



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	Repository <input type="checkbox"/>
20-OCT-2008	Reference No. 10246112

OWNER INFORMATION (Type or Print)

Name	Daytime Telephone Number	E-mail Address
Address	Evening Telephone Number	
City BELLINGHAM	State WA	Zip Code

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of an authorization, you will not provide your name or address to the vehicle manufacturer.
Signature of Owner: _____ Date: 20 October 2008 YES NO

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side (See attached report)	Make UNKNOWN PRINZING	Model UNKNOWN Boron Sports Coupe	Model Year 9999-2006
Date Purchased 21 Feb 2005	Dealer's Name and Telephone Number Dakotah Prinzling Motor Cars (888) 800-0092	Engine: Vortec No. of Cylinders 8	Fuel Type: Gas (Premium)
Original Owner <input checked="" type="checkbox"/>	Dealer's City 155 E. Bridgest. Redwood Falls	State MIN	Zip Code 56283-1621
Transmission Type	<input checked="" type="checkbox"/> Antilock Brakes <input type="checkbox"/> Cruise Control	Powertrain	Multiple Failure: Brakes, ABS/Parking, Door
			Incident Date(s) 45-MAR-2006 4 April 2007

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 030000 SERVICE BRAKES, HYDRAULIC	Failure Mileage 10 200	Failure Speed 30
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ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTM19ABC036)	<input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair	Failure Location:
Tire Component Code	Tire Failure Type	

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

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

APPLICABLE INCIDENT INFORMATION

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

Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of Persons Injured 0	Number of Deaths 0	Reported to Police N
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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).

TL*THE CONTACT OWNS A 2005 PRINZING BARON (NA). WHILE DRIVING APPROXIMATELY 30 MPH, THE BRAKES FAILED. THE DEALER STATED THAT THERE WERE SEVERAL DEFECTS WITH THE VEHICLE; HOWEVER, THE FAILURE WAS DUE TO THE ABS LACKING A CONNECTOR. THE VEHICLE HAS BEEN REPAIRED. THE MANUFACTURER STATED THAT THE REPAIRS WOULD NOT BE COVERED UNDER THE WARRANTY. THE VEHICLE IS AN OLDER MODEL AND ONLY HAS A 7 CHARACTER VIN. THE CURRENT MILEAGE WAS 6,020 AND FAILURE MILEAGE WAS 200. 10.

See attached report to owners (of 19 April 2007). Repair bill of 17 April 2007.
Passenger door becomes unhinged on opening & drops about 6 or 7 inches.
It freezes in position (about 8-inches open) preventing exit or entry.

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

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 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 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)

Owners originally promised full reimbursement but then reneged.

"Manufacturer's Statement of Origin to an Automobile" no. 307-A of June 2005 attached.

Headlights point above the horizon & are not adjustable.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE, Washington, D.C. 20077-9382

Official Business Penalty for Private Use \$300



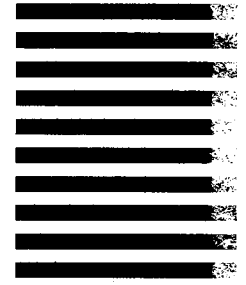
NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC

POSTAGE WILL BE PAID BY ADDRESSEE

**US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382**



Think your vehicle has a safety defect?



If so:

Use the enclosed form to file a report.

or visit:

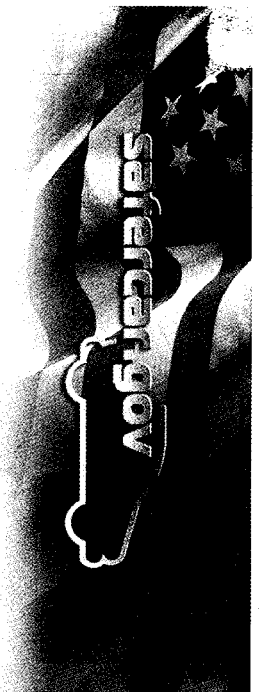
www.safercar.gov

or call:

**Vehicle Safety Hotline
888-327-4236**



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration



Bellingham, WA

19 April 2007

SUBJECT: PROBLEMS WITH DAKOTA-
PRINZING BARON SPORTS COUPE.

