

VOLUME 07.03.09

THE **HUMMER** CLUB, INC.

®

azimuth



PREDATOR INC.



Cummins

NOW AVAILABLE!!!

H1 CONVERSION

Predator 6BT Cummins Conversion is now available for your H1 Hummer! For less than having your engine replaced at the dealer you can now replace it for good with our Cummins Conversion. Up to 800hp options with increased fuel economy! Call for more information.



DURAMAX DIESEL CONVERSIONS

For Your H1 & H2 Hummer

Up to 26mpg and 800hp for your H1 or H2 Hummer with the Predator Duramax Conversion. The Duramax Power Train conversion consists of replacing the stock engine, transmission and transfer case with the Duramax Engine, Allison Heavy Duty 5 or 6 speed Transmission and a Heavy Duty selectable 2wd/4wd Transfer case. The entire conversion takes from 5 days to several weeks depending upon upgrades and custom options. Additionally, custom and one-off upgrades are available, including paint, suspension, interior work, exterior styling options and custom theme builds. The Duramax Conversion will now enable you to operate a selectable 2wd/4wd system with increasing fuel economy.



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Largest exclusive Hummer service center on the west coast! ASE, AMP and Hummer Certified Technicians striving for the highest in quality craftsmanship.



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Largest Manufacturer and Distributor of Hummer Accessories in the world! We strive for the highest quality and attention to detail unseen in our industry.



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Full line of factory parts from air filters to Zerk fittings, we cover it all! Most items in stock and ready to ship same day.



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COVER PHOTOGRAPH BY HAROLD BIEBEL



Photo: Mike Morris



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Director
eric@thehummerclubinc.com



Photo: George and Maria Janu, Badlands

The HUMMER Club, Inc. is a non-profit mutual benefit corporation organized under the California Nonprofit Mutual Benefit Corporation Law.

We are a national organization dedicated to promoting the safe use of the HUMMER in a family oriented atmosphere. We emphasize responsible four-wheeling and are serious about safety and environmentally correct off-roading. We encourage our members to be active in land use advocacy and community service and to use both vehicles and land resources safely along the guidelines set forth by Tread Lightly! and the United Four Wheel Drive Association.

Both regional and national events run by member volunteers are sponsored throughout the year where members can drive trails with levels of difficulty ranging from moderate to extreme. These events, our website and the publication of a quarterly magazine also offer an opportunity for exchange of information to develop a better understanding of the HUMMER vehicle and its safe use.

As the only recognized national HUMMER organization, the Club enjoys excellent relationships with AM General and HUMMER/General Motors Corporation and frequently has factory technicians and parts support at major events.

The Club welcomes all HUMMER vehicles. It is a strong, established organization that will only get better with your help. Join in, support the HUMMER Club. With your participation, the Club will continue to grow for the benefit of HUMMER owners. ■

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www.thehummerclubinc.com

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Photo by Harold Biebel



PRESIDENT'S MESSAGE

P. Marshall Henderson

Does that come with an egg roll? With this option package you can select one feature from A and one from B... Buying a HUMMER may never be the same. The sale of our brand name to the Chinese seems set to go through. We do not know what all the changes will be but I do not think they are spending their money to shut down the line, instead they must be planning growth to get a return on their investment. This is probably good news for the HUMMER community.

In another big change since the last issue, long time director Mike Morris has decided to surrender his position as Director of the Club. Mike has become synonymous with the HOPE program having helped walk the program forward from its infancy. Please join me in thanking Mike for the years of service to the Club. Your efforts were really appreciated.

Replacing Mike's position on the Board is Eric Sitterle. Many of us know Eric from the events he has been attending on a regular basis. Eric was an Ambassador for the club

and very active in recruiting new members. His willingness to pitch in and help will be a great addition for the Board and a benefit to the Club as a whole.

I would like to challenge each of you to invite at least one HUMMER owner to join the club in the next few months. It really is not that hard to do. In a parking lot, at the soccer game, wherever you have a chance to talk to another driver, ask, "are you a member of the HUMMER Club?" Tell them to look us up at www.thehummerclubinc.com and encourage them to join us at an upcoming event.

It may seem like a minor thing, but if we all invite someone to join the number of new members will grow. With dealers no longer required to host off road events, they have lost the incentive to affiliate with the HUMMER Club. We can regain some of that membership growth momentum if we all take a bit of time over the next several months to invite a fellow owner to join the club.

This year's annual meeting will be held again at the DoubleTree Hotel in Oak Ridge during the Windrock 2009 event in October. The nominations committee has presented us with several qualified candidates for the three open positions. Directors Glen Peck, Rick Grucz and my terms are ending. All three of us are running for re-election, but there are several new candidates to consider as well.

We the Club members are looking to fill the board positions with individuals who are willing to donate their time and talents to benefit the club as a whole. I believe that each of the candidates has that desire and I am happy that we have a good selection to choose from.

I get asked frequently about the election of Officers for the club. The members vote

and select the Directors. At the first meeting of the new Board, we tackle the task of appointing officers. You elect the Board and the Board selects the officers.

Like everyone in these economic times we are evaluating ways to save money and lower operating costs. Glen Peck introduced us to a web based meeting program where we use the internet to hold our monthly conference call board meetings, saving us about \$800 per year. Bidding insurance and printing costs have saved us other thousands of dollars.

