

NEF-010

SEP 11 2018

[REDACTED]
DACULA, GEORGIA
[REDACTED]

CL-11130152-7726

DATE:

CERTIFIED MAIL: [REDACTED]

Honorable, John Koskinen, **Certified Mail:** [REDACTED]
Commissioner, Internal Revenue
1111 Constitution Ave., N.W.
Washington, D.C. 20224

Honorable, Jack Danielson, **Regular Mail**
Executive Director, N.H.T.S.A Headquarters
Attn: Investigations and Enforcement
1200 New Jersey Ave, S.E.
West Building
Washington, D.C. 29590

Honorable, Jeff Sessions, **Regular Mail**
United States Department of Justice
United States Attorney General
Criminal Investigative Section
950 Pennsylvania Avenue, N.W.
Washington, D.C. 20530-0001

RE: Suspected-Criminal Motor Vehicle Fraud, Salvaged Auto-Resale, Tax Issues

Gentlemen:

On April 02, 2016 I purchased from AutoNation Toyota Mall of Georgia, 3505 Buford Drive, Buford, Georgia, 30519, a new Toyota RAV4XLE motor vehicle bearing Vehicle Identification number, **2T3WFREV5GW** [REDACTED] for personal family use. The cash purchase was made with \$30,917.99 proceeds from a personal injury due to a motor vehicle collision and a means of a replacement and reliable form of transportation based on

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9/17/18
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dealer advertisements, sales promotion, alleged service and advertised warranty reputation of Toyota being a great vehicle. A vehicle capable of performing reliable service, however, in such regard I never envisioned the overwhelming problematic difficulties that would eventually arise and continually follow my purchase. My husband suffers from major cardiac problems and I, too, now after the vehicle collision continue to suffer some disability along with other related health causes. As such vehicle reliability was and is extremely and absolutely necessary to both lives.

A few short months after the purchase the vehicle began refusing to start and eventually had to be towed to the dealership on August 18th, 2016 at 12:08 hours for warranty repairs. It remained, **un-repaired**, at the dealership until September 21, 2016 at 17:43 hours or for a total of **“thirty four” days at which time I was notified it was ready to be picked up. This stay being only the first of four repair stays with the dealership.**

The length of the first time my vehicle was held for repairs was 34 days then being followed by three additional shop repair visits. These combined visits and times greatly exceed the statutory guidelines for a vehicle buy back and/or replacement vehicle. Unfortunately the dealership claimed and continues to claim the vehicle defect was not to be covered, was not covered nor would it ever be covered by warranty due to a warranty exemption and the manufacturers rejection of **any repair payments**. Further, because it was alleged not to be covered it was alleged not to be a subject under the Lemon Law nor the Moss Magnuson Act. That the manufacturers warranty did not and does not apply as alleged by the dealership even though there did not exist any specific, physical, direct or visible evidence of a lightening strike my vehicle had been struck (or) even possibly suffered due to some nearby infliction **of an unidentified electrical discharge which is not one of the exceptions of warranty coverage**. During the first 34 day period of time while the dealer was in possession I was never notified nor informed of an alleged lightening strike to my vehicle or to a possible nearby electrical discharge being “supposedly” responsible for my vehicle’s failing to start. Neither was I, ever, prior to my first arrival at the dealership to recover my vehicle notified to expect a **personal billing** in the amount of \$8,862.68 made **without my prior approval and allegedly outside the manufacturers warranty.**

My vehicle, was then, being held on an Artisan lien pending payment which I was unable to satisfy or allowed to remove for an independent inspection or evaluation.. I was advised by the dealership to contact my insurer, GEICO, for possible payment. GEICO was subsequently informed, went to the dealership and advised he was not at all satisfied my vehicle had suffered a lightening strike as he was unable to locate any evidence of an entry or exit point of a strike. GEICO paid this initial outstanding billing only on the verbal representations of dealership and employees. However, on a later occasion, **(shop visit number four, (06/21/17) for yet another of many other problems of a failure to start and after the initial repairs of \$8,862.68), and others,** my vehicle had to be returned again to the dealership by a roll back tow truck. I then received a telephone call and was informed of new diagnostic costs with the need of more in an attempt to identify the cause of the failure to start. And then, too, if the problem was to be located and in need of

