



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

2006 JAN 25 AM 10:20
21-DEC-2005

Repository

Reference No.
10145837

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City WESTLAKE VILLAGE State CA Zip Code [REDACTED]

Daytime Telephone Number [REDACTED]

E-mail Address [REDACTED]

Evening Telephone Number [REDACTED]

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES NO
In the absence of an authorized signature, provide your name or address to the vehicle manufacturer.
Signature of Owner [REDACTED] Date 01/09/2006

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
SAJHXJ041 [REDACTED] Make JAGUAR Model XJ8 Model Year 1999
Date Purchased 15-JUL-05 Dealer's Name and Telephone Number HORNBERG JAGUAR OF SANTA MONICA 310-453-3377 Engine: No. Cylinders 8 Fuel Type: Gas
Original Owner Dealer's City SANTA MONICA State CA Zip Code 90405 90404
Transmission Type AUTOMATIC Antilock Brakes Cruise Control Powertrain UNKNOWN Vehicle Component Code 081110 ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS AJ
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 08-DEC-2005 Failure Message 48418 Failure Speed 0 mph

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make [REDACTED] Tire Model (Name or Number) [REDACTED] Tire Size (Example P215/65R16) [REDACTED]
DOT No. (Example: DOTMALSABC036) Original Equipment Prior Repair Failure Location: [REDACTED]
Tire Component Code [REDACTED] Tire Failure Type [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name: [REDACTED]
Seat Type: [REDACTED] Installation System: [REDACTED]
Child Seat Component Code: [REDACTED] Failed Part: [REDACTED]

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash Yes No Fire Yes No Number of Persons Injured 0 Number of Deaths 0 Reported to Police N

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

BT: THE CONTACT STATES VEHICLE WOULD NOT START. SHE HAD IT TOWED TO THE DEALERSHIP, AND THEY DETERMINED THERE WAS SLUDGE IN THE OIL PAN AND THE TIMING CHAIN BROKE. THE ENGINE NEEDED TO BE REPLACED. *AK
SUBSEQUENTLY LEARNED THAT A DEFECTIVE TIMING CHAIN TENSIONER WAS INSTALLED IN OUR CAR WHEN MANUFACTURED. JAGUAR ADDRESSES THIS DEFECT IN TECHNICAL SERVICE BULLETINS 303-30 AND 303-6P. JAGUAR IS NOT ONLY IGNORING THIS MAJOR RESPONSIBILITY, BUT THEY ALSO DID NOT MAINTAIN THE CAR BEFORE SALE EVEN THOUGH WE WERE TOLD THAT THE CAR WAS GONE THROUGH. ATTACHED IS CORRESPONDENCE TO JAGUAR ALONG WITH ESTIMATES TO REPAIR AND TSB COPIES.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY.

The Privacy Act of 1974 (Public Law 93-578) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

THIS MAJOR ENGINE FAILURE TOOK PLACE WITH NO WARNING WHATSOEVER. LUCKILY I WAS NOT WITH MY CHILDREN AND THE CAR WAS PARKED IN A MARKET PARKING LOT.

ATTACH ADDITIONAL SHEETS IF NECESSARY



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 78178 WASHINGTON, D.C.

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U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300



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DOT Auto Safety Hotline
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and dial toll free at

DASH2DOT

TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
ON

DOT AUTO SAFETY HOTLINE

QUESTIONNAIRE



**VEHICLE
OWNER'S**

[REDACTED]
Westlake Village, California [REDACTED]
[REDACTED]

January 5, 2006

Mr. Mike O'Driscoll
President
Jaguar North America
555 MacArthur Boulevard
Mahwah, New Jersey 07430-2327

RE: 1999 Jaguar XJ8, VIN#SAJHX10-[REDACTED]

Dear Mr. O'Driscoll:

This letter is follow-up on the letter e-mailed to you on December 15, 2005 in which we documented our experience with Jaguar from the purchase of our XJ8 in July, 2005 to its demise on December 8, 2005. I have enclosed a copy of this letter.