One of our biggest annual expenses is printing the Azimuth magazine. I would like feed back from you regarding an online or electronic version of Azimuth. Do you feel strongly about keeping a printed magazine each quarter? Or would you prefer to read the magazine online, only printing out the articles or issues you wish to keep? Please send your thoughts to board@thehummerclubinc.com. Thank you for your input.

There are several events in store for you in the coming months. Get active, come out and join us on the trails. I am working on the Windrock event and it is shaping up to be a great event. Last year the fall colors were beautiful, the weather nice and everyone had a great time. We may have as many as six of the seven directors at this years event, so mark your calendar, make your hotel reservation and come join us for the fun.

Take care, be safe and I will see you on the trails,

Marshall

marshall@thehummerclubinc.com

NOMINATIONS COMMITTEE REPORT

It is the responsibility of the Nominations Committee (Hal Dilworth, Manny MacMillan, and Bob DeVorre) to review all candidate applications and select the ones, which will best serve the membership and contribute to the management of the Club.

The committee has met and unanimously recommends and places the following candidates on the Club ballot for election to Director to The HUMMER Club, Inc.



Dave Breggin – Candidate

Dave is a resident of Littleton, Colorado, a suburb of Denver. Growing up, he spent many summers on his grandparent's farm in western Colorado. He developed a keen interest in four-wheel-drive and a deep respect for stewardship of the land.

His first 4x4 was a Jeep CJ-5 purchased in 1980. In 1995, he purchased his Hummer wagon. Shortly after that, he helped form the Colorado Hummer Club and also joined The Hummer Club, Inc.

Dave has been very active in THCI and has attended many events around the country. He has been an event volunteer / coordinator / trail leader for the Moab event for the past 10 years. Dave is also a HOPE Driving Endorsement instructor.

After many years in the computer and software field, Dave accepted an early retirement from Bell Labs. He now owns and operates BlueHummer Outfitters, an online Hummer parts and accessories business. His

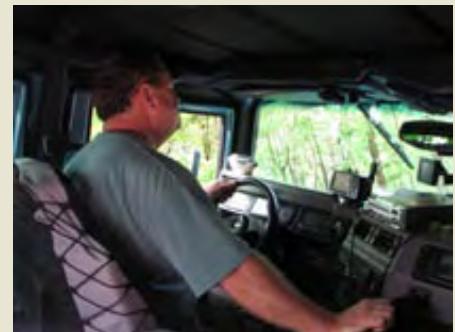
company is a frequent vendor exhibitor and sponsor of THCI events.

He believes in giving back to one's community and would welcome the opportunity to contribute even more to the Hummer Club.



Rick Grucz – Candidate

Rick accepted a position on the BOD in October 2006, and was re-elected to a regular term of two years in 2007. When he purchased his first HUMMER in June of 2004 he caught the "HUMMER-BUG." He still has that 2005 H2SUT, along with a matching 2007H2SUT. Whether it is making HUMMER Jewelry, fixing or modifying trucks, or training people off-road for the HOPE program, it seems as if HUMMER is in his blood. In January 2008, Rick initiated talks with GM/HUMMER for a proposed "Lifestyles" program for the club. Although it has not gained the traction we had hoped for, he has not given up yet! Rick started the Drummond Island THCI event back in June 2005, and has coordinated that event 5 times since its beginning. He has also attended events at Paragon, Rausch creek, Badlands, Windrock, Homecoming 2006, Kinzalows, and the Silver Lake Sand dunes. Rick can usually be found with his legs sticking out from under his truck, or someone else's, somewhere around the country. To serve another term on the Board of directors would be an honor. "Have fun, Go Wheelin... well you know the rest."

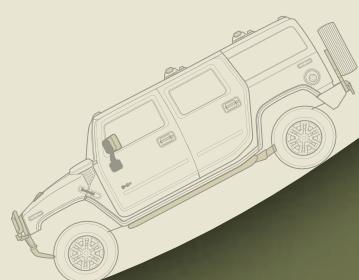


Marshall Henderson – Candidate

I first joined the HUMMER Club in 2003 with Cindy's H2 and quickly added my H1 on the vehicle listing. I attended Windrock 2003 "Living on the Edge" with my son Bo for my first HUMMER Club event and I have attended a Club event each year since. In late 2004 I was appointed as a director to fill out the term vacated by another director. I was then elected to the board in 2005 and re-elected in 2007. I was elected President of the club following Linda North's retirement.

I have tried to help the club with finances, and recruiting new directors who have been instrumental in moving the club forward. When I joined the board we did not have a web page and were just developing the very first online event registration program. Now we have a great, functional web site, event registration, Facebook presence and we even Twitter club organizational information.

I certainly do not claim to have accomplished all of these feats, but I have been involved in the Club leadership on the way, helping guide the efforts, recruit the individuals who have done the work and encourage all of the board to participate as they can. I am willing to continue to help and eager to see the Club move forward in these very challenging times.





Kenyon E. Luce – Candidate

An attorney in private practice focusing on elder law and estate planning. He is the founder of the Luce and Associates, P.S., located in the City of Fife, Washington. The firm provides a full range of legal services to its clients. He is a member of local, state, American Bar Associations and the National Academy of Elder Law Attorneys, US Court of Appeals for the Armed Forces, US Tax Court, and US Supreme Court. He drives a 1999 H1 4-door hardtop, and he is a participant in the H.O.P.E. program. He is also Chairman of the Legal Services to the Armed Forces Committee of the WSBA, and creator of the Military LAMP Section of the WSBA. Luce is a member of the Pierce County Search and Rescue 4x4 unit, and serves on the Board of Directors of the Mt. Rainier chapter of the American Red Cross. Kenyon would be an appropriate member of the board because of his great interest in expanding the HOPE program and increasing its use, as well as his availability to the Red Cross in time of disasters or emergencies.



