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Dear Mike:

Okay, first of all, I feel I did nothing wrong when I gave you people a tongue lashing on October 20, 2011. If you don't like that kind of talk, your employees need to learn how to get **vital** requested information correct (that's giving you all the benefit of the doubt that you're all not lying to me.) What would you think about a bunch of "expert" "professional," not at the around the corner auto repair shop, but at an actual *dealership* that actually told you totally incorrect vital information, as (later) corrected by another, that told you in full assuredly, the day prior, that it is possible for "a remote close to that frequency" of my Key Fob is the "only" possible thing that could have prevented [my] car from started on the morning of October 8, the first day of my 9-day trip to Florida by car? (I'll play you the recorded call if you would like.) He "later" was only unsure of the exact distance the corruption remote had to be, with a much more precise figure of 100 to 150 feet that day before.

Plus, it just shows that your company (Chrysler) IS trying to hide stuff when they don't allow customers to simple get a copy of the recall (or "rapid response") printout. Therefore, Chrysler is obviously an unscrupulous firm that probably should be out of business for ethical reasons alone.

Add to the fact that you people still don't have this even listed on your website as a "recall" makes it obvious that you company cares more about the possibility of getting out of a little bit of more work instead of caring for the safety of its customers. Again, if your company would have informed me that there's a possibility that my car might not start sometimes, you SHOULD have informed me ASAP. I'm not in error my talking harsh to you just because you're too stupid to understand your company's grievous inconsideration. The fact that since you all apparently don't understand it, even more justifies my response; otherwise, you all will just keep wronging ALL your customers. Right? You see, again, what if someone cannot start their car and the temperature is 20 degrees below zero, and they're stuck in a place where there's no quick access to others or a place of warmth, which can even be Mur-Len Road late at night. So, my speech was not in any way out of line in an effort to "educate" you people, about life and death possible situations. If I would have spoken calmly, your minds would be much less inclined to think about it, than my harsh speech. You see, LOGICALLY, angry kinds of speech "motivates" the listener much more that your *demand* of me expressing my concerns in a more dishonest / fake (lily-"white" ears) kind of language. In other words, I spoke MUCH MORE **accurately** pertinent to the **real** situation / problem. And, "accuracy" is definitely something this world needs to *greatly* improve on. The main reason you probably don't like that kind of speech is because none of you are the slightest bit able to *admit* to any kind of error or imperfection. Therefore, what I did will surely cause you and your company to better consider treating your OTHER customers with equal respect. Therefore, my speech meets with God's will in making the world a better place to live overall. In other words, I have accomplished another part of the golden rule (for your multitudes of customers, which wouldn't even be considered otherwise. You've got to know what can hurt you and what can't: Cars that can freeze someone to death can hurt you, but words can't. You need to "learn" "how" to RESPECT the great "law" of this country called Freedom of Speech. And you insulted that law, when you didn't like my angry tone, that again, you ALL provoked, not when I suspected you of being part of this government conspiracy against me, but when you convinced me (at the time)

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that it wasn't my spy neighbor that caused my car not to start that day, but YOU instead (by purposely not informing me and all your other customers immediately). Plus, why did your shuttle driver come over to me and ask me what the problem was, if he didn't want me to talk further??? He shouldn't have asked me the question if he knew he might not like my honest answers, right??? Your people's vast total contradictions I experienced there, and all the unethical policies of Chrysler you conveyed didn't deserve a nice / respectful response. Again, if you don't like being talked to like that, YOU AND CHRYSLER need to try to treat me and its customers with a much higher level of *simple common respect*. Just because you're not man enough to admit it, doesn't mean *I'm* the bad person.

Another "very good" reason for me to be rightfully pissed off, because YOUR company "decided" to not pre-inform me that the car may not start, is because when it did not start, it was all bagged up for me and my girl friend to take a 9 day trip to Florida. Therefore, "LUCKILY" I had kept my 1997 T-Bird instead of trading it in, and we had to take some VERY pressing time to transfer all the luggage to the T-Bird, and travel the entire, OVER 2000 highway miles, in an undependable 14-year-old car, that has a wobbly wheel, that I had to constantly feel to keep up with Interstate speeds, so to timely make all the stops of the pre-planned trip. So, I've just got home from nine days of wobbly Interstate driving; you folks tell me it was YOUR fault my car didn't start, and that you DID know beforehand, and DECIDED to not inform me, so to obviously save yourselves a few pennies, and you don't expect me to blow. Pitiful! The constant wobbling was so bad that it CREATED rattles in areas that the hand cannot stop. The constant wobbling was so bad that it apparently CAUSED the tape player to break, with the tape still inside, and still is I might add. "Unreliable" can mean anything on a 14-year-old car that a wise person shouldn't even chance to take to Omaha, much less over 2,000 miles. And, things break on car probably more from them being shaken to death, than anything else. But, other than the tape player breaking, which I needed to keep alert, another REAL safety concern, the brakes started pulling to the left once past Memphis, but didn't fail completely (constant high rattling probably cause this problem also). So, I WAS!!! *very* lucky something more severe and dangerous didn't go wrong. So, I TOTALLY disagree that talked too harshly to you people. Put any one of your brand new cars on a **paint shaker** for 30 hours, and see if nothing goes wrong. It's that the constant shaking of the car and the constant fear of the entire brake system failing alone, justified the unfavorable response about your *hidden* company's self-centered "*rapid response*" policy. I'm sure *everyone* else on highways that week would agree.

Before we could leave Olathe with the T-Bird (on the trip), I also had to take the time to fill the air up in three (3) tires, which one was very low, to do some SERIOUS speeding to Branson Missouri, that "luckily" allowed us to make my prior reservations for the Branson Belle "boat," with an incredible seven (7) minutes to spare before it left the dock. Those kinds of attractions one CANNOT be late for; and, one can't even understandable get their money back if they are. THANK YOU CHRYSLER CORPORATION FOR THAT ADDED STRESS!!! And, thank you Missouri Highway Patrol for not having any speed traps set up that day. I SURE WAS STUPID FOR TRUSTING CHRYSLER that day, wasn't I? And, the "reason" we decided to drive (and see attractions on the way) was BECAUSE I had a brand new car, and I was looking forward to really getting out on the road and playing lots with the new navigation and the new satellite radio. So, that's even something I STILL haven't had to opportunity to do! So, when you put me down for talking angrily to you, that just added fuel to my already existing fire.