During this past month we have discovered a defective plastic timing chain tensioner was installed in our car. This lighter part with a metal mechanism and plastic rails was installed in 1997 to 2000 V8's resulting in many stress fractures and subsequent engine problems. Jaguar's Technical Service Bulletins X303-68 and 303-30 addressed this well-known problem within the Jaguar organization. As confirmed by Jaguar, Thousand Oaks, our car has this faulty part and, our VIN number is referenced as being subject to this problem. Our timing chain tensioner failed, jammed in the timing chain causing the chain to break in half resulting in the valves stuck open and the pistons colliding.

We were not advised of this serious issue when we purchased the car and, to make matters worse, the car was not maintained properly prior to sale. This increased the possibility of the engine ceasing. I do not understand why these automobiles were not recalled since this is a potentially serious issue. Luckily, I happened to be in a supermarket parking lot when the engine died with absolutely no warning. Maybe the next family will not be so lucky.

My previous letter mentioned that Monique O'Neil, service advisor, at Jaguar, Thousand Oaks told us that the "oil is like sludge" in the car. This tells me that no oil change was ever done by Hornburg to maintain this car. And, in my last conversation with Monique, she told me that the oil problem may not have had anything to do with this major problem but, research states that lack of regular oil changes and engine overheating shortens the life of these plastic components.

Yesterday, Paul Radford, Manager of Hornburg Jaguar, gave us a "reasonable offer" of \$8,547 plus possible additional costs for hoses, belts, etc. to repair our useless car.

Jaguar must address this issue. Your customers are the foundation of your business. I have placed many calls to you, William Clay Ford, Jr., Jeffrey Tolerico and other executives with no response. I have only spoken with various customer service representatives and Jillian, your executive contact.

I look forward to an immediate response to this urgent matter.

Thank you.

Sincerely,

[REDACTED]

[REDACTED]

/Enclosure

cc: Clarence Ditlow, Executive Director, Center for Auto Safety
William Clay Ford, Jr., Chairman of the Board and CEO, The Ford Motor Co.
Alberto A. Jimenez, Chief, NHTSA
Bill Lockyer, Attorney General, California Attorney General's Office
Connell O'Donnell, Executive Vice President, Marketing and Sales, Jaguar
Paul Radford, General Manager, Hornburg Jaguar
Lea Thompson, Chief Consumer Correspondent, NBC News Dateline
Gary Temple, Vice President, Customer Service, Jaguar
Jeffrey M. Tolerico, Vice President, Retail Operations, Jaguar
Representative Harry Waxman, 30th District of California

[REDACTED]
[REDACTED]
Westlake Village, California [REDACTED]
[REDACTED]

December 15, 2005

Mr. Mike O'Driscoll
President
Jaguar North America
555 MacArthur Boulevard
Mahwah, New Jersey 07430-2327

RE: Our Recent Jaguar Purchase Experience and Mechanical Problem

Dear Mr. Driscoll,

Due to a major mechanical failure of our Jaguar, the following is documentation of our recent purchase of a 1999 Jaguar XJ8 from Hornburg Jaguar of Santa Monica, California. We have attempted to resolve this difficult issue with them since we believe Jaguar should honorably back their product. Also, we feel that, due to their negligence and misrepresentation, our Jaguar is now worthless and inoperative.

For the past several years, we have purchased and leased pre-owned Mercedes Benz automobiles. The lease on our 1998 Mercedes Benz ML320 commenced in October of 2001 and was scheduled to expire in October of 2005. The vehicle had over 100,000 miles at lease end. This Mercedes was a pre-owned vehicle with 50,909 miles at the beginning of the lease. During our four year lease period, we experienced no major mechanical issues. Prior to leasing this vehicle, we had purchased a pre-owned 1989 Mercedes 190E which we still own today with over 160,000 miles. This automobile never needed any major mechanical repairs over the years and is still in excellent running condition. We performed all normal scheduled maintenance and had repairs done when necessary.

