a laptop or desktop computer.

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Tips

Our submission system works hard to preserve your anonymity, but we recommend you also take some of your own precautions. Please review these basic guidelines.

1. Contact us if you have specific problems

If you have a very large submission, or a submission with a complex format, or are a high-risk source, please [contact us](#). In our experience it is always possible to find a custom solution for even the most seemingly difficult situations.

2. What computer to use

If the computer you are uploading from could subsequently be audited in an investigation, consider using a computer that is not easily tied to you. Technical users can also use [Tails](#) to help ensure you do not leave any records of your submission on the computer.

3. Do not talk about your submission to others

If you have any issues talk to WikiLeaks. We are the global experts in source protection – it is a complex field. Even those who mean well often do not have the experience or expertise to advise properly. This includes other media organisations.

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After

1. Do not talk about your submission to others

If you have any issues talk to WikiLeaks. We are the global experts in source protection – it is a complex field. Even those who mean well often do not have the experience or expertise to advise properly. This includes other media organisations.

2. Act normal

If you are a high-risk source, avoid saying anything or doing anything after submitting which might promote suspicion. In particular, you should try to stick to your normal routine and behaviour.

3. Remove traces of your submission

If you are a high-risk source and the computer you prepared your submission on, or uploaded it from, could subsequently be audited in an investigation, we recommend that you format and dispose of the computer hard drive and any other storage media you used.

In particular, hard drives retain data after formatting which may be visible to a digital forensics team and flash media (USB sticks, memory cards and SSD drives) retain data even after a secure erasure. If you used flash media to store sensitive data, it is important to destroy the media.

If you do this and are a high-risk source you should make sure there are no traces of the clean-up, since such traces themselves may draw suspicion.

4. If you face legal action

If a legal action is brought against you as a result of your submission, there are organisations that may help you. The Courage Foundation is an international organisation dedicated to the protection of journalistic sources. You can find more details at <https://www.couragefound.org>.

Submit documents to WikiLeaks

WikiLeaks publishes documents of political or historical importance that are censored or otherwise suppressed. We specialise in strategic global publishing and large archives.

The following is the address of our secure site where you can anonymously upload your documents to WikiLeaks editors. You can only access this submissions system through Tor. (See our [Tor tab](#) for more information.) We also advise you to read our [tips for sources](#) before submitting.

wlupld3ptjvsgwqw.onion

Copy this address into your Tor browser. Advanced users, if they wish, can also add a further layer of encryption to their submission using [our public PGP key](#).

If you cannot use Tor, or your submission is very large, or you have specific requirements, WikiLeaks provides several alternative methods. [Contact us](#) to discuss how to proceed.

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On Monday February 27th, 2012, WikiLeaks began publishing *The Global Intelligence Files*, over five million e-mails from the Texas headquartered "global intelligence" company Stratfor. The e-mails date between July 2004 and late December 2011. They reveal the inner workings of a company that fronts as an intelligence publisher, but provides confidential intelligence services to large corporations, such as Bhopal's Dow Chemical Co., Lockheed Martin, Northrop Grumman, Raytheon and government agencies, including the US Department of Homeland Security, the US Marines and the US Defence Intelligence Agency. The emails show Stratfor's web of informers, pay-off structure, payment laundering techniques and psychological methods.

Cabot Wealth Advisory 11/14/11 - Toyota Prius, Tata Nano, Tesla Roadster and More

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Date 2011-11-14 22:45:00
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To megan.headley@stratfor.com

Cabot Wealth Advisory 11/14/11 - Toyota Prius, Tata Nano, Tesla Roadster and More

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Toyota Prius, Tata Nano, Tesla Roadster and More

November 14, 2011 Timothy photo

Salem, Massachusetts Timothy Lutts

By Timothy Lutts [IMG] [IMG] [IMG] [IMG]

Toyota Prius, Tata Nano, Tesla Roaster and More

The Automotive Revolution

The Best Stock of the Bunch

Investment Digest Ad

These are exciting times for observers of the automobile industry ... and for a small percentage of investors in it.

The Toyota Prius has become the poster child of the hybrid car movement, leading a growing range of hybrid offerings--including the massive Cadillac Escalade-- from nearly every manufacturer.

Pure electric cars are just beginning to emerge, with the Chevy Volt and Nissan Leaf targeting the mass market and Tesla aiming higher.