MALCOM C. PRINZING
President, Dakotah-Prinzing Motor Coach
P. O. Box 182/155 East Bridge Street
Redwood Falls, MN 56283

LOWELL R. PETERSON
Treasurer
152 Cedar Point Road
Redwood Falls, MN 56283-1201

LOWER SIOUX MDEWAKANTON COMMUNITY
Attn: Economic Development Office
P. O. Box 308
Morton, MN 56720-0308

Dear MAX, LOWELL, & HONORABLE TRIBAL REPRESENTATIVE,

Thank you, LOWELL, for your input last night on problems I have encountered with my Dakotah-Prinzing Baron Sports Coupe, VIN: [REDACTED] I am pleased with its overall appearance, but it has some serious defects and problems. I have listed them below in hopes we can come to an agreement between us. I realize the Lower Sioux Nation has come into the picture following the original contract, but am in hopes you will assist with "The First Car Built by the First Americans." I will be frank in my following discussion, not to offend, but to describe what has happened as best I can.

You promised me a properly-functioning 1932-style automobile with modern, high-quality (General Motors) components to be delivered in a little over four months. What I received, over two-years later, is a superficially good-looking car, but described by a GMÇ technician as "an unsafe, dangerous machine that was 'Frankensteined together!'"

The progress on my car was exaggerated to prematurely obtain funds. Work described as of quality and performed by "experts" & "masters" is, in fact, shoddy and even life-threatening.

On the very day it was to be picked up by FedEx auto transport, it was "held hostage" for more money than agreed to. On arrival it would not start and, once started, would not keep running. It was without properly functioning brakes---both ABS & parking

brakes were disconnected and the brake line cut and poorly repaired. This almost resulted in an accident when the brakes failed, on the freeway, while driving the car to the dealer for repairs. Some structural problems, like crude welds, can never be corrected and will always be weak points. It was, even to a layman, an incomplete car lacking components and features agreed to on the contract and subsequent verbal and written agreements.

MAX PRINZING wrote (e-mail of 13 March 2007) that, "EVERYTHING WORKS" (his caps & underline). He followed up (18 March) that the car, "Runs as good as it looks." And (28 March), "Your Baron worked well while it was here, but it may have bounced around during shipment and a wire is loose." I am still awaiting a reply to my 30 March e-mail to PRINZING & PETERSON: "You promised a ready-to-run car, with all things guaranteed to work. You need to tell me how you are going to make things right, and then do it..."

JON E. URIBE, GMC Service Consultant for Jerry Chambers Chevrolet [(360) 733-7997, ext. 311], called PRINZING on 4 April 2007 to facilitate repairs. URIBE told me, "Prinzing is uncooperative and blames everything on his employees and partners." My Baron was in the shop for 14 days undergoing repairs. A brief discussion of problems and defects (discovered to date) is as follows:

PRIOR AUTO HISTORY.

The notarized "Manufacturer's Statement of Origin To An Automobile" of 10 June 2005 for Prinzing Sport Coupe, serial _____ states: "The Company further certifies that this was the first transfer of such new Automobile in ordinary trade and commerce." Both PRINZING & PETERSON say the chassis & Vortec engine come from new parts for a 2005 Chevrolet half-ton heavy-duty C-1500 pick-up, purchased from a Minnesota GMC dealer.

JON URIBE became concerned about "evasive answers" to service-related questions asked of PRINZING on 4 April. He ran a GMC Vehicle Inquiry on parts numbers and discovered the original machine was not "just parts," but a complete 2000 Silverado LS-1500 pick-up with its origins in Canada. It was sold by "Tony Chevrolet-Buick, Inc," in Wasilla, Alaska, and had 54,734 miles on it when totaled (22 March 2001). It was then recalled on a Salvage Title to "Circle Chevrolet-Buick Company," Trinidad, Colorado, before being acquired by Prinzing Motors.

What you have done, intentionally or through neglect, is to sell me a used car, with almost 58,000 miles upon it, as new. [Are you telling me you cannot tell a new motor from one with this mileage on it?. If you, too, were somehow misled, you have recourse against that company].

WELDING.

JON URIBE said (4 April) the Baron is "Frankensteined together". The body welds are poor and sloppy; an indication they may also be weak. If it is structurally unsound, it cannot be repaired without complete rebuilding. (PETERSON advised that the welds of Prinzing mechanic & electrician, DANIEL EHLKE, are sloppy but sound).

BRAKES.

The brakes felt "mushy" and in need of bleeding. The emergency/parking brake would not hold the car on a slight incline. I drove the nine miles from our home up Interstate 5 to the local GMC dealer. I had to brake for merging traffic, and the brake pedal went to the floorboards without slowing the Baron. I sounded the horn and managed to coast to the shoulder. This was a life-threatening situation.

JON URIBE said there was a "massive brake fluid leak in the front-to-rear hydraulic line." The line was cut, in two places, and poorly spliced together. The anti-lock brake module was not plugged in as there was not even a connector for it. The push rod was also the wrong length. He said the car was "not just unsafe, but dangerous."

The parking brake cable does not engage because it was never crimped and there is no way for it to "grab." The cable is fed through a hole drilled in the floorboard, which will eventually fray and cause the cable to fail.