In July of this year we decided to explore purchasing a pre-owned Jaguar XJ8 since our Mercedes lease was due to expire in October, 2005. We decided it was best to purchase from a Jaguar dealership because we were told by other Jaguar owners and members of Jaguar's sales staff that the vehicles were inspected thoroughly with maintenance and repairs performed prior to sale. After learning this, we knew that Jaguar took pride in their automobiles. In our search we went to several Jaguar dealerships. We found Silver Star Jaguar in the Thousand Oaks Auto Mall to be the most professional of all dealerships visited, and, after this experience, our instincts were correct. We test drove different models and told the sales representative exactly what we were looking for, a black XJ8 with black interior and low mileage in excellent condition. We left our contact information but did not hear from Silver Star.

A couple of weeks passed and we found the Jaguar we were looking for, online in the Auto Trader. The ad read "Beautiful black on black! Chrome wheels, extremely clean, immaculate interior!" Priced at \$15,995.00 with 44,883 miles for a 1999, it was a great possibility. We left a message with Alan Feuerstein, Internet Sales Director, at Hornburg Jaguar of Santa Monica which is 30 miles from our house. Our phone call was not returned that day so we made arrangements to drive to Santa Monica and look at the car. Upon arriving, we were approached by the salesman on duty, Steven Brooks. After asking several questions regarding the advertised price and features it was obvious to us that Steven was new and inexperienced. We asked to speak with the Sales Manager, Ray. Ray seemed knowledgeable but was very rude and abrupt. We explained to him that the car was advertised online having chrome wheels and was priced at \$15,995.00. He became upset when shown the copy of the Auto Trader ad we had printed. We brought to his attention the automobile didn't have chrome wheels and was priced \$1000.00 higher than advertised. He replied that this was an Internet price only, not a dealership price and the claim about the chrome wheels was a mistake. We explained to Ray that we were seriously interested in the car but didn't think it was fair to pay more than the advertised price. Also, we requested that Hornburg repair the damaged cup holder and cracked speaker cover in the car. Ray's defensive reply was; "I spent money to service this vehicle and did minor repairs in preparation for sale. I could wholesale the car for the advertised price and not have the headaches of a customer coming back complaining about something later." We found this to be an extremely unprofessional response to our request but, since we truly loved the car, we negotiated the purchase price of \$15,745.00 and bought the vehicle. We were offered a full coverage 100,000 mile warranty for an additional \$6,195.00 or a power-train warranty for \$4,695.00. Since we were about to purchase a quality vehicle with less than 50,000 miles that had been thoroughly inspected, we believed the vehicle would not have any major problems for at least another 50,000-100,000 miles. We therefore declined the exorbitant warranty cost.

To further confirm our thoughts about Hornburg in Santa Monica, we were notified subsequent to our Jaguar purchase that our Mercedes ML320 that we had released to Hornburg for delivery to Mercedes was not returned for weeks. It sat on the lot at Hornburg. We even received a parking ticket from the City of Berkeley for the Mercedes during this time. Also, shortly after our purchase, we received a sales tax rebate check because Hornburg registered our vehicle in Ventura County even though our paperwork clearly states that we live in Los Angeles County.

We purchased the vehicle on July 15, 2005 with 44,912 miles. On December 9, 2005, we drove only two miles from our home to the grocery store, made purchases and tried to start the car. The car would not start and was towed to Silver Star Jaguar in Thousand Oaks since we live close by. We were referred to Monique O'Neil, service advisor, by Pat Kelly who first responded to our telephone call. Both were sympathetic and extremely professional which confirmed our previous feelings about Silver Star. Monique made sure our problem was diagnosed in a timely fashion. We learned that the engine is severely damaged and would cost about \$12,000.00 to repair. She told us that the "the oil is like sludge". The car presently has 48,418 miles. We have driven the car

3,506 miles since our purchase. Obviously, the car had never been inspected since even the most minor oil change was not done to keep the car properly maintained. We believed what we were told by your Jaguar Sales Manager, Ray, at the time of purchase. This, in fact, was not true. Apparently, the car had not been inspected and maintenance had not been done. Now the engine is damaged. If he had told us that this was not done we would have insisted that it was done or taken the car to a mechanic for inspection prior to purchasing it. A simple oil change would have prevented this from happening. When we learned the news of the extent of the engine damage, we went to the Hornburg Santa Monica on Friday, December 9, 2005. Ray was no longer there and there was no General Manager or Sales Manager on duty so we left the information with Steven Brooks who said he would have his new manager, Zach, contact me the following day. Of course, Zach was never given the message so we had to phone him. Even though he did make an attempt, he was extremely unsympathetic and unhelpful. When Zach learned we had left a message with Jaguar's 800 number, he became even more disinterested and suggested that we preferred Jaguar's 800 customer service handle our situation.