repair there will be additional costs not possible of being estimated at that time. That I should contact and inform GEICO accordingly. I did as instructed and subsequently learned the adjuster returned to AutoNation Toyota of Buford, Georgia where he once again examined the vehicle. He declined any coverage or payment for what he observed advising no direct evidence existed regarding an alleged incident at that time. That GEICO would make no further payments unless honestly satisfied lightening had occurred causing damage. So, the dilatory diagnostic and repair actions of AutoNation Toyota and Toyota Motor Company left me with, according to the dealer representatives a non-repairable vehicle which AutoNation Toyota of Buford, Georgia quickly then claimed to be a Salvage vehicle, A vehicle beyond Safe repair, A non Roadworthy Vehicle, A Salvage Vehicle for Parts sale Only and being Non-repairable, classified as a salvage unit, Unfit for operation on the roadways and Dangerous to Others. That even if repairs were attempted such could not be relied on for dutiful service.

As such I was once again stuck with what the dealership continued **to claim** was a lightening strike having caused new and more damage to the computer system, therefore, again, no warranty. This being even though it was supposedly repaired the first time around. Strangely, my vehicle worked very well between the "battery" replacement repairs until each battery ran down and lost all charge. As such it was very strange each time a battery was replaced, without computer repairwork my vehicle came back to life. Therefore, seemingly, any original problem was **only a battery problem and not a lightening or computer problem.** Unfortunately the dealership was again holding my un-repaired vehicle on another Artisan lien subject to the present diagnostic and any future repair costs, as yet unknown or discovered, being personally paid. That no additional attention was to be made until I approved payment for all future work. This, under the dealership disclosures the vehicle was unworthy of repair, was only a salvage unit fit for parts and no continued warranty. This left me with a decision I should look toward the trade offer of my now declared salvaged for parts only vehicle for a new and same type vehicle. In should also be noted at this time my vehicle was purchased new only several months earlier and now due to the down repair times had amassed less than seven thousand miles. That based on advertised prices of other like 2016 year vehicles dealers my type vehicles were being sold in excess of \$24,000.00 at that time..

I discussed this pending dilemma with my husband and finding ourselves with such undesirable alternatives we began hoping for the truth while being forced between the plight of two differing difficult choices. The first being the continued actions of diagnostics and attempted repairs without any assured favorable results and a second possible action that of a trade. We discussed these and I came to a conclusion it was obvious, we, either way, were being conditioned to suffer a large financial loss and great reward to the dealership. Realizing I was to take such a loss I reduced my appraised trade value to a \$24,000.00 trade. My husband in his assessment lowered our proposal of a trade to twenty thousand which I quickly rejected. There was only one other similar type car on the sales lot and it was brought around for our observation. This vehicle had little in common and was all to repulsive and unsightly. I rejected it outright. I had previously observed a Toyota 4 Runner and asked if we might have it brought around for our viewing

and trial operation. We drove the unit and on returning to the dealership my husband tendered his twenty thousand dollar purchase proposal to which I disagreed as being totally insufficient and it was not acceptable, however, I had been previously informed if we so desired the \$15,000.00 could be increased to \$17,000.00 on a trade for the Toyota 4 Runner without the dealership having to go through their Florida operation. The previously alleged \$15,000.00 appraisal obtained by the "Interstate wire appraisal." Georgia/Florida) by the dealership, without our knowledge or input was then raised to \$17,000.00 without a need according to the dealership of having to obtain another Florida appraisal as long as we moved immediately forward on a trade for the Four Runner even though our vehicle had never actually been seen by an alleged Florida operation. We were to loose either way. Too little in trade. Unable to remove our vehicle due to the Artisan lien, unable to have an independent mechanic assess the problem. With our vehicle being held under the Artisan Lien and immediately subjected to a public sale for repair charges alleged.