ROAD CLEARANCE.

I made clear, before buying the Baron, that its primary purpose was to tour Alaska, as we "snowbird." High road clearance is essential. PRINZING said, before and after construction, that the clearance is a full ten inches. The Baron scrapes on our modestly-sloped driveway. Its clearance, from a frame cross-member beneath the transmission, is 3-1/2 inches---about half that of an average auto.

Whittier, where we lease our apartment, requires driving gravel pot-holed roads and

passing through three miles of train-tunnels with rails in place. Many of the highways are rough dirt & gravel. Road clearance now prevents us from taking our Baron there and is a major defect and failure.

WIRING.

URIBE describes the wiring under the dash as "a rat's nest." Tracing circuits is a problem. The air-conditioner didn't work, for example, because the compressor was linked to the fog lights!

PRINZING writes (22 August 2006), "... we needed a Master automotive electrician... because of all the interior wiring we do...." He says (19 October), "It just 'fired up' and kept running... We've finally 'Got it!' I've had a Master electrician (DAN EHLKE) on your Baron Sport Coupe ALL WEEK! (His underscoring)... Both the Fast-chip guy & my electrician wanted to send the computer back to Tualsa (sic) to be re-programmed AGAIN!.... I said 'Try it here, again... it must be our problem then.' He had a green wire soldered to a pink one. (My guy must be color-blind!....)."

TRIM.

The contract ("Custom Features," 12th item) calls for "a curved trim feature as depicted in photos provided by Max Prinzing. (Similar to first Baron)."

PRINZING writes (16 August 2006), "Stainless steel will be installed on the 'Hood Sweep' part, after it's color sanded, buffed, & polished." On 19 August, "I ordered the polished stainless steel trim (200 ft. of it) for your body trim. 80 ft. will be here Monday and the last 120 ft. will be here Friday. It goes on the fenders, 'Duessy side/hood sweep,' and the top of the running boards. It's \$3.00 per foot...."

The "stainless steel trim" turned out to be a quarter-inch gray plastic tape. The ends are already starting to peel. PETERSON tells me that the metal trim looks good, but has problems remaining anchored. They thought the "3-M" tape might substitute....

ENGINE.

The motor runs roughly. URIBE says it is computer-controlled, and the (not available) software for it is needed. The oxygen-sensor is not plugged in. A problem is that the components must all be from the same year to properly function. PRINZING initially

says all components are of 2005 manufacture, but admits to URIBE (on 4 April) that they are really from 2001. This is before it is discovered they are from a totaled 2000 pick-up in Alaska. (We wonder what other surprises await?).

BATTERY & SHORT.

FedEx/Passport Auto Transport [JOHN R. SCHARFF, (800) 325-4267, ext. 2304] advised having the dealer check the battery charge as this is the most frequent reason for being unable to drive the car off the rig. (They charge \$100 extra if it cannot be started). I e-mailed these instructions to PRINZING on 13 March and followed-up with a call the day before pick-up. He said it's a new battery and "no problem."

The battery is dead-on-arrival on a Sunday. The car had to be hand-winch off the truck. It took driver CARL A. THOMAS an additional two hours of work.

I bought a battery-charger from the local "Schuck's Auto Parts store, but the battery will not hold a charge. CHUCK RIER of "Whatcom Radiator & Battery" said the two-year old battery apparently was discharged so long it deteriorated. He sold me a heavy-duty Interstate MTP24. In three days it, too, was drained.

URIBE says there is possibly an "intermittent short" from the modified computer that could take hundreds of hours of monitoring to detect. He suggests (as does PRINZING) turning off a cut-off switch, in addition to the ignition, when stopped. The cut-off, itself, could be the culprit.

NOTE: The ignition switch is a cheap lock that can easily be turned with a screwdriver and has no precise "off" position. URIBE said it cannot be replaced with a standard ignition because the computer must then be reprogrammed.

MISCELLANEOUS DEFECTS & MISSING ITEMS.

- * "Steering binds at times" (page 3, attached bill from "Jerry Chamber's Chevrolet").
- * Paint job poorly finished. It has scores of surface blemishes/bumps and circular "dull spots" described by URIBE as where the paint is "burned through" by too-aggressive machine-buffing.

- * Two studded tires (Item 19, "Custom Features"). Studs not installed. Important in Northwest winters.
- * Transmission leak. Repaired by tightening loose fitting.
- * Trunk leak. The "T-handle" lid behind the rear window leaks badly during rain & washings. An upholsterer may be able to remove the old gasket and fit one with a better seal. Pending.
- * "Personalized name plate" on dash falls off. Poor adhesive on backing. Must be drilled and screwed-in.