Glen Peck – Candidate

It has certainly been a true honor and privilege to serve as a member of the Board of Directors for the last two years and I look forward to continuing that service to the Club at the Members discretion. There have been many challenges and many successes over the past couple of years and I look forward to the challenges during the next two years.

During my first tenure as a Board Member I have participated actively in the creation and implementation of our new web site; maintained all of the Club's financial records and responsibilities; created the Club Ambassador program which now has about 50 Club members who are Ambassadors all over the U.S.; responsible for web site maintenance and updates; responsible as coordinator for Club memberships; coordinated Club off-road events; and this year accepted the responsibility as the Club coordinator of our HOPE program. A lot on my plate but I am willing to and look forward to continuing these efforts and making them better as we move through the next couple of years.

Nancy and I make an effort to attend 5 or 6 Club off-road events each year, some as coordinator and some just riding the trails. If you have never taken your truck off-road, it will only take one Club event to show you the awesome family fun and adventure that you have sitting in your driveway. All you have to do is register then put the key in the ignition and start having fun with the most capable truck built for the consumer. We hope to see you on the trails in the near future.

BOARD OF DIRECTORS VOTING INSTRUCTIONS

This is your official notice that the upcoming election of the Board of Directors will be held electronically on the Club's website www.thehummerclubinc.com.

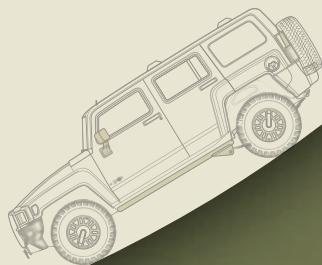
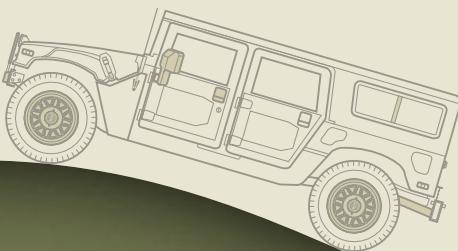
All of the candidates are profiled in this issue of the Azimuth. You will need to login to the Club's website as a member to cast your vote. Only Regular members as defined in the Club's By-laws are eligible to vote. Vote for only 4 candidates.

Email notices will also be sent out as reminders periodically to cast your vote. So, go to the website and make sure that your profile information including your email address is correct.

If you do not have any internet service, please call (410) 279-0262 to request a written ballot by mail.

While you are visiting the Club's website make sure to update your Membership profile and upload some pictures of your HUMMER!

Voting results will be announced at the Club's annual meeting to be held at the Windrock off road event in Oakridge, TN on October 16 – 19, 2008. **H**



THANK YOU CLUB AMBASSADORS

We implemented the Ambassador Program to get more Club members actively involved in planning and executing Club functions. The objectives of the program are to:

Provide more people than just the Board Members to plan and be involved in coordinating off road events,

Have more than just Board members actively involved in Club functions,

To assist the Board and all Club members as needed, and

To have events not sponsored by the Club but just a group of local Club members having fun being out in their trucks and doing things of a common interest.

The Ambassadors are a link in the Club chain and are working to establish a THCI presence in their respective local region and to make the broader Hummer community aware of what THCI has to offer its members, assisting in Dealer relationships, recruiting new members and promoting Club events.

So, the Club wants to say Thank You to the following 50 members who have helped get this program launched this year. We have already had two Club member events and one more is now going on the schedule for September in the Black Hills of South Dakota.

CANADA:

Derek Wax Brampton, Ontario
Tony Cocco St. Sauveur, Quebec

NORTHEAST:

Mike King Charlton, MA
Jim Jordan West Chester, PA
Chris Fusco Yardley, PA
Ken Gander Bergenfield, NJ
Trey Dieterich Turnersville, NJ
David Simkins Scarsdale, NY
Bill Wisotsky Dix Hills, NY
Jody Haynes Mechanicsville, VA
Damian Centeno Alexandria, VA

CENTRAL:

Karen Warren Yorkville, IL
Jeremy Elliot Evansville, IN
Ted Karas Wheatfield, IN
Nicholas Wise Louisville, KY

Harold Biebel Bowling Green, KY
Joey Jeffers Hyden, KY
Eric Sitterle Mason, OH
Gilbert Herman West Bloomfield, MI
Rick Ryckeghem Dryden, MI
Scott Pouls Waterford, MI
Scott Bitoff Howell, MI

SOUTHEAST:

Ken Mitchell Lacey Springs, AL
Brandon Michael Chelsea, AL
Jim Williams Leesburg, FL
Tony Morris Boynton Beach, FL
Ben Sharp Salisbury, NC
Tony Whisnant Boone, NC
George Yankay Watha, NC
Christopher Benson Cary, NC
Carl Pilj Knoxville, TN

SOUTHWEST:

Marc Balocco Sedona AZ
Mike Boggio Tucson AZ
Tim Sullivan Tucson AZ
Steven Fullmer Phoenix AZ
Shane Fowler Golden CO
David Bailey Flower Mound, TX
John Key (Sherri) Big Spring, TX

WEST:

Brad Mellon El Centro, CA
John Herr San Diego, CA
Rick Roberts Valley Center, CA
James Stephan San Diego, CA
Richard Arvin American Canyon, CA
Joe Mackey El Cajon, CA

NORTHWEST:

Shawn Palmer Monroe, WA
Steve & Sonya Spencer Vancouver, WA
Kenyon Luce Milton WA
Richard Gorton Beaverton, OR
Jay Manley Fargo, ND
Gary Swallow Grand Island, NE

AMBASSADORS AND THE HUMMER STIMULUS

Eric Sitterle (Board of Directors Member, and former Club Ambassador)

With the tough economic times and a lot of the uncertainty concerning the future of the GM HUMMER Brand, there have been a lot of changes for 2009 at The HUMMER Club, Inc.