Again, if you don't like hearing **perfection**, then don't provoke it! Call it "constructive criticism."

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This pertinent 2011 Dodge Charger I own, is really just the *least* of all evils concerning all of new cars available today. The only reason I purchased the car was because it was the only considerable configuration that allows both cloth seats and navigation, remote start, and remote windows, all from the factory. People today are just a whole lot dumber in terms of being able to *think outside the box*, than I remember years ago. Maybe it's the *known* brain damage from cell phones, which I still don't own one. Maybe it's something else. I don't know. The fact that today's Church only tells the *money* what it wants to hear instead of what the real Christ mandated,

explains everyone's very high degree of dishonesty and lack of ethics. And, even if you're not a wealthy "Christian," everyone else pretty much lives from the examples of everyone else. (Boy, does that explain a lot of today's solvable problems.) But, let's go back to the intelligence problem:

When I got my 1997 T-Bird from the factory in '97, it was the best car I ever owned. Yes, your '11 Charger is just about as smooth on the highway, as the T-Bird was for many years. There's the only plus, other than navigation and satellite radio, which is stuff I could have probably added to the T-Bird.

**But, in further GIVING YOU my two cents, here are my gripes about the Charger, that I did identify prior to purchase:**

1) Looking over my shoulder for someone in my **blind spot** is more restrictive, as the body transgresses higher towards the back making it more difficult seeing low hoods. I realize that this is apparently a new style in many new cars, but it is a more dangerous style that surely will be the CAUSE of MANY more accidents on the road. In the eyes of intelligence, this design is essentially *murder*, since cars like my old T-Bird allowed much more visibility, and even out the back window. People are stupid, so this style will surely continue for a while. Sure, the 2010 Charger design was worse, but the 2011 stands also in need of improvement. Safety should be car manufactures' and government regulators' *number one* priority, but it obviously isn't. "Everyone is an idiot today" explains it best. And, the new Challenger is much worse. I recall in driver's ed. back in 1972, that we are NOT to rely on our mirrors only, and that a quick look over one's shoulder is necessary in assuring one's blind spot is clear. That objective is much more difficult in today's cars. That's simply because people back in 1972 HAD TO BE smarter people. Yes, technology does advance but the ability for the mind to *reckon further* (correctly) is definitely lacking. (Actually, my 1984 Camaro was the best for visibility, believe it or not, as its back window wrapped around. Blind spot side views are not the only concerns. Seeing and correctly judging how fast a car in the other lane is gaining on you is also very important. And, nothing can judge that better than a quick look with the naked eye. Even using one's peripheral vision can detect such things much better than a mirror that isn't even showing things in correct scale. Seeing car hoods, trunks, sides can be seen zillions of times better using a 1/10 of a second quick glance of one's peripheral vision, than only seeing a **non-removable backseat headrest**. I'm 56-years-old, my kids are grown, so probably no one will ever ride in my back seat. So the government or Chrysler mandating the rear seat headrests to be non-removable for the one in a thousand chance that someone will be, first, riding in my backseat, culminating to probably a one-in-a-trillion chance that in that one-in-a-thousand chance the car will be rear ended, in exchange for blocking the "need" to see cars in my blind spot used probably *five times daily* every time I drive the car. That's *increases* the overall chance of bodily injury to go up by probably trillions. That's what's called "NOT thinking outside the box." I'm guessing that most Interstate accidents are caused by someone not seeing the car in their blind spot. Currently, **Allstate Insurance** even has a "Mayhem" television commercial *capitalizing* on the fact of the frequency of blind-spot accidents. Also, the apparent added **window-level body width on the roof supports**, apparently needed to better stabilize the roof in the rare case of a roll over, also blocks more of the blind spot, surely causing more accidents, and people dying when they *don't* even roll over. So, we design cars to better have accidents in the first place, but we make it safer for the rare case of a roll over. I say let's try to prevent the accident to occur in the first place, then worry about strengthening the roof. Or, just use stronger metal blocking less width and do... *both*.)

"Mayhem": "Law. The offense of willfully maiming or crippling a person." It's a *standard* of thinking with *today's* government and car manufacture heads. Maybe it was the body design of the AMC *Pacer* in the 1970s that had it right. Well, if *you* ended up crippled in the hospital for the rest of your life, *you'd* wish you had instead drove the "goofy" looking car.

Quit *simply* designing things to help .001% of the time, while making it harder to see or more dangerous 99.999% of time. That proves no one can really think outside the box.

Still not as good as the T-Bird, and worse on the Ford Fusion, the Charger's **rear window view** is higher to apparently allow more trunk space, blocking my seeing of car hoods when backing out of parking spaces. When backing out of a parking space, on the Ford Fusion, it's so bad that one can only see how close their rear bumper is getting to another's bumper by only seeing the other cars' windows and roofs. Windows and roofs can be a considerable distance from its bumpers. So, car manufactures today thinks it's much better to hamper what one has to do probably five times a day (backing out of parking spaces), to help with what one does maybe once a year (go on vacation in the car). My T-Bird fits all my and my girl friend's three big luggage containers (two side by side, and one on top another) and two medium sized luggage cases, with a big 30 gallon bag filled with about five pillows, squeezed in. And, room for several smaller than a square foot things. Again, all in the trunk. And, I can easily see all car bumpers when backing out of the *typical* tight parking spaces, in obscure places like *shopping centers, businesses, movie theaters, tourist attractions*, etc. I know the Charger has a *necessary* rear camera, but I wouldn't need the thing at all in the T-Bird. Again, nothing can be better than the direct visual view with the naked eye. Folks who like to put a lot in their trunks, should just get an SUV. Try to quit making regular cars compete with the *design* of the SUV! Extra space for that kind of stuff is the only reason for the *existence* of SUVs, station wagons, vans, etc. I just don't see lots of regular cars on the highway now-a-days with luggage tied to the roof, like the old days. So, those kinds of folks today are *smart* enough somehow to *know* to buy something different than the regular car. I don't care if they're high school drop outs, they ARE smarter than today's highly educated car designers!!! It's hard to *both* look around my shoulder to make sure I'm not going to back into something, and look at the rear camera view at the same time. So, it has to be one or the other. The over-the-shoulder view is much more blocked now, and the rear camera doesn't show everything going on back there, especially other cars driving by. I would prefer to have both, but rather with both in optimization. That thing your Plus version has that's supposed to detect all cars driving by, I wouldn't trust at all (while looking forward). Maybe in 100 years that kind of technology, with GPS universal database reckoned on every car, will be perfected for the car to just drive by itself; but, I'm not willing to be your guinea pig in the meantime.