And as these technologies improve and gasoline and diesel-burning engines are gradually displaced from our roads, the result will be lower pollution, better health and lower oil prices, too.

But investing in automobile companies is difficult, not least because this is a mature industry.

More than four years ago, in September 2007, I surveyed all the publicly traded automobile manufacturers, asking if there were any that were attractive investments, based on either valuation or growth.

And I ranked them from best to worse.

Here's a much-abbreviated version of my comments then.

"Nissan (NSANY) ... having its lunch eaten by Toyota.

"Ford (F) ... being killed by legacy costs, ... by some measures, it's a screaming bargain, but only if the company can find its way back to profitability.

"General Motors (GM) ... also cheap ... but earnings estimates have been cut ... and the stock has been weak for most of this year.

"Honda (HMC) ... a fine track record of growing both revenues and earnings ... but the stock has only equaled the market's performance over the past five years.

"Toyota (TM) ... the most expensive major carmaker in the world, measured by price to sales ratio. Trouble is, it's performed no better than the broad market over the past 12 years.

"DaimlerChrysler (DAI) ... sells at just 58% of annual revenues ... and it's in an uptrend, so it's probably a decent investment here.

"Tata Motors (TTM) ... is a real growth story! ... Not as cheap as the preceding companies ... but it's got great growth prospects.

"Volkswagen (VLKAY) ... is hitting new highs ... both revenues and earnings are on growth tracks ... the most successful foreign automaker in China. In short, I like it."

And how have these stocks done since?

Well, in the short term, Volkswagen was the top performer, climbing 255% from the time of my recommendation to its October 2008 peak as investors fled from American automakers that were nearing extinction. It's now 27% below that 2007 point and not particularly attractive.

But in the long-term, the top performer has been Ford, which did find its way back to profitability (wisely passing up a government handout on the way), and is up 37% since that week in 2007 (after falling 88% along the way ... could you have held on through that?). But the stock is weaker than Volkswagen's and analysts are predicting reduced earnings in both 2011 and 2012, so it's not attractive to me.

As to the others:

While all Japanese automakers were hurt by the March tsunami, there are

bigger problems. Honda and Toyota are both having their lunch eaten by Hyundai/Kia of Korea. Revenues at both Japanese companies peaked in 2008 and their stocks are in downtrends. And investors in Toyota have lost 45% since 2007; that's partly a consequence of the stock being the most highly valued back then.

Nissan is slightly better, having posted record revenues in fiscal 2011. But its stock is a yawn.

Daimler looks terrible. Revenues peaked way back in 2005 and the stock is down 52% since 2007.

General Motors looks no better. Revenues peaked in 2006, and the stock has been steadily underperforming the market since the government sold it back to the public a year ago.

In short, the stocks of all well-known automakers are unattractive.

You shouldn't buy them for the dividends. The biggest payer is Tata, which pays 2.2% per year.

And you shouldn't buy them for value. None of these companies qualifies

for the Top 250 Value Stocks list of Cabot Benjamin Graham Value Letter.

But in the case of two companies, you might invest for growth!

The first is Tata Motors, whose stock has been weak in the recent difficult market, but may have turned the corner. The company has seen

revenues grow every year of the past decade, and analysts are looking for

record revenues and earnings in 2012. Tata's after-tax profit margin is a

healthy 5.9%. Additionally, the company's Indian labor force is cost-competitive, and Tata's ability to sell into that market as the middle class grows is tops. Finally, Tata has a broad product line, ranging from the tiny Nano--the world's cheapest production car--to luxury

cars made by Jaguar and LandRover, which Tata bought from cash-strapped

Ford in 2008. So the stock is worth keeping an eye on.

The second, and most exciting company, is Tesla (TSLA), which came public

in June 2010 at 17, and is now trading at 34, just 6% off its all-time high.

If you're into cars, you probably know more about Tesla's electric cars

than I can tell you here, but if you're not, you should pay attention.

I'll give you the main points right up front.

While Toyota has blanketed the U.S. with milquetoast hybrid Priuses, following the standard old automakers' game plan, and the Chevy Volt and Nissan Leaf are uninspiring "appliances," Tesla has done something different. It has built cars that are thrilling to drive. And from its headquarters in Silicon Valley, it's been acting like a high-tech company!