One of the changes was the development of the new Ambassador program. Many of you have read about the birth of the program in the last issue of Azimuth. Since then, the infrastructure has been laid. Those of you who signed up for the Ambassador program will be hearing from Rick Grucz and myself in the near future so that we can get your ideas out to the rest of the Ambassadors across the country.

Our goal is to make it fun to be an Ambassador. If you see someone with another HUMMER in your community, stop and take a minute to hand them a club business card or brochure and let them know about the club. We will help you plan local member events in which you can invite other HUMMER owners in your community to join in. These small events are VERY easy to plan and a lot of fun!

I have noticed that in Cincinnati I am starting to see a lot more HUMMERS on the road that are set up to go off the road. These tough economic times have made accessorizing H3's and H2's very affordable. Gas prices have dropped so people are more willing to drive their trucks to events as well.

On the following pages you will find contact info for your regional Lead Ambassadors and the names of local Ambassadors. You will also find a sheet of blank HCI business cards. I encourage each of you as Members to cut this sheet out, put your name and email on them. Hand them to other HUMMER owners who you might bump into in a parking lot. I encourage all of you to help stimulate the HUMMER Club. I promise you will get out of it what you put in.

The more the Club grows, the more events we can put on, the more opportunities to have fun with a group of local individuals.

If you have never spoken to your local Ambassador look them up in the member directory on our website (<http://www.thehummerclubinc.com>) and introduce yourself to them.

If you want to do something you have never done, you have to be willing to do things you never do!



AMBASSADORS AND THE HUMMER STIMULUS

Write your contact information on the cards below, trim them out and hand them to other HUMMER owners you meet. Direct them to the club's website and let them know how much we would love to have them attend a club event!



Come Join the Fun!

Club Member:.....

Email:.....

Phone:.....



Come Join the Fun!

Club Member:.....

Email:.....

Phone:.....



Come Join the Fun!

Club Member:.....

Email:.....

Phone:.....



Come Join the Fun!

Club Member:.....

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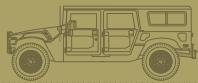


Come Join the Fun!

Club Member:.....

Email:.....

Phone:.....



The only national HUMMER organization, the Club enjoys relationships with AM General and General Motors. Our events feature learning trails for new off-rovers and activities designed for the whole family. The Club welcomes all owners.

www.thehummerclubinc.com



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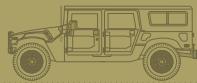
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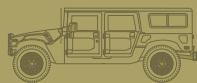
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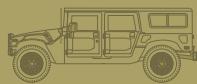
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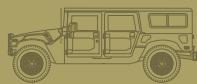
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AM GENERAL OFF-ROAD COURSE AND SILVER LAKE SAND DUNES



August 28-29, 2009

Event Coordinator: Scott Pouls | email: phazer42@comcast.net | P: 248.202.1246

A NOTE FROM YOUR EVENT COORDINATOR

Member,

I am pleased to have you join my family for this great event. If you have never been to AM General's Off-Road Course, you are in for a great ride! These are the trails that were used to develop the HMMWV for the U.S. Military. On their infield, you will find moguls, water troughs, rocks, logs, rollers and inclined surfaces. Their 300+ acre property has many trails through the woods for you to test your skills and just how much you know your HUMMER. This is an experience, you do not want to miss!

At Silver Lake, you will find a 450 acre ORV Park right on one of the largest fresh water lakes in the world. You will not be allowed to drive into the lake, but by all means if you feel the need to go swimming, the opportunity is there! The dunes are always changing. If you have been there once before, they will be different the next time you arrive. Remember to air down and have some fun!

Please ensure that your HUMMER is ready for this adventure with all of its maintenance being up to par. No one likes to fix their HUMMER on the trail. AM General and Woodfield HUMMER will be present with a tech providing assistance if the unforeseen is to happen. Please remove your side-steps and wheel center caps (H3) prior to this event.

Please be sure to thank Tracy and Henry from Woodfield HUMMER. This is the second year they have sponsored this event, even with the economic uncertainty of the HUMMER brand. For your next purchase, please consider those who support us, HUMMER owners.

Please be sure to top off your HUMMER with fuel PRIOR to the days activities. A CB with an external antenna for trail communications is a requirement for this event. Please bring weather appropriate clothing - and bug spray. Please, bring your camera and take lots of pictures!! We will use these pictures on our website and possibly in our magazine (we like high res for the magazine).

We have hotel rooms blocked at the South Bend Marriott and at the Residence Inn. I have listed several other options should you choose to stay somewhere else. Like last year, we will have lunch catered at AM General and a box lunch for you at the Sand Dunes.