Nice try, but you *all* should have instead asked *me* years ago what's the best designs. I have the ability to think outside the box. I'd just point to a picture of practically any older car. I know that you *changing things back* proves to the people your dumbness, and that such is only hampered by you all's number one priority in not admitting you're dumb. Maybe me yelling at the top of my lungs would get accomplished what's best and safest for your *customers*, because I'm seeing the results more every year when people are limited in having to speak nicely, and with high bootlick to not chance burning their bridges. In other words, if I'm hurting my relationship with you and Chrysler, I'm *still* helping your thousands of future customers causing you all to *think* about it more. So, yes, working for God is *my* priority (I get no personal benefit from alerting *you* about these 15 blunders.)

So, when someone bumps into another car in the parking lot, they shouldn't leave a note with *their* name on it, they SHOULD leave a note with Chrysler's name and address on it, to be the one who should have to pay for the repair.

Today's dumbness apparently can't improve and obviously can only get worse, when Freedom of Speech is hampered by having to only talk nicely. My method is by far the best, your method is just part of the overall problem.

2) In my 1997 T-Bird, while driving I can actually comfortably rest my wrist on the actual shifter knob, with my finger perfectly in place for **changing to preset radio stations**. This even adds "arm stability" in comparison to the very easy reach of the radio buttons. There are even protruding things that aid in *feeling* the controls of all my radio buttons. Therefore, at night, I don't have to take my eyes off the road to change stations. And, the preset buttons are even set up with three on top and three on the bottom for even less toil. On the Charger, I HAVE TO TAKE MY FREAKIN' EYES OFF THE ROAD EVERY TIME I WANT TO CHANGE TO ANOTHER "DESIRED" STATION. The "technology" is "advanced" (but the brain still lacks), so the direct preset buttons are on the navigation screen. Nothing to feel for. No comfortable shifter knob to rest

and stabilize my wrist on. Just a more dangerous driver behind the wheel! That's me, now. Thanks to HAVING TO take my eyes off the road much more often now. You see, none of you could ever figure this out on your own, but the *more* my eyes are not on the road, the *better* a change of an accident to occur. Do I need to say this more angrily? Probably so, but to continue: one has to also painstakingly raise their entire arm much higher to reach the Charger presets. I mean the whim to quickly see what's playing on another station has to be much stronger now. On the T-Bird, the fingers can stay pretty much comfortable near the buttons; but, on the Charger, to do the same, I'd have to keep my arm very uncomfortably in the air all the time, and with nothing to rest it on. There are, however, a lot of hand-felt controls in the area near the (much less comfortable wrist feeling) shifter knob, but it's mostly for adjusting the air and heat, which now-a-days, and this is also on the T-Bird, has *automatic temperature settings*, which therefore requires much, much less driver intervention than in the old cars. That means that the PhD designers at Chrysler today have made access easy to controls that the driver probably hardly every adjusts (air and heat), and made the frequently used radio controls much more difficult (not to mention the added REAL danger factor in HAVING TO take one's eyes off the road) to adjust. I now probably have to take my eyes off the road on an average of every five minutes (radio), compared to an air adjustment probably once a week. If I could have only gone to college, so I could also be as dumb as everyone else!

Now, **behind the steering wheel** is "a" or "one" button for changing to a preset station. However, this is good only if I ALWAYS want to change to the *subsequent* preset station EVERY TIME. Car salesmen actually say that the next subsequent preset is ALWAYS the next station they want to hear; that I will NEVER want to pick in variation EVER again. Really! --Where I *don't* have some stations that are "more" favorite than others, where the chances are better that those might have a song playing that I really would prefer to hear, than the less odds (law of average) from my less favorite stations (that do still qualify for a preset, as there are several), that *sometimes* plays my kind of music, but "secondarily." Which can be EASILY pressed, in the dark, without having to take my eyes off the road AT ALL, in my T-Bird. Actually, it's still more comfortable to change the presets on the T-Bird while "resting" my hand on a still lower level shift knob, than having to disrupt my important hand steadiness on the wheel, especially when making a turn, where the steering wheel preset button[] is somewhere else.

Now, about the words "a" and "one": On the "one" steering wheel change to a preset button[], you **can only increment**, not decrement, or go back in order; because again, there's only "one" button for this function. Therefore, when say the prior station had a song playing that I liked better than the subsequent or current station, I have to keep pushing the button eleven (11) more times to reach that station that's only one preset behind. Usually, I don't count each step, so... I HAVE TO TAKE MY EYES OFF THE ROAD ONCE AGAIN TO VISUALLY SEE HOW CLOSE I'M GETTING TO THE STATION I WANT, or otherwise pressing the button over and over again too fast could cause me to accidentally go beyond the desired station. Not to mention I'm also just missing more of the song that I found I wanted to hear, during that whole process.

Again, I was *able* to understand all these problems *instantly* when first learning it. But, no one, apparently in the whole wide world, can understand these problems on their own, even if they lived for probably 1,000 years!