We expect that Jaguar will stand behind their product. We expect our vehicle to be repaired without any expense incurred by us and returned in the condition it was originally represented at the time of purchase. Regardless of year, this vehicle has less than 50,000 original miles which would be covered under the standard new car warranty offered by Jaguar today. We still believe that Jaguar is a quality manufacturer of automobiles as advertised. We also realize that this unfortunate mishap could have been avoided if proper representation was offered.

Now, after many phone calls to customer service and visits to Hornburg Jaguar, Santa Monica, California, we have received notification from Paul Radford, General Manager of Hornburg, Santa Monica. As a "good will gesture", Jaguar will carry out necessary repairs at \$96 per hour plus a 10% discount on parts. We find this treatment unacceptable.

Thank you, in advance, for your immediate response to this important matter. Please contact us at [REDACTED]

Sincerely,

[REDACTED]

CC/Enclosure

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USDOT

1999 Jaguar XJ-S Sedan V8-396cc 4.0L DOHC (AJZ7) SFI

Vehicle Level → Technical Service Bulletins → All Technical Service Bulletins → Engine - Start-Up and Idle Rattle ←

Engine - Start-Up and Idle Rattle

Note

303-68

DATE
03/06

V8 XJ Series/XK

MODEL
1997-2002 MY- XK Range
1998-2002 MY V8 XJ Series

VIN
001D01-A
812266-F

Start-up and Idle Rattle - Primary Or Secondary Chain Tensioner - Replace

Issue:
Some vehicles within the above VIN ranges may exhibit a rattle emanating from the engine on start-up and idle.

Cause:
Failure of a primary or secondary timing chain tensioner.

Note :Any faults other than timing chain tensioners are to be carried out as a separate Warranty Claim.

1-4-05 5:58PM INTRBA DOT 1208402222

Action:

In case of a verified customer complaint, and the fault has been confirmed as a timing chain tensioner, install new primary or secondary timing chain tensioners as outlined below.

Note : If there is a fault with a primary tensioner, all primary and secondary tensioners must be replaced. If there is a fault with a secondary tensioner, then both secondary tensioners must be replaced.

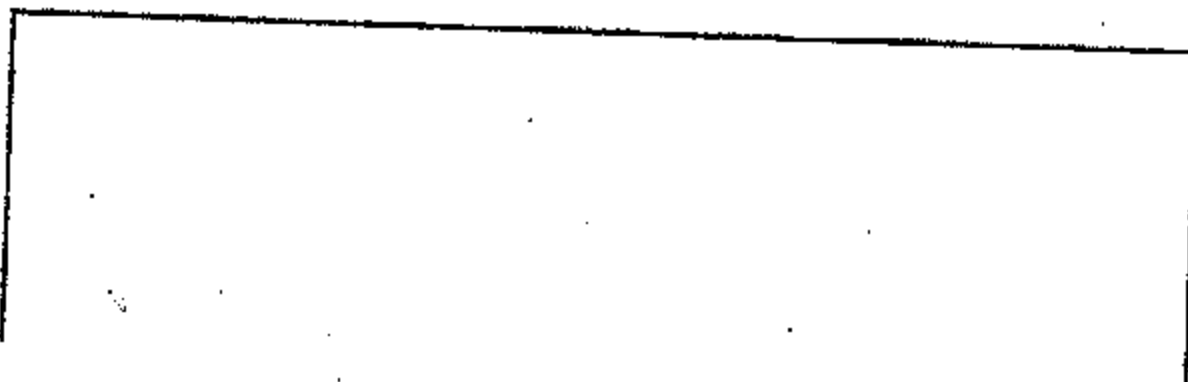
Note : When installing the new secondary tensioner, the new modified (shorter) bolts must be installed.