As a result of the act and actions occurring over the ten months ownership I found myself deeply in debt when I was otherwise free and clear. I was not a person familiar with vehicle dealership actions, however, as a result, have learned a great deal. I learned in less than one week my (allegedly lightening damaged vehicle), a non-repairable and unsafe roadway vehicle showed up on the dealership lot as a Pre-Certified Vehicle with great advertisement representations. Soon after I was able to identify it as my same (allegedly damaged) vehicle it appears to have departed the sales lot. I made request to the dealership for all allegedly repair documentation copies and to whom it was subsequently sold. Some fourteen plus months have elapsed and the dealership and related Toyota Manufacturing agencies have not only refused to furnish the information and records but not even the respect of a reply.

Interestingly enough AutoNation was founded and was governed to a great extent though "stock investments" held by H. Wayne Huizenga, (recently deceased) a Florida Midas King, originally out of Evergreen Park, a suburb of Chicago Illinois. He is also the founder, with an associate, Dean Buntrock, of Waste Management, a garbage pick-up and hauling company. H. Wayne Huizenga was a man most known to environmentalist, governmental agencies and especially the Internal Revenue Service. He was also known to deny any association or connection with organized crime and holds other interest in Republic Waste. He was a man famous for aggressive buy out strategy providing for a formula for rapid growth that tapers off as soon as he quit buying up businesses. A man whom has stated, "I don't ever see myself selling Republic nor AutoNation" A man, at an age of 21-22 years of age, in a fit of anger, attacked an individual, Thomas Millwood, striking him about the face and body thereby inflicting bodily harm and permanent injury from his grabbing and twisting the genital area of Millwood, resulting in a jury award to Millwood in the sum of \$1,000.00. It is reported Huizenga learned a valuable lesson that would serve him well. "When met with resistance, don't get caught grabbing the opposition by the balls." HAVE SOMEONE ELSE DO IT!"

AUTONATION Toyota Buford Georgia, after more than 30 continuous repair days chose to allege and claim a unsubstantiated warranty exception rather than to have repaired, (if needed) and abide under the warranty and statutory guidelines in effort to take ownership of my vehicle and cause me to suffer great expense in a forced trade. .

There has not been made available to me a record as to how the warranty issues were handled between AutoNation and Toyota Motor Company of either Texas or Japan concerning any repair payments, in addition to what GEICO, made to AutoNation Toyota of Buford, Georgia. (Double Dipping ????)

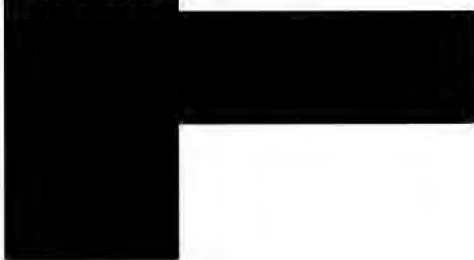
I have recently received information this vehicle was delivered into the State of Alabama and has been re-titled. I have great concerns for the safety of the person or persons having purchased this vehicle, if in fact the alleged vehicle condition by the dealership was in fact true or if in fact it was a swindle from the beginning as a way of taking illegal possession of my "paid for" vehicle and cheating me of my interest. Just where did the unjust income go???

I would sincerely be most appreciative if in fact your agency might make an investigative inquiry regarding not only my situation but regarding numerous problematic situations against the public. Personally I do need the complete and total records of this transaction, the personal identities of those involved and as well as to the legal ownership of the dealership in order that I might properly address my losses in a supplementary income tax filing for which, to date, I have been denied by the dealership and Toyota.

In regard to taxation questions I have been unable to file for my losses due to my inability of having records to substantiate my filing. As such time is now of the essence.

Hopefully, each of you can be helpful.

Sincerely,

A large black rectangular redaction box covering the signature and any handwritten notes.

DOUGLAS, GA.



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U.S. POSTAGE PAID
BETHLEHEM, GA
30820
AUG 23, 18
AMOUNT
\$0.50
R2305K139858-11

Attn: Investigative Enforcement

*HONORABLE JACK DANIELSON
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