Now, in place of where a "back" preset button SHOULD be behind the steering wheel, is two (2) Seek buttons. Those just go to the next existing stations (in power range), up or down, whether its one of my presets or not. Using that, boy, I get to hear all the stations I don't want to hear. Well, that makes sense why they'd design it that way (when the rarely-used scan buttons are also available down next to the air buttons and on the Nav. screen both), because me having to spend more time using scan than my presets, there's "a" better chance I'll find something I like in Satellite mode that I might not already know about, therefore increasing the chance of me paying for it after the first free year ends. So, apparently, Chrysler gets some kind of kickback when their customers continue to pay for Satellite. So, for MORE Chrysler selfish greed-to-the-max reasons, I have to CONSTANTLY be taking my eyes off the road, causing a much more dangerous highway for both me and every other driver, and CONSTANTLY feeling the frustration and TIME CONSUMING inconvenience of

having to keep pressing buttons over and over, etc., it's worth it to Chrysler because they "may" make a few more pennies for it! "Pathetic"!

You know the "reason" there is SO MUCH greed and dishonesty in this country today is because of the **church**, believe it or not, allowing many cop-outs to Jesus' *golden rule* mandates for salvation. Today's churches, especially the Protestants, only really tell the rich man what he wants to hear. How else do you think they can afford all those big nice buildings? But, if you read about Jesus in the actual Bible, he listed no artificial salvation cop-outs for His "commandments." Everyone knows they are "supposed to" be good, but "don't have to be" because of the fabrication of things like "Jesus paid your penalties" without mentioning that those were the penalties pagans and Jews erroneously *thought* was required for atonement via human and animal sacrifice. Jesus paying the price to atone for sins that really weren't sins, and in that method, was not also for a reason to evade the golden rule instructions from Jesus! So, Jesus just overruled the then popular human and animal sacrifices: He was not telling us to overrule *His* instructions. Duh! But, this church lie has become so huge, and people are SO gullible, that it is actually trickling down in justification for most poor men's sins as well. But, it apparently *totally* runs the Chrysler Corporation today.

3) Actually, the above statement about air control use frequency is incorrect: I'll set the Charger's "**Air Recirculation Button**" on to *optimally* run the system, right? But for some reason every time I restart the car, it reverts to off; where I have to manually push the button every time. Therefore, I have to work the air control really more like twice a day on average, instead of once a week. It's the *T-Bird's* air settings that only get touched maybe once a week. Possibly / hopefully this is a fixable bug on the Charger. (Incidentally, I didn't know of *this* particular blunder until after my Charger purchase.)

4) **Speedometer:** Can't see it hardly at all, its numbers are a lot smaller and use a harder to read font than the God-giveth but taketh away eventually, T-Bird's. Therefore, I *have to* ALWAYS set everything for the digitally displayed alternative, that actually is positioned that if the tilt wheel is all the way down, you can't see it either. So, I have to go to all the add time consuming trouble of having to set the tilt at a less desirable height, rather than just quickly bring it to the desired lowest position EACH TIME!

Also, the analog speedometer is set to only a maximum reading of 140 MPH, to apparently make the car *only* desirable and built for morons (and *very dangerous* kinds of morons, I might add). (Can't the morons just drive the Challenger?) Therefore, to allow the extra room, the speeds I usually drive (0-70) are all displayed on just the left half of the speedometer, to allow the morons their *added* 70 MPH readings (to 140); and therefore is why each number can only be displayed in every *twentieth*; rather than the big text, clear and readable display numbering for every *ten* MPH, like on my T-Bird.

There are other small problems I probably shouldn't waste everyone's time in having to read, like to reset the tripmeter, I have to go into a bunch of menus, and go through even more to reset the digital speedometer back, where you just touch one easy button on the T-Bird. "Hey, all you cars behind me, quit *honking*: I know the lights green, but I need to finish this process first; or, I won't have a speedometer that I can read!"

But, it's *new*, so for that reason alone, it's *better*. Then people can *brag* how *their* car is newer. You wouldn't want to be seen with an *older* iPhone would you? That's right, change everything for the worse, and people are so stupid they'll actually "just think" it's better... because it's *new*. People were "dumb" in the '60s and '70s. People became "dumber" in the '80s and '90s. But, I really don't see how people could *ever* be dumber than they are today.

5) Speaking of the **tilt wheel**, the T-Bird's is a quick side bar pull and release, dropping to the bottom where the speedometer can still be seen. In the Charger, one has to use a lot more muscle, and has to rather uncomfortably stretch their entire body forward enough to be able to reach the pull down lever way under the steering wheel, and have to maintain the uncomfortable position even longer while having to muscle the lever back up (after having to adjust the wheel down not quickly to the bottom, but somewhere in-between: more time consuming,

more toil, more frustration, etc.). It's therefore requiring probably five times more time, and, again, a lot more *discomforting* exertions. Thanks, but I want my driving experience to be nice, quick and comfortable, I'll save my workout for the gym.

**6) Cruise control:** the *turn on* switch is a toggle. On the T-Bird, it's an *always to on* button (with an *off* button below it). Well, at 56 years old, my memory just isn't what is used to be. So, when I want to set the cruise, I have to first go through a thinking process asking myself if I have already turned the cruise button to on. Otherwise, if I just push it every time in a non-thinking habit-based impulse sequence like I can do with the T-Bird, I'M TURNING IT OFF EVERY OTHER TIME. And, when I make the mistake and turn it off, the speed I'm wanting to maintain on the highway goes down quickly, after I take my foot off the brake thinking the cruise is on. Then I have to speed back up, making other cars wondering why the hell am I driving like a idiot; everyone still driving consistently behind me all of a sudden is tailgating me and/or changing lanes. Just because I forgot that I had turned on the cruise earlier. Therefore, to alleviate this problem, I now also have to set the cruise to on by habit also every time I enter my car, then remember to never push the *on* button, because it's already and will always be on. Again, on the T-Bird, I don't have to set the cruise on until I want to engage the cruise. Thereby simply maintaining the logical habit of always pressing the *on* button first, because it's not a toggle that going to turn off. If it's already on, no problem, it stays on. If it was off, well, now it's on, every time, consistently, and by quick impulse, not in *having to* think about it every time. Taking the time to *have to* think every time with the Charger's cruise on *toggle* button, only further distracts my concentration on the all important highway and in thought of the surrounding traffic. Thanks Chrysler for making my driving experience even more dangerous now. Plus, in the daytime, I can't see at all that cruise icon indicator with my sunglasses on, which would be just another reason to have to take my eyes off the road. And, if I squint, which does take even more time, and takes my off the road for even a longer period, without the sunglasses I can see it during the daylight. Hooray! So, I have two (2) semi-screwed-up ways to help me remember if my cruise is already on. Hooray!