MISSING AMSOIL.

MAX PRINZING highly recommended AMSOIL synthetic oil and filters in a note & telephonically. I placed a large order (\$1,716.89—see attached statement) through mechanic/electrician DAN EHLKE. Some was installed in the car but a "lifetime" number of engine & bypass filters (21 each) and several cases of oil have disappeared. EHLKE says a big box of my AMSOIL products was on a shelf at the shop when he quit, just before my car was picked up. MAX checked everywhere, including the basement, but cannot find them. MAX admitted that parts purchased for my car ended up in a "Madam-X" for a New Jersey couple. Could some of my order been similarly depleted?

AMSOIL does not retain records for long, but Sales Manager PAT McAULIFFE [(715) 392-7101, ext. 6311] found a split-order, in my name, for 13 & 16 September 2005 (Order no.10446130) in the amount of \$558.13. It was shipped to "Prinzing Motors" on 9 September. I also mailed a check to PRINZING (no. 449 of 13 April 2006) for \$800 to pay EHLKE for work, to include installation of an "oil (bypass) system." Incomplete AMSOIL records prevent a search for the remainder of the order.

PROPOSAL.

I find it difficult to believe those I have come to know as friends have defrauded me. The evidence suggests otherwise, but I still have hope. MAX, after all, kept the Baron project alive while the company collapsed. MAX called this morning and says he will work with us. LOWELL said the same last night. The support of the Lower Dakotah Nation will, hopefully, bring better times and prosperity.

I expect restitution, however, and a major cost-adjustment for a used-car, apparently in a serious accident, with just under 60,000 hard Alaska miles on it. I hear Minnesota has a "lemon law," but do not know if it is applicable to this situation or to your company. We wish to preserve any rights under it, however. Your contract states the Company will, "... fully warrant the Prinzing Baron for a period of five years." We expect this, too, to be honored.

I paid \$77,251 towards the Baron (see my e-mail of 15 March 2007), plus the final wire-transfer of \$4,800 on 19 March, which brings it to \$82,051. I paid for several expenses, however, supposed to be furnished by Prinzing, as listed in our original contract of 21 February 2005:

Auto Transport.....	\$ 1,922
Detachable Hood Ornament.....	300
Title [DAN MEDWIN of "U.S. Title"— (not successful)].....	450

	\$ 2,672

The sub-total is, thus, \$84,723.

NOTE: I have repeatedly asked for a bill of sale, which has never been received.

Expenses for repairs since delivery of the car are as follows:

GMC Dealer.....	\$ 1,942.35
Missing AmsOil (approximate).....	1,200.00
Call-out mechanic to bleed brakes & move car to garage.....	112.50
Battery.....	93.95
Battery Charger.....	74.99

	\$ 3,423.79

NOTE: The loss of transportation & taxi fares are not included for the time the car was out-of-service, but are related expenses.

GRAND TOTAL: \$88,147.

I expect you to reimburse me for \$60,000. I, thus, will have paid over \$28,000 for this used & damaged Baron. I (and the GMC folks) think this is more than fair, considering

the circumstances and condition of the vehicle. I mentioned to LOWELL that Wilson Motors, our local Mercedes dealer, has a "new" 1934 reproduction Mercedes with aluminum hood, on their showroom floor. Price: \$23,000.

I am sympathetic with your financial problems, particularly the distress suffered by poor MAX (which may be related to some of our vehicle complications...).

I understand the Lower Dakotah now own 51 percent of the company and you have a \$500,000 line of credit at the Sioux Falls, SD, branch of Wells Fargo. You also have a \$1.9 million grant to train 20 Native-American workers. MAX tells me, however, not all is running smoothly and these funds may not be available.

The more you can pay up front, of course, the better. Consider repaying us \$1,000 a month. My attorney, STEVEN SHROPSHIRE, can draw up the papers. You must pay his expenses, ten percent interest, and have real property as secured collateral.

You may wish to buy back the automobile for repairs or for display at the Dakotah Museum & Jackpot Junction Casino. (There is, after all, only one "number one" Dakotah-Prinzing "First Car Built by the First Americans"---on the Ides of March). I would expect total expenses plus ten percent interest---about \$97,000. MAX says he will not build another for less than \$125,000....

We prefer not to become involved in criminal and civil actions, as they can prove inconvenient & expensive to all parties. It remains an option. You may wish to run this past your attorneys for their evaluation of the evidence & circumstances. I suspect they will quickly make the connection between its accident history and dangerous mechanical problems, which you must admit are unusual for a supposedly new auto....I, too, remain curious as to what happened to the Salvage Title which I understand is required, by law, to accompany the damaged components?

Please let us know of your decision.