And why not, considering that co-founder and current CEO Elon Musk made his fortune by selling PayPal to eBay for \$1.5 billion?!

While there are five official co-founders of Tesla, Musk looms large in the story because he used much of his own money to bankroll the project, supplemented in time by money from private investors--as well as \$465 million from the U.S. Department of Energy. Last year's IPO was just the latest chapter of financing, and possibly the last.

From the beginning, the goal of the company has been to create and sell affordable mass-market vehicles that would have a material impact on oil consumption. But Tesla hasn't yet targeted the mass market!

Its first step was to build and sell two-seat electric sports cars costing

\$109,000. It's sold more than 2,000 of these Roadsters (in 30 countries) and will stop after 2,500.

The revenues from that effort are driving work on the company's next car, the Model S, a sedan that sells for \$57,400. Tesla has already taken reservations for more than 6,000, and will begin deliveries next year. It also expects to offer an SUV (Model X) based on the same platform and begin deliveries of those in 2014.

Tesla Model S photo
Photo courtesy of www.teslamotors.com

And the profits from those cars will fund development of a mass-market car, priced around \$30,000, that will compete with the likes of the Toyota Camry, Honda Accord and Ford Taurus.

This strategy mimics the way successful Silicon Valley companies launch products; hit the rich early adopters first, then drive costs down to serve the mass market.

Furthermore, Tesla has boosted its cash flow by inking major deals with Daimler and Toyota for its proprietary powertrain systems ... which tells me these components are the best!

The company's revenues were \$15 million in 2008, \$112 million in 2009 and \$117 million in 2010. Next year could bring in \$550 million, as the Model S hits the streets. And Musk promises a profit in 2013.

In conclusion, Tesla looks like one of the stars of the evolving automotive revolution.

While recent history has left the roadside littered with old names (Mercury, Plymouth, Pontiac and Saturn are dead, and Saab is comatose), Tesla is a fast-growing young company with minimal debt burdens and no retirees with costly pensions!

So what to do? You could simply buy the stock today and hope for the best.

Or you could take a no-risk subscription to Cabot Top Ten Trader, which recommended the stock back on September 26, when it was trading at 26, and continues to update subscribers in each issue.

I recommend the latter, because this stock could be very big, and having expert guidance will help you make the most of it.

For more details, [click here](#).

Yours in pursuit of wisdom and wealth,

Timothy signature
Timothy Lutts
Publisher
Cabot Wealth Advisory

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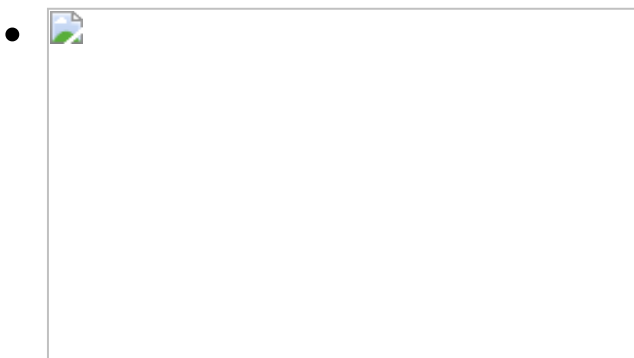
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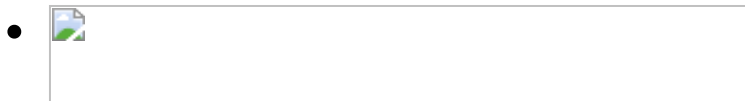
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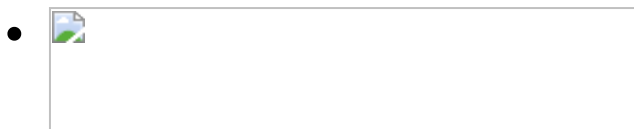
Tor is an encrypted anonymising network that makes it harder to intercept internet communications, or see where communications are coming from or going to.



Tails is a live operating system, that you can start on almost any computer from a DVD, USB stick, or SD card. It aims at preserving your privacy and anonymity.



The Courage Foundation is an international organisation that supports those who risk life or liberty to make significant contributions to the historical record.



Bitcoin uses peer-to-peer technology to operate with no central authority or banks; managing transactions and the issuing of bitcoins is carried out collectively by the network.

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