(Possibly it was a blessing in disguise to have to take the T-Bird on the trip, as far as safety goes, as I rarely needed to take my eyes off the road, therefore, much less chance of *causing* an accident. The ONLY reason I've got the Charger is because the T-Bird is getting pretty old, and they don't make 'em any more. That failed nostalgic two-seater idea probably ruined the entire thing. If there was a time machine that could take me back to 1997, I'd do it.)

Are you aware that using the cruise control often on even arterials is a good idea, as it can always be reset quickly (well quickly in a T-Bird), to *optimize speed*, while *guaranteeing to not exceed ticket possibilities*? You probably do know this. I'll give you this one. It was just that one of your salesmen told me that hardly anyone uses cruise control anymore.

Did I mention that it's a lot easier for a big guy like me to get into the nice two-door T-Bird, then the tight squeeze of all of today's **four-door cars**? Well, I won't give this one a number. When I park it, I'll instead have to remember that I now have four (4) window buttons to pull up instead of the T-Bird's only two (2) buttons, to make sure that I didn't accidentally crack any of the back windows, that I really never use, because I'm older, my kids are grown, I don't need four doors. Yeah, the feel of the back window buttons feel the same as the front window buttons, so I've left the back windows cracked open all night so far about four times. But, I have to make sure I put all four, instead of just two, buttons up every time now. Yes, I also looked at the few available coupes at the car show. So, this problem doesn't get a number.

Yeah, all regular cars should now be built for *families* who take a lot of luggage on vacations, because none will realize SUVs, vans, and stations wagons are built for that, right?

**7) The mandatory dimming of the rearview mirror**, dims WAY too often! No disable setting either. I used my manual rearview switch dimmer on the T-Bird about... every month maybe. On the new and better Charger it dims whenever there's *any* car behind me with their *low* beams on. Therefore, I can't see the sides of other

cars in my blind spots as well. Sometimes I can't tell if those little tiny lights in my rearview mirror are cars, or street or sign lights. It's really harder to see which lane a trailing car is in. When I look in my rearview mirror, I'd prefer to see *everything* and possess much better *knowledge* in what is there that I may have to be dealing with. Or, "Heck ma, did we pass the Cracker Barrel yet?" "Don't know: can't tell." You all can tell I'm different; so you'll easily understand why "I" *only* want to dim my rearview mirror when someone is following me with their *brights* on.

I think we're all **guinea pigs** to the car makers today: If they later remove something from the design after they find that something causes more accidents, it's really "tough luck sucker" for their prior customers. Why use their brains now, when a "possible" advantage is out there? They really have no ability to use their brains anyway, because anyone who doesn't want to get blacklisted will never say anything to really motivate them to *think*. So, dumbness prevails, and trial and error is apparently the only way anything can improve. I bet it took some really bad crashes into the feed store, to make the very early car makers *realize* that their technologically advanced vehicle they've created, that can even go to 30 mph, should be manufactured next time with... *brakes*.

Really, what I can figure out in seconds, car manufactures would not be able to reason out on their own if they lived to be a thousand years old. So, next time, just ask me first. I'll help you make correct decisions. How many years did we all have to change the **radio volume** with the slow **incremental up and down buttons**, until they *finally* figured out that the good old "knob" was still the best and fastest method? Maybe twenty years? I saw the problem *instantly*. I think everyone "thinks" that if the technology is more advanced, then the knob just can't be as good. So, please, try not to put me down so much for telling you things that's *impossible* for you all to figure out on your own.

Oh, the Charger has a knob for volume. Well, thank God: that IS *one* thing over the T-Bird. (Don't tell anyone, but those **smaller knobs** that came out in the mid '70s are also still easier to use.) So, was it Jimmy Carter or Ronald Reagan where "the *dumb* generation" really began?

Realize, I not saying it's just car people who are dumb: I really don't know ANYONE who I can really admire today.

**8) "Drag"**: (That's the term I use to describe it.) At most any speed, on basically level pavement, when I let off the gas in the T-Bird, it optimally continues like it's in neutral (but isn't). When I let off the gas in the Charger, for some reason, it slows down more rapidly. It's a very noticeable difference when driving one then the other. For a second, I actually thought that when I picked up the Charger at your dealer, that the "update" goofed up the car, after being used to driving the T-Bird. But, quickly remembered this inferior "drag" feature of the Charger. Nope, the Charger still gains speed going down a steep hill; so, that can't be the reason for the problem, as one salesman speculated. You see, the problem *has to* provide worse gas mileage than if that part was designed like the T-Bird, because it unnecessarily slows the car, therefore requiring more gas to be used to regain the desired speed. For the Charger to simple equal the free-wheeling of the T-Bird, the gas pedal has to be applied, henceforth using more gas.

**9) Shifter** can easily accidentally be shifted into lower gears. It's happened to me about two times in the last two months of owning the Charger. A normal reaching for something on the passenger seat or something in the glove box. If I don't watch it, and my hand accidentally swings back to touch the shifter, then I'm in *first* gear baby! I'm not a hot rodder, so I prefer to stay in normal drive most all the time. Plus, I get to take my eyes off the road again to see which gear I'm in, as there's no way to see it just looking at the shifter itself. Hey, the car was apparently built for morons; that could explain the whole thing.

It is more time consuming and cumbersome with all the stupid zig-zags one has to accomplish when going from park to drive. And, one has to learn how to be careful to not do it too fast, or it may land in first gear instead. And, you usually won't know it until you find yourself not going very fast.

Maybe Chrysler Corporation needs to *realize* that we here in Kansas like to get things done at a much faster pace, than those in New York and California. That way there's more time for back porch sittin'!