Sincerely,

[Redacted signature area]

*P.S. - Please send me the name/
address/phone of the company/
individuals furnishing you the
chassis & motor - or, better, the
receipts. You need to preserve all paperwork related to my Barons!*

U.S. Postal Service
CERTIFIED MAIL™ RECEIPT
 (Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com

OFFICIAL USE
 REDWOOD FALLS MN 56283

Postage	\$ 0.87	0200 BELL 31 Postmark Here USPS 0001
Certified Fee	\$2.40	
Return Receipt Fee (Endorsement Required)	\$1.85	
Restricted Delivery Fee (Endorsement Required)	\$0.00	
Total Postage & Fees	\$ 5.12	

04/20/2007

SENDER: COMPLETE THIS SECTION

Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.

- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Redwood Falls, MN

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) Yes
 C. Date of Delivery 4-23-07

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

Sent To: MALCOLM C. FRINZING
 Street, Apt. No., or PO Box No. PO Box 182
 City, State, Zip+4 Redwood Falls, MN 56283

PS Form 3800, August 2006

See Reverse for Instructions

Street, Apt. No., or PO Box No. Redwood Falls, MN

City, State, Zip+4 Redwood Falls, MN

PS Form 3800, August 2006

2. Article Number 7006 2760 0002 7955 5777
 (Transfer from service label)

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) Josh Larsen Yes
 C. Date of Delivery 5/2/07

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

Sales Receipt

Product Description	Sale Unit Qty	Price	Final Price
REDWOOD FALLS MN			\$0.87

CITY CENTER STATION
 BELLINGHAM, Washington
 982254397
 5476210201-0097
 04/26/2007 (800)275-8777 12:41:10 PM

Sales Receipt

Product Description	Sale Unit Qty	Price	Final Price
DONALDSON MN 56720			\$0.87
First-Class			2.60 oz.
Return Rcpt (Green Card)			\$1.85
Certified			\$2.40
Label #:			70062760000279555753

SENDER: COMPLETE THIS SECTION

Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.

- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

LOWER SIOUX MDEWAKANTON
 Attn: Economic Community
 Development Office
 P.O. Box 308
 Morton, MN 56720-0308

2. Article Number 7006 2760 0002 7955 5753
 (Transfer from service label)

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-154

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) Josh Larsen Yes
 C. Date of Delivery 5/2/07

D. Is delivery address different from item 1? Yes
 If YES, enter delivery address below: No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

U.S. Postal Service™
CERTIFIED MAIL™ RECEIPT
 (Domestic Mail Only; No Insurance Coverage Provided)

For delivery information visit our website at www.usps.com

OFFICIAL USE
 DONALDSON MN 56720

Postage	\$ 0.87	0201 06 Postmark Here
Certified Fee	\$2.40	
Return Receipt Fee (Endorsement Required)	\$1.85	
Restricted Delivery Fee (Endorsement Required)	\$0.00	
Total Postage & Fees	\$ 5.12	

04/26/2007

Sent To: LOWER SIOUX MDEWAKANTON COMMUNITY
 Street, Apt. No., or PO Box No. Attn: Economic Development, P.O. Box 308
 City, State, Zip+4 Morton, MN 56720-0308

PS Form 3800, August 2006 See Reverse for Instructions



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

1200 New Jersey Avenue SE
Washington, DC 20590

Dear Consumer:

NVS-216fb

As a result of your report to the Vehicle Safety Hotline (VSH), we have recorded that report on the enclosed Vehicle Owner Questionnaire (VOQ) form. Please review the form and make changes, additions, and corrections as necessary. Additionally, please provide a more detailed description of the failure(s) you reported that you believe relevant to safety. Also, if available, include copies of repair invoices, letters to the manufacturer, or any other document related to the problem(s) you reported. If a crash or fire occurred, include a copy of the police or fire department report.

It is helpful to be as thorough as possible in your report so that our ability to use your report will be maximized. If you do not have the information, it is not necessary to complete all the boxes. However, it is very difficult to identify the scope of a vehicle problem unless the vehicle identification number (VIN) is known. The VIN is located inside the vehicle on the dashboard adjacent to the left (driver's side) of the windshield pillar and on the driver's side door or the driver's side door jam. It may also be listed on the dealer's repair invoices. When reporting a tire problem, the brand name, tire name and complete tire size should be included. If possible also provide the DOT tire identification number. It is usually located near the rim flange of the tire on either side of the tire.

The Privacy Act prohibits our agency from identifying you to the manufacturer without your permission. If you wish to give us that permission, please mark the appropriate authorization box and sign the form to allow us to provide your name to the manufacturer. The information you provide may assist the manufacturer and NHTSA in determining if a safety-related defect exists.

