

Democrats tend to think of themselves as the "smart" party. They're mesmerized by advanced degrees and academia, and pride themselves on a "best and brightest" approach to government: bring together the experts and let them cobble together a solution to the problem du jour.

So you'd think the Obama White House's auto industry task force would welcome input from OC Rep. John Campbell. After all, Campbell spent 25 years in the automobile industry, owning a series of successful dealerships selling both domestic and foreign cars, and was involved in the Saturn Corp. from its very beginnings. Rather than offering ivory tower advice, he could provide Obama's task force with real-world insight into the making and selling of cars.

Well, you'd think wrong. **I spoke with Rep. Campbell today, and he told me the task force won't even return his calls. Calls from his staff to the task force have gone unanswered, as have calls from the Congressman himself. It's good to know the brain trust doesn't want to be bothered with input from a Republican Congressman with decades of actual experience in the sector of the economy the task force seeks to re-fashion.**

Lots of talk about unity out of this Administration, but we mostly get hubris.

And how is the task force doing? Political analyst Michael Barone summed it up nicely in a recent column (a day or so before the racketeers in the White House jammed it down the bondholders' throats):

Think carefully about what's happening here. The White House, presumably car czar Steven Rattner and deputy Ron Bloom, is seeking to transfer the property of one group of people to another group that is politically favored. In the process, it is setting aside basic property rights in favor of rewarding the United Auto Workers for the support the union has given the Democratic Party. The only possible limit on the White House's power is the bankruptcy judge, who might not go along.