**10) Remote Start locks the doors:** Why after I've unlocked the doors, would I want them to lock just because the Charger has to dumbly limit itself to sequence. In the T-Bird, the best \$200 dollars I've ever spent Viper remote windows and doors can accomplish its tasks any time, performed in any sequence, from even inside the car, after any kind of event, without setting or resetting anything else, while standing on my head, whatever! I think there's a tiny mouse inside my Viper remote that's smart enough to know if I pushed it, then THAT'S what I want it to do. Wow! If certain other things aren't just right or not done in proper sequence or distance on the Charger, the remote start many times doesn't work. Why would ANYONE want a car with remote start that purposely doesn't work *whenever* they push the buttons twice??? Name me "one" person who says they like that feature of it *not* working when they want it to??? "Dumb" is the word that best explains the design of this Charger.

Sorry, but if I just licked your boots like you all *expect* me to, then you people would NEVER learn anything!

**11) After locking the door via the outside door handle,** for some reason I have to wait some dumb period of additional time to unlock it via the same button. (In such cases where I realize right after I lock the door that I forgot something inside. Happens a lot with me anymore.) Why would ANYONE want the damn door to *not* unlock WHENEVER they push to unlock button??? (With Key Fob in pocket of course.)

**12) The Key Fob:** the thing is **huge!** Okay, I'm sure morons like having stuff in their pockets monopolizing all the space, and bulging out their pocket sides in appearance... so to look more like Ronald McDonald I guess! I don't know about you, but when I want to meet new women (I'm single), I always first stuff my pockets full of as much crap as humanly possible. Future male figures drawn on bathroom doors will now require the male to have large unnatural looking bulges on each side of what's usually drawn now as a rather slender behind (with broad shoulders). So, that'll all have to change soon. This Viper keyless entry has all buttons even God would need to use to operate the T-Bird, and probably one-third the size of the Charger's Key Fob. Same with the *original* T-Bird factory remote.

All you car manufacturers should *allow* a way to disable the **panic alarm**. Especially on your Key Fob that doesn't even indent the buttons. In two months of driving the Charger, it's gone off when in my pocket, probably three time now. That kind of stuff wakes up my neighbors late at night, and is just really damn embarrassing in shopping centers, etc. "Realize" some of us are big ugly guys, who aren't small women who have to worry about being raped. "Realize" that many people would like the *option* to disable their panic alarms. "Realize" not all of us live in the dangerous part of town. "Realize" that when something / anything *else* is in one's pocket, it seems to be just cause for the Charger's panic alarm to activate, once things get squeezed a bit, like... [drum roll] when one *sits down* or something. Have to reach far down to tilt the wheel, grab the groceries, etc. Yeah, really! "Try" to "know something"! The actual buttons are even also about three times the size on the Charger's Key Fob versus the T-Bird's, where my big fat finger seems to *always* be able to push. Next year, make that panic alarm button even bigger, and maybe even stick out a little, why don't ya'? If you advertise it as "new" people WILL *run* to buy it. Believe me, they will, based entirely on the word "new." Why do you think the new iPhones are selling like hotcakes? They're "new." That's the only reason. You don't want to be caught with your business associates and friends see you with something "old" – how degrading.

**13) Console lid opens from the back** instead of the side like my T-Bird. As the driver, when I have to reach for something in the T-Bird's console compartment, I can actually only use my right (nearest) hand, where the rest of my arm to the elbow can be in a comfortable slightly elevated position. With a lid that's hinged on the back, my right arm to elbow has to try to reach the moon with my hand having to twist so far under I think Hulk Hogan had a grip on me. Or, I have to use my left hand and reach as far as I can possible strain for the much added distance. (There sounds the panic alarm again.) It actually can cut off my breathing. Same case scenario

for the passenger's arm: They would also have to point their left elbow to the sky as far as they could just to get something out of that same console box. Even though the T-Bird's hinge is on the passenger's side, it's still a simple task for their left arm to just reach over the lid, instead of way up to Jesus.

Did I mention that when I need to make sure to grab the tickets, one of my 5-Hour Energies, Tick Tacs, or whatever out of the console box while I'm still driving the Charger, the procedure stated above is so cumbersome and distracting to my driving that it just make the possibility of dying in a car accident even greater? I think one of your salesman also told me that no one ever gets into the console while driving. Well, the lid is still a problem for me when I'm not driving. But it's "new." Therefore, I can *only* be *your* friend as long as I'm stupid, right?

14) **Cup holders are much lower** than the console lid armrest, making it much more difficult to grab one's drink... .. than in my old T-Bird, where both are pretty much around the same level. That means, in the T-Bird, I can grab my drink more from the bottom half; but, in the Charger, I have to more reach around the console from the side, or try to touch Jesus again with my elbow pointing to the sky.

15) The **transmission** on *all* Chargers I test drove including the one I came home with, seemed like they're not initially shifting correctly (shifts late and hard), very similar to how my T-Bird acted right before I had to have its transmission overhauled a few years ago. So, the new car is actually designed to shift unlike all the normal cars I've driven all my life. Super! It's "new" so... I've got to have it! I know: *That's the way, uh-huh, uh-huh, you made it, uh-huh, uh-huh.*

People actually look over at me when I'm accelerating from a stop because the Charger moves rather slowly unless I really gun it. Basically, one extreme or the other. Super! It's "new" so... I've got to have it! Now all we have to do is get everyone who looks at me like I'm driving weird to realize it's not *weird*, it's "new."

Sorry, that's all I can "recall" right now.

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### **When the forest is large and thick, it's harder for one to find their way out:**

The reason executives, politicians, Presidents, anyone who has been *highly educated*, **can't think outside the box** is best describes that their box is much *bigger* than average; and, when the box is much larger, it's harder to think outside it.