To install primary or secondary timing chain tensioner, see Global Technical Reference GTR Workshop Manual, (for all VIN ranges use 1999 MY) section 303-01.

DESCRIPTION	PART NUMBER	QTY
Primary tensioner	AJB 2325	2
Secondary tensioner - left-hand	AJB 7684	1
Secondary tensioner - right-hand	AJB 7685	1
Bolt	JPB 10007E	4

Parts Information:

Warranty Information:



1-4-08: 6:53PM INTRTA DOT
1202492833
8 2/10

Description	SRV	Time	Consumed Part Number
XJV8 Install new primary and secondary tensioners - SC	12.65.66	6.4 hrs.	AJS 2325 and AJS 7604 or AJS 7603
XJV8 Install new primary and secondary tensioners - NA	12.65.66	6.1 hrs.	AJS 2325 and AJS 7604 or AJS 7603
XJV8 Install new secondary tensioners - SC	12.65.66	3.7 hrs.	AJS 7604 or AJS 7603
XJV8 Install new secondary tensioners - NA	12.65.66	2.7 hrs.	AJS 7604 or AJS 7603
XK Install new primary and secondary tensioners - SC	12.65.66	6.6 hrs.	AJS 2325 and AJS 7604 or AJS 7603
XK Install new primary and secondary tensioners - NA	12.65.66	4.6 hrs.	AJS 2325 and AJS 7604 or AJS 7603
XK Install new secondary tensioners - SC	12.65.66	4.0 hrs.	AJS 7604 or AJS 7603
XK Install new secondary tensioners - NA	12.65.66	2.8 hrs.	AJS 7604 or AJS 7603

Warranty claims should be submitted quoting the information found in the table.
This will result in payment of the stated time and, where applicable parts/miscellaneous expense codes as listed.

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USDOT

1999 Jaguar XJ-S Sedan V8-3996cc 4.0L DOHC (AJ27) SPI

[Vehicle Level](#) → [Technical Service Bulletins](#) → [All Technical Service Bulletins](#) → [Engine - Rattle Noise on Start Up](#) ←

Engine - Rattle Noise on Start Up

Notes

303-30

DATE

12/08

V8 XJ Series/XK8

MODEL

1997-99 MY XK8 Range

1998-99 MY V8 XJ Series

VIN

Refer to engine

no. in text

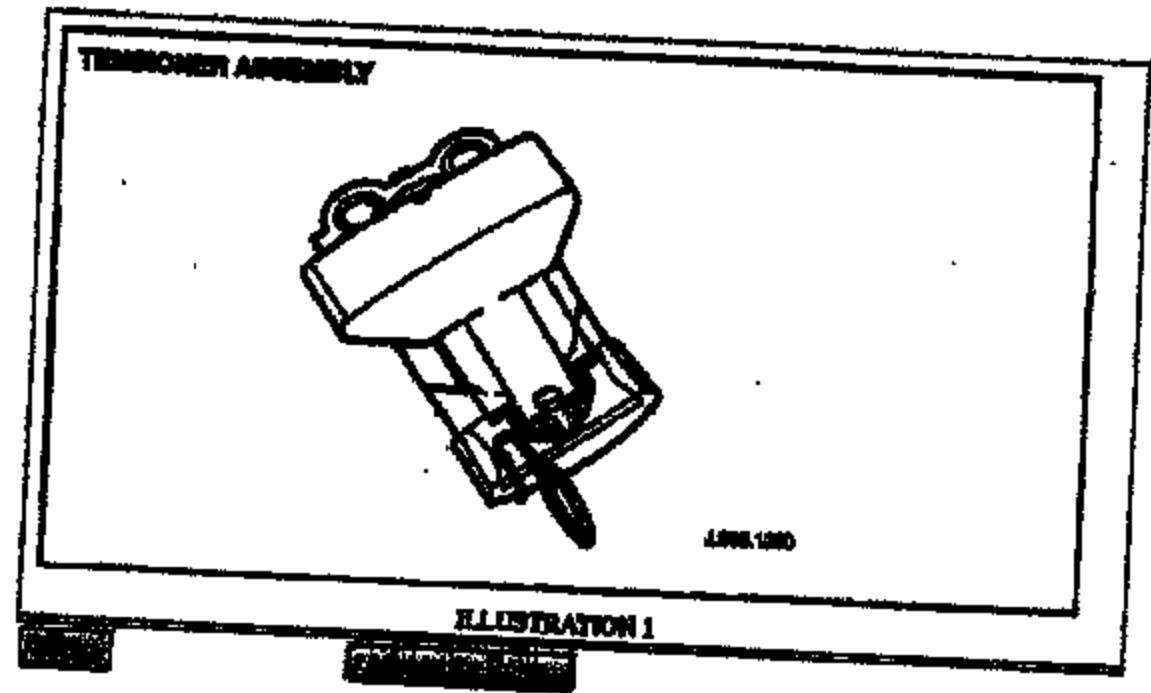
Noise During Start Up - Install Revised Timing Chain Tensioners**Issue:**