Any information provided is entirely voluntary. There is no consequence or penalty of any kind if you do not wish to provide it. We seek this information to develop both statistical and investigative evidence that will help identify potential safety related problems in a vehicle or vehicle equipment, e.g., tires, child safety seats, jacks, etc.

When completed, please fold and staple or tape the form so that the pre-addressed portion of the form is on the outside. If larger envelope is used, tape the VOQ form to the larger envelope so that the pre-addressed portion of the form is showing.

If further assistance is needed, please contact the VSH at their toll-free number, 1-888-327-4236. Thank you for your cooperation.

Frank S. Borris, II, Acting Chief
Correspondence Research Division
Enforcement

Enclosure: VOQ





Jerry Chambers

3891 Northwest Road • Bellingham, WA 98226
 (360) 733-7997 • FAX: (360) 733-3954

CUSTOMER NO.	ADVISOR JOHN URIBE	70069	STAG NO.	INVOICE DATE 04/17/07	INVOICE NO. CTCS153739
BELLINGHAM, WA	LABOR RATE 87.00	LICENSE NO.	MILEAGE 80	COLOR MAROON/	STOCK NO.
	YEAR MAKE/MODEL 05/CHEVROLET TRUCK/32 PANZING			DELIVERY DATE	DELIVERY MILES
	VEH			SELLING DEALER NO.	PRODUCTION DATE
	F.T.E. NO.	PO. NO.		R.O. DATE 04/04/07	
RES	BUSINESS PHONE	COMMENTS			MO: 83

JOB# 1 CHARGES

LABOR		TECH(S): 674		478.50
J# 1	11CTZ03	BRAKE INSP/DIAGNOSIS		
OWNER REPORTS BRAKES FEEL SPONGY. PEDAL GOES DOWN TO FLOOR REPAIRED MULTIPLE LEAKS IN HYDRAULIC BRAKE LINE AND BLEED BRAKES FOUND ABS NOT FUNCTIONAL FOUND WIRING HARNESS TO ABS MODULE JUST HANGING WITH NO CONNECTOR ON IT. REPLACED CONNECTOR ABS FUNCTIONS BUT ENGAUGES ALL THE TIME REPROGRAM FOR PROPER TIRE SIZE OR AS CLOSE AS POSSIBLE NOW SEEMS TO WORK OK				
PARTS	QTY	FP NUMBER	DESCRIPTION	LIST PRICE UNIT PRICE
	2	BAP302	FITTINGS	10.56 7.50
	1	12085212	CONNECTOR 2.535	28.19 28.19
				TOTAL - PARTS
				43.19
SUBLET	PO#	VEND INV#	INV. DATE	DESCRIPTION
	67219	86286	04/09/07	RETAINER
				TOTAL - SUBLET
				1.04

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JOB# 1 TOTALS

LABOR	478.50
PARTS	43.19
SUBLET	1.04
JOB# 1 TOTAL	522.73

The information contained on the estimate, worksheet, and/or repair order is incorporated by reference.

JOB# 2 CHARGES

LABOR		TECH(S): 674		591.60
J# 2	06CTZ31	A/C SYSTEM INSPECT		
OWNER REPORTS THE A.C. DOESNT BLOW COLD AT ALL INSPECTED SYSTEM FOUND A/C COMPRESSOR NOT PLUGGED IN PLUGGED COMPRESSOR IN STILL WONT ENGAUGE NO POWER TO CONNECTOR TRACED TO FUSE OK NO POWER FROM A/C RELAY. ATTEMPTED TO JUMPER A/C RELAY COMPRESSOR DID NOT COME ON BUT FOG LIGHTS DID COME ON MAIN FUSE BOX WIRED INCORRECTLY TRACED WIRING FOUND MISSING ADDITIONAL RELAY REPLACED RELAY CHARGED SYSTEM WORKING OK				



JOB# 2 TOTALS

LABOR	591.60
JOB# 2 TOTAL	591.60

A CHARGE HAS BEEN ADDED WHERE APPROPRIATE FOR THE DISPOSAL OF ENVIRONMENTAL WASTES SUCH AS ENGINE OIL, ANTIFREEZE, SOLVENTS, ATF, ETC.