They read and comprehend fast, they can absorb lots more "existing" information than others. They have excellent communication skills, therefore have lots of friends and are therefore able to work with a lot of people, who all aggrandize, to further instill, each other's same taught / *existing* information. It's embedded in their minds dozens of times more than average; therefore, their box is much bigger and much more unchangeably "set" than the bum on the street who has always read slowly, slow in comprehension, bad communication skills, etc. Therefore, their "box" is much "smaller" only knowing more basic information. But, they can reckon outside that box better simply because it's not embedded with a great deal of existing strongly trusted and moreover accepted standards. They (bums) *have to* even literally think outside their little box just about all the time just to get daily problems solved. Therefore, they are really much *better* in the *art* of thinking outside the box, as practice makes perfect, and could pre-figure out these car manufacturer blunders much quicker. It's like if everything is more or less just given to you (rewarding your higher standards), you're not going to have to work as hard for it. Same with the human mind. Also, Presidents could be able to quite making the same mistakes on like war issues, exactly the same that rulers made 5,000 years ago, and everywhere in-between. So, both car executives and Presidents *should* hire bums off the street to help them *gain* ideas that the educated would never be able to ever figure out on their own. Just slowly and patiently tell the bum the necessary prerequisites, then ask them to take their time in figuring out if A or B is better. Ask them to list the pros and cons. I bet they'll be able to present all kinds of even better ideas that, again, no large-

box person could ever realize. Of course, I realize that there's no possible way that Chrysler executives and Presidents are going to even consider this scenario, for simple pride reasons alone. There is NO WAY they can even admit to *themselves* that they think anything less than perfect. I'm just *telling* you all the only possible solution to even world problems, just because I *like* telling it.

In other words, basically those who can think *inside* the box very well, seem to have trouble in thinking *outside* it. And, vice versa.

**Grrrrr:**

I just saw on the news VP Joe Biden's "**not temporary**" **angry tone** concerning the assured increase of rapes and murders if Republicans don't accept Obama's jobs bill that would pay for more police officers on the street. (No opinion.) I don't think my tone at your dealership the other day was any harsher than that. And, he's the Vice President! Would you tell the Vice President to leave your dealership? That is at your *honest, competent, and well concerned for all customers' safety and wellbeing* dealership? I mean, a mechanic using a wrench under the hood or hooking up a diagnostic machine takes "time"! But, a quick computer lookup for a recall or "update" just takes seconds, and should always be the first thing a mechanic should do before starting to push things around in the car anyway. They'd always tell me about any recalls at Olathe Ford, before I was done giving my order to them when dropping off my car. According to Bobby, your mechanic spent two (2) days trying to find the problem by checking things on the car, with Bobby's 2nd day report telling me they found nothing mechanically wrong with the car, then he tells me on the third day that you found an "update" that directly talks about a starting problem; that's been in your computer system for weeks. This first (2nd day) report by Bobby actually explaining to me how a device *could be* set up by an authority, that would block the ability of the car to locate the all important Key Fob, where he even *specified* that the corruption device had to be no more that 100 to 150 feet away from my car, indicating that that seems to be the only possible way my car didn't start that morning of Oct. 8, was the REASON why I planned to ACCUSE MY NEIGHBOR who works in law enforcement, and is obviously in a conspiracy against me over a very historic mid '90s tax issue. I will never accuse someone of doing something evil until I feel I have enough conclusive evidence; but, with Bobby's statement, and everything else, I definitely felt I did! Then your other man coming out rescinding *everything* Bobby said, actually convincing me at the time that it was ONLY the very unethical selfish practice of Chrysler -- who wouldn't blow???? THEN you (Mike Moutray) and your driver strongly expressed your discontent for me becoming angry. "Dumb and dumber" explains it best!

All I can say about my **mid '90s tax issue** is that if any of you ever have a tax dispute with the government, *let* them win it; because, if you win the dispute (which I did), then they will haunt you for the rest of your LIFE! Spite, revenge is really what tax payers are funding government employees to do probably 90% of the time. (So, I basically disagree with Biden's plan, because giving authorities more money, will surely just increase their stocking [they make it obvious], harassing, and actual entrapment attempts against me.)

You see, **Freedom of Speech** was implemented by George Washington and others who were aware of all the abuse of authority by police officers, judges, etc. Therefore, they created the First Amendment to best combat the situation. So, when authorities today just don't like what someone says (and right and wrong has NOTHING to do with it), they will simply do everything else in their power to destroy someone's entire life, just because that is what they personally *desire* to do. Why do the harder real work of catching criminals, and painting better lines on the streets and highways, when the entertainment factor is much greater when seeing those who they *personally* don't like further complaining about their constant harassments; and, stocking and following someone is no fun unless you make it *obvious* to that person they're being stocked and followed. (Yoko Ono said Nixon did it to her and John Lennon, and that it did frighten them.) Then comes in the word "slander" as they will tell the public that I am in desperate need to be watched, because everyone seems to "just trust" whatever people say who are *paid* to be of the most honor. What's going on behind the people of this country's backs is utterly pathetic. The media sucks in whatever the police spokesman wants them to believe.

So, IF I became angry with your dealership and company out of line, then just blame in on 16 years of constant *mental abuse* from our government. But, enough rambling about this; back to talk about this car:

## To the media and government "cc:" readers:

This recall (or "**rapid response**" software "**update**" as *they* call it) is explained in their documented "**service bulletin 11-082**" which has the words "**no start**" in it. Also, the words "**battery drain**" are in it, implying that my car's battery may have been drained by a malfunction of the software (extremely coincidental to the very morning of a planned 9-day driving vacation to Florida, looking forward to really getting into the new navigation feature and satellite radio extra, therefore *purposely* planned to drive instead of taking a quick and simple flight – and all this was discussed much with my girl friend on the telephone that I know the government listens to); however, the navigation screen was telling me that it just could not detect the necessary Key Fob that has to be within five feet of the car. So, there *was* enough battery power to place information of the navigation screen, but not enough power to send a simpler signal out to detect the Key Fob. I mean, if it was power to the car's mechanical *starter* over power to the navigation screen, I could understand it, but to paraphrase the message the Nav. screen told me is: *Yes this car can start, but since it is not detecting the Key Fob, it will not allow it to start.* So, with the dealership taking two days to locate something they should have simply looked for first, I am suspicious that this 11-082 update is just a bogus fabrication done during that two-day time period just so I wouldn't get into a possible physical conflict with my neighbor or pursue other embarrassing actions, because of another elevated harassment event in this government conspiracy against me.