Some vehicles within the above VIN range may experience a rattling noise when the engine is started. This noise may be caused by the secondary timing chain tensioners. Research has shown that a noise can originate at the chain tensioners to cause a resonance in another part of the engine.

A revised, spring assisted, secondary timing chain tensioner has been introduced to eliminate this concern.

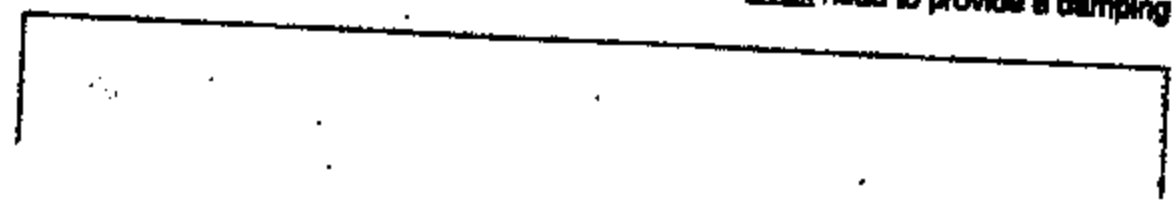
commencing at engine No. 9810210E00X. Introductory VINs are not yet available. In case of a customer complaint, the revised tensioners may be installed on earlier V8 engines.

Action:

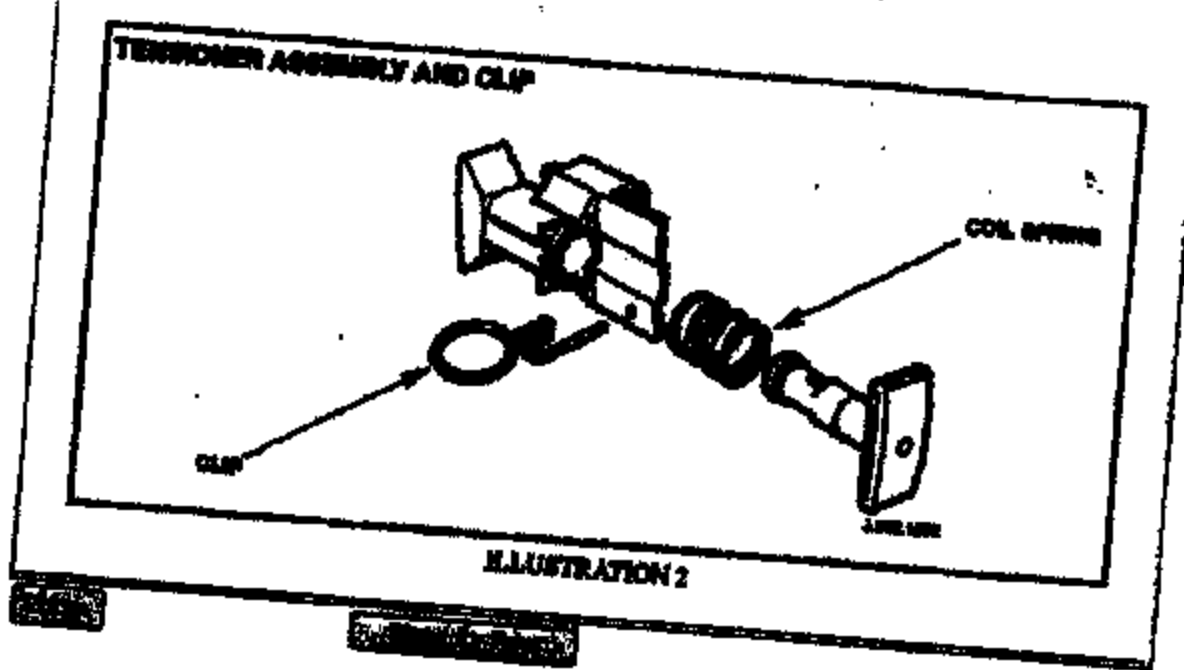


In case of a customer complaint of start up noise, determine if the noise is caused by the secondary timing chain tensioners. If the secondary timing chain tensioners are the cause of the noise, they should be replaced by the revised tensioners (Illustration 1).

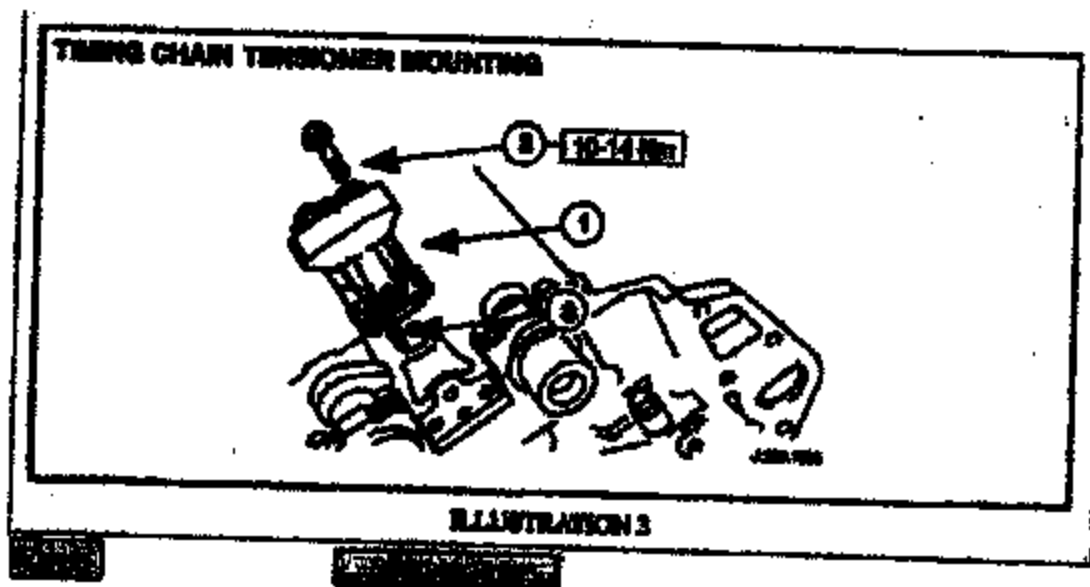
^ The revised tensioner has a coil spring that presses on the plate head to provide a damping effect.



1-4-001 8:58AM:RTRTA DOT
1202482828
8 7 18



- ^A To simplify the installation of the tensioner on the engine, a clip (shown in Illustration 2) is provided to hold the piston in a partly compressed position during assembly.
- ^A When the piston and spring assembly is compressed to approximately half of its travel, the pin end of the clip is inserted into the hole in the tensioner body, in front of the piston head/clipper, with the finger ring of the clip positioned at the rear of the head, (as shown in Illustration 1).
- ^A Installation of the tensioners is covered in JTIS 5, section 303-01, Basic Engine, Removal and Installation, Timing Chain Tensioner (Secondary) - A-Bank (12.85.83) or Timing Chain Tensioner (Secondary;) - B-Bank (12.85.84).
- ^A The method of removing and reinstalling the secondary timing chain tensioners has been simplified by the use of a ball-end drive bit as described in Technical Bulletin 303-28, dated 8/98.