Scott Pouls



2009 EVENTS

AM General Off-Road Course and Silver Lake Sand Dunes

Southbend, Indiana and Mears, Michigan
August 28 & 29, 2009
Event Coordinator: Scott Pouls
Email: phazer42@comcast.net
AMG Tech Support will be present

Black Hills

Black Hills, South Dakota
September 5-7, 2009
Event Coordinator: Gary Swallow
Email: sparrow100@charter.net

Moab-Three Corners

Aztec, New Mexico; Ouray, Colorado; Moab, Utah
September 20-24, 2009
Event Coordinator: Marc Balocco
Email: marc@sedonaoffroadadventures.com
AMG Tech Support will be present

Windrock

Oak Ridge, Tennessee
October 15-17, 2009
Event Coordinator: Marshall Henderson
Email: marshall@thehummerclubinc.com
AMG Tech Support will be present

EVENTS IN PLANNING

Country Roads

Beckley, West Virginia
Date to be determined
Event Coordinator: Tim Judd
Email: timothyjudd@comcast.net
P: 703.314.4308

Penn's Cave

Centre Hall, Pennsylvania
Date to be determined
Event Coordinator: Gary Roberts
Email: gtrhummer1@comcast.net

Paragon II

Shamokin, Pennsylvania
Date to be determined
Event Coordinator: Barry Yorwarth
Email: germ@ptd.net

VISIT THE CLUB'S WEBSITE FOR THE MOST UP TO DATE INFORMATION

WWW.THEHUMMERCLUBINC.COM



TRICKED OUT TRUCKS [FEATURED RIG]



The Soapbox H2?!

That's right... the truck that plunged down the grassy hill in the advertisement "The Big Race" for the HUMMER H2. According to GM, only one "H2" was built for the ad, and it has travelled around the country a bit before landing on display in Orlando, Florida at Epcot Center.

This truck was on display at HUMMER Homecoming 2006 in Indiana, and these other shots are from a January 2009 visit to Orlando... if it is indeed the same truck, there appear to have been some modifications made; note the missing "lift hooks" on the hood, the lack of pie-plate wheel covers, and the tilted front grille.

If this is indeed the same truck, we aren't the only ones doing mods to our vehicles!

Features of the Truck include:

- Lawn Mower Tires
- Wooden Body
- Steel Nerf Bars
- Soup Can Headlights
- And more...

You probably won't see this truck on the trails anytime soon, but it did do some wheeling for the advertisement. Interestingly, the road of the advertisement did not exist, so a road was paved in Vancouver on a farmer's field for the shoot, and then it was removed after the shoot was over. **H**





BADLANDS

Attica, Indiana – June 18-19 | 2009

Article and Photos by
George and Maria Janu

What a wonderful Hummer event in Badlands. Scott Pouls precisely organized this two days event. There were 34 trucks — 19 H1, 7 H2 and 8 H3 with 60 adults and 24 children. The drivers of the trucks traveled average of 251 miles to reach Attica, Indiana to enjoy playing with hummer friends in a deep mud, sand, rocks, water and tight woods trails.

The Badlands ORV Park™ is a privately owned tract of about 800 acres in western Indiana, about 30 minutes south west of Lafayette. It is literally a smorgasbord of off-road riding: sand dunes, pea gravel hills, bottomless mud, the tightest off-camber woods trails, extreme rock crawling, shear drop-offs, hood-deep water, stream crossings, etc. Tight trails and crowds of ATVs made hummer rides challenging.

It was very hot and humid when we arrived to Attica, just a day before the event, to pre-run the trails and to familiarize ourselves with the park layout. A few folks were lucky to stay in Badlands Family campground (just next to park entry), but the hotel situation in Lafayette was horrible. Some folks spent over an hour trying to find a parking spot, particularly the ones with a flat bed trailer. However all the troubles disappeared the next morning.

Scott arranged with Badland park owners to open the park just for us — Hummers — earlier then standard opening time, so the registration could be smooth. Everybody had to sign proper papers for the park entry, pick up their orange flags and T-shirts and sign up for trail assignments. There were three groups: Easy group — lead by Roberto Rios, Moderate group — lead by Bob DeVore and Extreme H1 only group — lead by George and Maria Janu.

After registration, we all gathered together on park's lower parking lot, divided quickly into three groups, had drivers meetings and hit the trails to start our adventure. Over two days of this event every group had plenty of hummer driving challenges.

First and second group started easy the first day, but second day they certainly advanced and recovery methods were in full use. Strapping, pulling, winching, tire swapping, etc. The extreme group started hard and ended hard also. Over the two days, the group of nine very experienced drivers was daring obstacles and all ended up broken one way or the other. Only George's truck survived, but even he got badly stuck in deep mud hole during the pre-run on Thursday.

The first day Tom Ryan, just after the concrete hill obstacle, broke his rear differential and front U-joint. He had to flat bed the truck home.

Skiman (Sam) broke his steering pump shaft while trying too hard to turn in a loose sand.

John Andres came a little late and joined the group after lunch and with his very capable truck made bravado on rocks.

The second day, again very hot and humid, got even more interesting. Marilyn Peacock broke her right side mirror in the creek, but luckily it was only minor damage. It got hit





and the mirror glass fell off, did not even break. Malcolm Peacock hit his roof rack, but both, Marilyn and Malcolm had fun to help their son David to get out of deep muddy hole.

As soon David was back on trail he and Skiman drove with vengeance into another deep hole. (See a great photo on the Directors page; page 2)

Sean Parmley had a major leak in his left front tire after going through some mud puddles. After taking a lot of rocks out of the bead, it still leaked, so he put on a spare. Later in the afternoon, his power steering also started leaking somewhere, so we filled in some power steering fluid to continue on trail.