When I'm discussing a subject with someone while driving my car, then later that evening, some stranger will make sure I overhear them talking about the exact same *unique* thing, that tells me that the government has additionally placed **microphones** in my car (and a GPS in my old car, that already has it in the Charger). Therefore, it makes sense that the government would have to inform an auto mechanic that there's some additional things placed in the car for "necessary" surveillance reasons, and to not disturb it, or tell the customer (me) about it. Otherwise, the mechanic might alert me that stuff is in my car that's not supposed to be there. ALSO, after they handed me this service bulletin for me to read, they disallowed me to keep the simple printout of it, after I stated I wanted to confirm it with the media.

Again, I never commit a crime or neglect to pay my taxes, it's my "Freedom of Speech violations" that causes all the slander and threats the government is "legal" to implement against me. And, still after sixteen (16) years of them gaining nothing out of it all, except a lot of fun.

**SO, I AM ASKING THE MEDIA (AND EVEN OBAMA) TO VERIFY THE REAL EXISTENCE OF A CHRYSLER "SERVICE BULLETIN 11-082" WITH THE PHRASES "NO START" AND "BATTERY DRAIN" IN IT**, because I don't believe that they'd be so stupid to give something bogus to the media. If the media can't get Chrysler to show it to them, then please let me know, as this would definitely prove my dealer and Chrysler itself is involved in this unjustified (and technically *illegal*) conspiracy against me.

But, if the service bulletin is valid, then it *still* proves that Chrysler is trying hard to **deliberately not inform customers about valid recalls**. You see, winter's coming: What if this car didn't start at say a business that just closed (where all employees left the area), and the temperature was 10 below zero? Then I could actually die. Especially me, because, again, I don't own a cell phone. I mean when my Charger became disabled on Oct. 8, it wouldn't even lock the doors (luckily the doors were already unlocked). So, a much quicker death would come to someone stuck outside with a 50 below wind chill! It just froze up and only indicated that it couldn't locate the Key Fob. Now, I recall in the past getting notices in the mail about actual recall notices for the cars I bought new in the past. I recall one being to fix some muffler problem. It said to make an appointment with my dealer soon. Now, I might be crazy (after 16 years of government deliberate mental abuse), but I think that there's more importance in a car to start in frigid weather, then a *muffler* problem. So, it is obvious that the subdued "rapid response" "update" should be listed at their website as an actual "recall."

But, at their website (as of Oct. 20), when I keyed in my VIN number for recalls, IT SAID THERE WAS NONE! Plus, letters should be mailed / emailed out to all pertinent customers, especially if a "muffler" problem justified such in the past. THEREFORE, IF THIS "NO START" UPDATE IS VALID, THE MEDIA (AND OBAMA) WOULD BE VERY DERELICT IN THEIR DUTY TO THE AMERICAN PEOPLE IF THEY DON'T ALERT THEM HOW CHRYSLER ACTUAL DELIBERATELY HINDS VITAL RECALL INFORMATION, in which definitely ruined *my* planned "drive" vacation, and who knows what might happen to me this winter. The way things sit today, until someone first falls victim of their car not starting, there is essentially no way they can even know about the problem in advance, even if they try to find out about any such possibility, because, again, Chrysler's website deliberately won't tell about it.

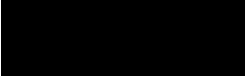
I'm single, so to be an HONEST person, I *now* need to inform the next woman I meet who I call for a date, that "I SHOULD inform you that my car sometimes / might not start and there's nothing we would be able to do about it until it gets towed into an actual dealership; therefore, I SHOULD alert you that there is a definite possibility that we may *freeze to death* on our date, when we take my car to dinner, a movie, drive in the country, find a nice secluded spot to park, or wherever. So, with that, do you still want to go out with me?" ETHICALLY, EVERY PERTINENT PERSON SHOULD INFORM ALL THEIR PASSENGERS THAT SAME THING! But, Chrysler *purposely* doesn't want them to know about it, because it would obviously cause them added work and expense in having to list this as a "recall." (Maybe they'll tell Obama that this is one of the ways they can save some money; and, surely Obama's dumb enough to go along in thinking it's best for the American people.) So, this Chrysler Corporation is an unscrupulous company ONE WAY OR THE OTHER! And, *since* the tax payers did pay lots to bail out this company that ethically shouldn't have been, then they need to know what's really going on. And, the media (or Obama) is the only way they can find out. Or I should say, the only people they *have available* to TRUST to inform them.

If these service bulletins by Chrysler are really to not be printed out for the customer, then that PROVES right there they're trying to hide valid, informant recall information, and *should* be investigated by people like Geraldo.

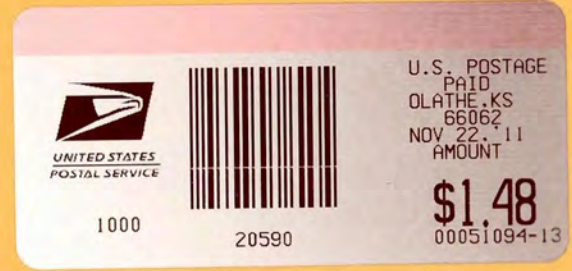
I mean, the way it appears, Chrysler would not post a "recall" for a known **brake failure**, if they thought it would save them some money. They'd say, "Hey, we here at Chrysler want to lessen the tax payer's burden," right?

I really think God helped cause me to get angry that day, so I would write is letter (with everyone's added *mindless* response just fueling me even more).

Sincerely,

 probably the smartest person in the entire world (regarding thinking outside the box).

cc: Chrysler Corporation head office; Office of the Attorney General (Kansas); Fox News Channel; CNN; MSNBC; Associated Press; The Kansas City Star; President Obama; and whoever else I might want to add later.



**FROM** [REDACTED]  
[REDACTED]  
OLATHE, KANSAS  
[REDACTED]

**TO** NHTSA Headquarters  
1200 New Jersey Ave., SE  
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