JOB# 3 CHARGES

LABOR		TECH(S): 674		0.00
J# 3	09CTZ26	SUSPENSION		
OWNER REPORTS BAR THAT GOES UNDER TRANS SCRAPES ON HIS DRIVEWAY DO WE HAVE ANY SUGGESTIONS, IS ALSO TAKING IT TO ALASKA, WONDERS HOW HE CAN GET A LITTLE MORE CLEARANCE. PART OF FRAME NOTHING TO BE DONE				

"WE EMPLOY FACTORY G.M. TRAINED AND ASE CERTIFIED TECHNICIANS"

THANK YOU



Jerry Chambers

3891 Northwest Road • Bellingham, WA 98226
 (360) 733-7997 • FAX: (360) 733-3954

CUSTOMER NO.	ADVISOR JON URIBE	70069	TAG NO.	INVOICE DATE 04/17/07	INVOICE NO. CTCS153739
BELLINGHAM, WA	LABOR RATE 87.00	LICENSE NO.	MILEAGE 80	COMP MARON/	STOCK NO.
	YEAR MAKE / MODEL 05/CHEVROLET TRUCK/32 PANZING	DELIVERY DATE		DELIVERY MILES	
	V	SELLING DEALER NO.		PRODUCTION DATE	
	F.T.E. NO.	P.O. NO.	R.O. DATE 04/04/07		
RE	BUSINESS PHONE	COMMENTS			MO: 83

JOB# 3 TOTALS	JOB# 3 JOURNAL PREFIX CTCS	JOB# 3 TOTAL	0.00
JOB# 4 CHARGES	JOB# 4 JOURNAL PREFIX CTCS	JOB# 4 TOTAL	87.00
LABOR			
J# 4 02CTZ10	AUTOMATIC TRANS	TECH(S) 674	87.00
OWNER REPORTS RED FLUID DRIPS UNDER CAR, VERY SMALL DRIPS TRACED LEAK TO TRANS COOLER LINES REPAIRED FITTING ALL OK			
JOB# 4 TOTALS		LABOR	87.00
JOB# 5 CHARGES	JOB# 5 JOURNAL PREFIX CTCS	JOB# 5 TOTAL	217.50
LABOR			
J# 5 11CTZ05	BRAKE ADJUSTMENT	TECH(S) 674	217.50
OWNER REPORTS EMERGENCY BRAKE CLICKS GOES ALL THE WAY TO FLOOR, DOESN'T SEEM TO GRAB, DOES IT HOLD? FOUND CABLE FOR E BRAKE CONTROL TO REAR BRAKES THREADED THROUGH CONNECTOR BUT NOT ATTACHED RETHREADED CABLE AND ATTACHED AND ADJUSTED ALSO ADJUSTED REAR BRAKES			
JOB# 5 TOTALS		LABOR	217.50
JOB# 6 CHARGES	JOB# 6 JOURNAL PREFIX CTCS	JOB# 6 TOTAL	348.00
LABOR			
J# 6 07GTZ32	CHARGING SYSTEM DIAG	TECH(S) 674	348.00
OWNER REPORTS CAR WAS DELIVERED WITH A DEAD BATTERY HE REPLACED A COUPLE DAYS AGO, WANTS CHECKED TO BE SURE CHARGING AND THERE ARE NO DRAWS. TESTED BATTERY OK CHARGING SYSTEM CHARGING PROPERLY NEXT DAY FOUND BATTERY DEAD NO WIRING LAYOUT HAD TO TRACE ALL CIRCUIT MANUALLY FOUND DRAW MULTIPLE CIRCUITS FOUND RADIO INOP TRACE TO LOOSE CONNECTION LOCATED SOURCE OF DRAW COMING FROM A MASTER SWITCH UNDER DASH MUST BE SHUT OFF WHEN CAR NOT RUNNING ALSO FOUND AT IDLE ALTERNATOR ONLY CHARGES 9 VOLTS RAN A REFERENCE WIRES FROM BATTERY TO ALTERNATOR			
JOB# 6 TOTALS		LABOR	348.00
JOB# 6 JOURNAL PREFIX CTCS	JOB# 6 TOTAL	348.00	
MISC	CODE	DESCRIPTION	CONTROL NO.
JOB # A		SSM SHOP SUPPLIES & ENVIRO FEES	
		TOTAL - MISC	25.00

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ESTIMATE

CUSTOMER HEREBY ACKNOWLEDGES RECEIVING ORIGINAL ESTIMATE OF \$450.00 (+TAX)

PAGE 2 OF 3

CUSTOMER COPY

[CONTINUED ON NEXT PAGE] 04:10pm

THANK YOU



Jerry Chambers

3891 Northwest Road • Bellingham, WA 98226
 (360) 733-7997 • FAX: (360) 733-3954

Orig Vin: 2001, e-1500, 1/2 ton
 2GCEK19T8Y

CUSTOMER NO.	ABN/SOP	70069	TAG NO.	INVOICE DATE	INVOICE NO.
	LABOR RATE	LICENSE NO.	MILEAGE	COLOR	STOCK NO.
BELLINGHAM, WA	87:00		80	MARON/	
	YEAR MAKE/MODEL			DELIVERY DATE	DELIVERY MILES
	05/CHEVROLET TRUCK/32 PANZING				
	VE			SELLING DEALER NO.	PRODUCTION DATE
	FL		P.O. NO.	R.O. DATE	
				04/04/07	
RES	BUSINESS PHONE	COMMENTS	MO: 83		