Just before lunch, Rick Smith's truck was hit by a big wave when he was driving in the parking lot lake and other trucks were going in opposite direction. He only had a standard H1 air intake on his truck. However, he anticipated the problem and stopped the engine immediately (very smart!). John Andres and Tom Burk drove to the lake, hooked his truck up and towed him to the parking lot.

There Rick, George and Skiman took out the glow plugs. George and Rick took out each three and Skiman did the toughest ones (Skiman is a great guy, very helpful!). Rick then started up the truck and it was fine (even though a great water puddle appeared under the exhaust). The air filter was soaked wet. Tom Ryan volunteered to give Rick the air filter from his broken truck. If we would spend more days in Attica, people would have taken Tom's truck apart for spare parts.

In the afternoon, John Andres first had a sidewall hole in his tire and successfully plugged it. Then he ripped apart his left rear upper A-arm. The ball joint is attached



to the A-arm with four bolts and these ripped out of the sheet metal. Rick Smith led the efforts to bolt it back on using a reinforcement ring and used a big hammer to pound bent sheet metal back in place.

It looked pretty good, but lasted only about 100 feet on tough hill. John then drove the truck through the river and out on a wobbly wheel and ripped the tire on the sharp end of the A-arm. With help of Scott Pouls he managed to get his trailer, get the truck on the trailer and back to parking lot.

Tom Burk broke both right front and right rear springs during the two days, but only short bottom pieces broke off, so it was no problem driving till the end. However, he was having heating/cooling issues his whole trip back, compounded with transmission troubles.

Malcolm Peacock decided not to ride anymore in the afternoon and loaded his truck on a flat bed. That was probably very smart move, because upon arrival home and inspection of his Alfa truck he found one of the brake pads on his rear brake was entirely missing.

At the end of second day Scott Pouls arranged for the entire event group dinner at Ginger Winger's house in Romney, Indiana. Ginger and her family prepared a great reception in their humongous garage. All was beautifully arranged. Delicious salad, chicken, barbecue pork, all the trimmings and the Ginger's specialty ice creams and shakes. Bob DeVore organized a raffle where many valuable presents were given. And of course, Scott Pouls and Maria Janu gave awards to special drivers.

It was a nice friendly end to this Badland Hummer event. Those who decided not to come for this final dinner will never know what they missed. **H**



*Thank you Scott
for organizing such a
well run event!*

HOPE EXPERIENCES

By Club Member Brad Mellon

HOPE EXPERIENCES

16 AZIMUTH

By Club Member Brad Mellon





My first encounter with Hummers and the Red Cross came during the Labor Day weekend of 2007. I volunteer out of the Imperial Valley Service Center in El Centro, CA. We are a part of the larger San Diego / Imperial Counties Chapter of the American Red Cross. The Imperial Valley is irrigated desert. We get less than 3 inches of annual rainfall, but thanks to the All American Canal that diverts Colorado River water to this part of Southern California, 630,000 of useless desert have been converted into productive farmland. One of the popular crops grown here is alfalfa hay. The Valley is dotted with acres of stacked hay bales stored by hay brokers who sell and ship the hay around the U.S. and Mexico. It is a fact of nature that tornados seek out mobile homes. Another meteorological fact is when the rare thunderstorm visits the Imperial Valley the lightning it brings seeks out a haystack. One such lightning bolt struck over Labor Day at a hay broker west of Seeley, California; The fire burned for five days. Well over 100 firefighters responded to fight the fire from as far away as Riverside, CA and Yuma, AZ. We were there to take care of the firefighters. Typical temperatures in the Valley in September hover around 110 degrees. Imagine fighting a fire in that heat.

in the turnout gear the firemen wear. Hydration and nourishment are as important to them as the fire hose and that's where we come in to play.

Fighting a hay fire takes a lot of water and that means a lot of mud. Our chapter H3 was a perfect fit for delivering food and water to the fire line. I am an avid hobby photographer and I drag my camera with me wherever I go. One of the advantages of volunteering with the Red Cross is that it gives me access to pictures I wouldn't normally be able to take. I had my camera with me when the chapter H3 entered the fire line for the first time and it presented me with a terrific shot.

Thanks to a very good Public Information Officer the picture made its way to GM who sent it around the world. It was featured in hundreds of print and Internet venues. To a hobby photographer that's good stuff. But an even greater honor loomed on the horizon. Shortly after the image hit the internet it was picked up by French artist P. Pavilland who used the image to create a postage stamp for the Republic of Guinea in Western Africa. Guinea is known for issuing artistically elaborate postage stamps and this

one was issued to honor the founder of the International Red Cross, Henri Dunant. My picture of our H3 was used as background for the artwork.

My exposure to the chapter's H3 impressed me enough that in January of 2008 I purchased a "previously owned" '06 H3. When I got home I went directly to the internet to see if there were an organized Hummer Club in my area. I found the website of the Hummer Club and was surprised when I saw the Red Cross logo in the corner. I had been a volunteer for almost a year at this time and I had not heard of the H.O.P.E. Program. My application was in the mail the next morning.

Since then I have used my H3 extensively in support of and to fulfill the Red Cross mission here in the Valley. When we respond to house fires I'll use my H3 and respond directly from home. I usually get there ahead of the other volunteers and staff who report to the Service Center to stock up the response vehicles before heading to the scene. By getting there ahead of them I'm able to assess the needs of the Red Cross and report this back to those who are bringing out the supplies.