- ^A The installation of the revised tensioner, (1, Illustration 3), is the same as the original style tensioner except that it must be installed in the compressed condition (retained by the clip).
- ^A The retaining bolts should be tightened to the recommended torque setting of 10-14 Nm (7.4 - 10.3 lb. ft, 88.5 - 123.9 lb. in.), (2, Illustration 3), before the clip (3, Illustration 3), is removed to release the piston and tension the secondary chain.

Note : After installing a revised tensioner and removing the clip, save the clip as a service tool to assist in any future removal and reinstallation. To avoid the loss of the clip inside the timing cover, attach a length of string to assist retrieval.

DESCRIPTION	PART NUMBER	QTY
Secondary Timing Chain Tensioner - 'A' bank	NCA 2017AF	1
Secondary Timing Chain Tensioner - 'B' bank	NCA 2017BE	1

Parts Information:

Fault Code	P.O. NUMBER	DESCRIPTION	TIME ALLOWANCE
AN DP 07	12.05.03	Timing chain (incl. cam, engine set)	
		XRE	2.65 hrs.
		V8 XI Series (inc. XIR)	2.75 hrs.
		XIR	3.75 hrs.

Warranty Information:

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Subj: FW: Jaguar XJ8
Date: 1/3/2006 5:42:25 PM Pacific Standard Time
From: dcorio@adt.com
To: Carolecori@aol.com

David R. Corio
ADT Security Services, Inc. / Tyco
Custom Home Services Market Manager

(310) 619-2116 Office
(310) 619-2209 Fax
(310) 344-4062 Cellular
dcorio@adt.com Email

21171 S. Western Avenue
Torrance, CA 90501-1724

From: Paul Radford [mailto:pradford@hornburg.com]
Sent: Tuesday, January 03, 2006 10:02 AM
To: Corio, David R
Cc: mkorban@hornburg.com; zsciliano@hornburg.com; ghatzenbeller@hornburg.com
Subject: Jaguar XJ8

Dear David,

Please find the estimate for installing a new engine into your Jaguar XJ8. In preparing the quotation we have taken in to account your situation and have discounted both parts and labor. A retail price for this job is approximately \$12,000.

Engine - \$6500

Labor - \$2047 (23 hours at \$89 per hour)

There may be some additional costs for ancillary items that we need to change such as hoses and belts etc.

I know that this is not the scenario you were hoping for; however given that the vehicle is out of manufacturers warranty we feel it is a reasonable offer.

If you authorize the work before 3pm today we would hope to have your Jaguar ready for collection by the end of the week.

Kind Regards,

Paul Radford

**General Manager
Hornburg Jaguar & Land Rover
1601 Wilshire Blvd
Santa Monica**

Wednesday, January 04, 2006 America Online: Carolecori

Sub): FW: Jaguar XJ8
Date: 1/3/2006 9:11:45 AM Pacific Standard Time
From:
To:

David R. Corio
ADT Security Services, Inc. / Tyco
Custom Home Services Market Manager

(310) 619-2116 Office
(310) 619-2209 Fax
(310) 344-4052 Cellular
Email

21171 S. Western Avenue
Torrance, CA 90501-1724

From: Paul Radford [mailto:pradford@homburg.com]
Sent: Tuesday, January 03, 2006 9:00 AM
To: Corio, David R
Cc: mikorban@homburg.com; zsidiliano@homburg.com; ghatzenbeller@homburg.com
Subject: Jaguar XJ8

Good Morning David,

Having now had chance to diagnose your Jaguar we can confirm that the engine needs replacing and it is not economical to repair it.

We also asked Jaguar again for assistance and unfortunately they are unable to help.

We are currently putting an estimate together for a new engine and will be back in touch later today.

Kind Regards,

Paul Radford

**General Manager
Homburg Jaguar & Land Rover
1601 Wilshire Blvd
Santa Monica
CA 90403**

**Tel:- (310) 315 7213
Fax:- (310) 264 0464
Cell:- (714) 728 5448**