ESTIMATE APPROVED REVISED ESTIMATE (# 1) OF \$1950.00 (TAX) ON 04/16/07 AT 05:25pm
 BY MAX HURLBUT COMMENTS

COMMENTS: AFTER INITIAL INSPECTION OF CAR UNDERCARRIGE FOUND LOTS OF POOR WELDING LOTS ON MISROUTED BRAKE LINES A.C AND ABS NOT PLUGGED IN BANK 1 AND BANK 2 O2 SENSORS NOT PLUGGED IN STEERING BINDS AT TIMES

TOTALS

Visit us on the Internet @ www.jerrychambers.com
 * in parts description field notes limited lifetime warranty
 For your convenience, our service department is open Monday through Friday 7:00 am to 6:00 pm. Closed Saturday & Sunday

If your vehicle was repaired under warranty, you may receive a questionnaire regarding our service. It is our goal that all of our customers are happy with the repairs and service received. If you are not "COMPLETELY SATISFIED", please call the applicable manager below and let them know.
 MIKE MORGAN-SERVICE MANAGER AND MARK LYNCH-PARTS MANAGER
 JERRY CHAMBERS CHEVROLET AND CADILLAC
 (360)733-7997

TOTAL LABOR.... 1722.60
 TOTAL PARTS.... 43.19
 TOTAL SUBLET... 1.04
 TOTAL G.O.G.... 0.00
 TOTAL MISC CHG. 25.00
 TOTAL MISC DISC 0.00
 TOTAL TAX..... 150.52

TOTAL INVOICE \$ 1942.35

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THANK YOU

CUSTOMER SIGNATURE

JERRY CHAMBERS CHEVROLET
 3891 NORTHWEST RD
 BELLINGHAM, WA 98226
 360-733-7997
 8788260027756

Sale

TR: 867000775601
 04-17-07 19:36:19
 Batl: 0. 0051

AMEX

Acct Code Invoice#: 000017
 Total: \$ 1942.35


Customer Copy
 THANK YOU!
 COME AGAIN!

Manufacture's Statement Of Origin To An Automobile

The undersigned company hereby certifies that the new Automobile described below, the property of said company, has been transferred this Tenth Day of June 2005 on invoice no. 307-A to _____

Vehicle trademark Prinzing model year 2006 model name and series Baron Sport Coupe gross vehicle weight 3,485
SERIAL NO. _____ number of doors Two number of cylinders Eight liter displacement of engine 5.7 approximate number of horsepower 330 body style Coupe

The company further certifies that this was the first transfer of such new Automobile in ordinary trade and commerce.

 Notary Public-Minnesota
My Commission Expires Jan 31, 2010
Subscribed and sworn to

Before me this 10th
Day of June
2005

PRINZING AUTOMOBILE CORP.

Address 1303 E. Bridge St. #100
Redwood Falls, MN 56283
Phone 1-888-800-0092
Date June 10, 2005

(Notary Public)

County _____

(State)

(Sign name)

(Title)

(Office address of signator, city and state)

For value received I the undersigned, transfer the vehicle described on the face of this certificate to

Name of Purchaser(s) _____

Address _____

AND CERTIFY TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF UNDER PENALTY OF LAW THAT THE VEHICLE IS NEW AND HAS NOT BEEN REGISTERED IN THIS OR ANY STATE AND AT THE TIME OF DELIVERY THE VEHICLE WAS SUBJECT TO THE FOLLOWING SECURITY INTERESTS AND NONE OTHER AND WARRANT TITLE TO THE VEHICLE.

Federal regulations require you to state the odometer mileage upon transfer of ownership

I certify to the best of my knowledge that the odometer reading _____ is and reflects the actual mileage of the

Vehicle unless one of the following statements is checked 1 the amount of mileage stated is in excess of 99,999 or 2 the odometer reading is not the actual mileage

AMOUNT OF LIEN	DATE OF LIEN	KIND OF LIEN	IN FAVOR OF

Lienholder's
Address

Dealer _____

By _____

Name of Dealership _____

Dealers License No. _____

Authorized Signature of Dealer _____

Title or Position _____

State of _____

County of _____

Being duly sworn upon oath says that the statements set forth are true and correct. Subscribed and sworn to me Before me this _____ day of _____ 20____

Notary Public

Notary Seal

Use Notarization Only If Required In Tiding Jurisdiction

Distributor - Dealer
Assignment Number 1