Because of my affinity for the camera I work also in Disaster Public Affairs, so I'm always looking for photo opportunities that feature the Red Cross. As a Hummer Club member and H.O.P.E. volunteer, I'm also looking for pictures that will feature the use of our Hummers. The Holtville, CA Fire Department recently hosted a controlled burn as a training exercise for all the Fire Departments in Imperial County. The Red Cross was asked to provide meals and hydration and I was flattered when asked to take some pictures of the event. What better way is there to spend a Saturday than by burning down a house, or at least for us to watch the firefighters operate the burn! In return for taking the pictures I was allowed to put my H3 up close and personal to the fire line.

Preciado further stated, "Brad has certainly put our humble Imperial Valley Service Center on the map not just here in the Imperial Valley but literally the world over!"

It was a rare event to have fun with a fire. Most are serious business and H3 isn't just fluff in foreground. It's not often we get a wildfire in the desert but one such fire re-



cently flared up on BLM land on the Mexican Border. Not only did it threaten some kind of spotted three legged turtle on the endangered species list it also threatened power lines that fed electricity into San Diego. Another small army of firefighters gathered to knock it down and we were there to take care of them.

Our most recent fire still burns as I write this. There is a "Green" power plant located outside of Imperial, California that generates electricity from the burning of wood chips and yard waste. The "fuel" for the plant is stored on a large plot of acreage where row upon row of wood chips are stored 20 feet high. This past Saturday a case of what appears to be spontaneous combustion ignited one of these rows of fuel and it quickly spread. A 3-alarm response was generated and we were there to do our part. It would have been impossible to deliver hydration and meals to the fire line without the H3s.

Of course its not just fires we get involved with. Preparedness is the backbone of the Red Cross and we partner with all the Government and Non-Government agencies involved in disaster response and recovery. In the unlikely event you forget it the earth will send us a quake from time to time to remind us the that the southern terminus of the San Andreas fault is just a few miles north of us on the southeast corner of the Salton Sea. The scientists tell us there is a 90% probability that the "Big One" is going to happen sometime between, well, right now and 30 years. I'm betting my mortgage its more on the 30 year end of the spectrum but you can't live here without being prepared for it to be closer to the right now end. When the Big One does hit it is going to be devastating to the Imperial Valley and ground transportation is going to be difficult at best. With that in mind our Hummers are an integral part of our response plan. This past November the State of California held the largest non-military drill in the nation's his-

HOPE EXPERIENCES

tory. All of Southern California drilled their response to an anticipated 7.2 earthquake along the San Andreas fault. The Imperial Valley portion of the drill included my H3.

The fun part of what I do with the Red Cross involves the "park and shines." The static displays where we put our vehicles on display to spotlight the work we do. The Valley here has several interesting venues for this. The Naval Air Facility (NAF) El Centro is the winter home and training grounds for the Navy's Blue Angels. Every March, at the end of the training season, the Blue Angels begin their show season with their first air show at the NAF. For the past two years we have been invited to present a static display and are given a front row seat to one of the best air shows in the country. Each 4th of July sees the annual Freedom Fest hosted on the grounds of the nearby Imperial Valley College. In spite of 110+ degrees this festival attracts over 40,000 people.

The Red Cross and the Hummer Club have forged a very interesting and useful partnership. How successful it becomes is up to us. Don Wirick, the Disaster Response Associate at the Imperial Valley Service Center, describes the use of the Hummers this way. "Here in the harsh desert and mountain areas of the Imperial Valley, our American Red Cross Hummer is a welcome asset to our disaster response fleet, providing our responders with reliable and safe transportation in the worst of conditions. But that's only half the story! Our American Red Cross Hummer is also a great public relations tool! We frequently take it to fairs and other public events where it's always sure to turn heads! Simply stated, this vehicle is a widely-recognized and wonderful symbol of our disaster preparedness and response efforts here at the San Diego/Imperial Counties Chapter of the American Red Cross!"

There is no obligation that comes along with owning a particular type of vehicle. In fact, one of the admirable things about this country is that with the exception of paying taxes and jury duty we have no civic obligations forced upon us. But as a HUMMER owner you have a unique opportunity to get involved in something much bigger than yourself. Don't sit on the sidelines, come on out and join us and see what it's like to actually make a difference in someone's life – beginning in your community. **H**



"The HOPE (Hummer Owners Prepared for Emergencies) program has afforded us with the leverage needed to conduct better and more effective responses." Preciado continued. "The performance capabilities that the HUMMER offers and the demands of our desert terrain make for a perfect combination in fulfilling our Mission insofar as response in this area is concerned. With our local HOPE Member/Volunteer Brad Mellon and the generous donation we received from the GM Foundation we operate with two H3s here in our Imperial County desert – and that's a good thing. HOPE is an organization of independent Hummer owners who use their personal trucks to help deliver supplies and perform disaster relief work following natural disasters. It's a great program and we're always looking to welcome new members!"

Sylvia Preciado,
Manager of the American Red Cross
serving the Imperial Valley in California



ABOUT THE AUTHOR:

Brad Mellon was born and raised in Suburban Maryland. In 1975 at the age of 19 he enlisted in the U.S. Coast Guard and served 9 years as a Search & Rescue Air crewman in both helicopters and fixed wing aircraft. In 1984 he left the Coast Guard and put on the uniform of a Slidell, Louisiana Police Officer. Three years later he was back

on the Federal payroll as a Special Agent for the U.S. Customs Service. In March of 2007 he retired in El Centro, CA from the Department of Homeland Security's Immigration & Customs Enforcement (I.C.E.) the agency that replaced the Customs Service after the creation of the Department of Homeland Security. Upon retirement he found his way to the American Red Cross where he tries to stay useful.

THE HUMMER ADDICTION Continues

ARTICLE AND PHOTOS BY RUSS AND ABIGAIL RILEY



The first time I wrote an article for the Azimuth, back in the 05/01/07 issue, we were quite happy in our H3 adventures.

There is another article that has been simmering in my brain for some time, but the motivation to write it was lacking. The biggest reason... We had leased our H3's and the last one went back after the 2009 snow run in Grayling. Since then it has been a long winter, we had let our membership lapse, we didn't have any hope of having a Hummer for the '09 season.

But all that changed with a phone call from Scott Pouls wanting to know if we were still wanting to stay with a HUMMER -That's a question you don't ask twice.

So the short version, we bought Lee Townsend's H1; so this article is dedicated to you Lee.

Since the last article we have been immersed in living the HUMMER life. Getting off road as much as time and money allowed.

Drummond Island '08 brought back many friends, it was nice to see H2 owners move up to H1's. And as always there were new faces and trucks that joined in the island adventure. I have to think for a moment if we made it through the trails with out breaking anything. We were still driving the gray H3.



Then there is always Windrock. We had headed down to Tennessee a week early and set up camp at Pigeon Forge. We spent our early mornings exploring the Smokies, and the rest of the day relaxing. It was fantastic to come around a mountain and see the fall colors.

We then headed east to Oliver Springs to set up camp and meet up with the rest of the gang. Our trail leader last fall was Jesse in his red H3, and he did a fantastic job of getting us through the trails on Friday; of course that was when I was driving. Saturday we were doing fine, until we shifted from low to high and messed up... we were able to get off the trails, back to the campground, we just had to shift gears as we went. At first I was disappointed as we were going to leave Tennessee and head to Kansas City to visit family before heading to AM General, but Russ reminded me we had another H3 at home and since our daughter, Stacie was going to meet us in South Bend she could bring the blue 3.



We had a great meal at Windrock with a lot of information from our fearless leaders on what direction the club is going. It was an evening of stories of fun and woes. AM General did a great job as always. From what we understand, 3 H1's broke down on the mountain Saturday night, and AM General got the parts shipped and all trucks repaired and sent on their way.

Next up, AM General... ooohhh boy.

We got into town the night before, Stacie made it later that evening. We tried to get some sleep in the Walmart parking lot, which was less than a mile from the tracks.

For those of you that were there, have we dried out yet?

Rain, rain, rain. I think by the time we were done there was 1.5 to 2 inches.

The morning for us wasn't too bad. Stacie hasn't been off road with us yet so we let her take the wheel through the test track. Then



Russ was driving through the trails. We took a break for lunch, which was delicious. The group we were with for the afternoon run spent over 3 hours going less than a quarter mile, mostly because our H3 kept getting bogged down. The guys from AM General were great. They were muddy and soaked, but were wearing smiles and joking. We had a great time. They would hook us to a winch, we would get going, but once we stopped to unhook, we were bogged down again. They turned everyone around that was behind us, and we finally made it out.

We got back to the motor home and headed north. We decided to drive to Silver Lake that night; there was a campsite with our name on it, and since everyone else was driving up in the morning we could sleep in a little.

We met up with the gang in the parking lot of the park. The weather: chilly and damp. We headed for the dunes after a winch demo from the guys from AM General that also made the trip. As always they provided advice, instruction and information on how to run the dunes.

We headed out, one could tell we were conditioned in running trails, getting out where you could drive all over, takes some getting use to. We started out, follow the leader, but then everyone started to go in different directions and try to make it up and over various dunes.

The sky lightened up the sun came out, it was still chilly with the wind coming off Lake Michigan, but it was turning into a beautiful day.

We met back in the parking lot for a break. We headed back to the motorhome, some of the others left for hotels to get ready for dinner.

Dinner was great, we had a great turn-out. Scott Pouls and Crystal did a great job, not only for the AM General/Dunes event, but for the Drummond Island trip as well.

We dropped the gray H3 at Hummer of Novi for repair when we got home

Next up: Winter, snow, lots of snow... Grayling, Michigan with the blue H3.

Friday morning if I recall correctly it was somewhere on the thermometer a few stripes below zero. We had snow, sun once in a while and more snow. We had a great morning run, came in for lunch, and again a great run in the afternoon. We had times that trucks had to be helped a little, but nothing serious. Saturday we had a couple extra riders with us, Russ's sister and brother in law, lynne and Mike joined us. We tried to talk them in to climbing into the driver's seat, but no deal. Although when an offer came to anyone that wanted to drive Rick V's H1, Mike climbed into the "Flag" truck and drove for a short distance. Again, everyone did a great job. There were still times that the tow straps came out since you can't see the ruts under the snow. We met up the evening for dinner,

time to visit, and to hear what happened with the other groups. Thanks, Scott and Crystal, for all your hard work.

So now for us, the adventure and the addiction continues, only now with an H1.

The H1 has traveled with its previous owner to Australia and Alaska, as well as local runs. We first met Lee at Drummond, and have crossed paths with him a few times. Lee you should write an article and tell us about your adventures, dole out some good advice, and keep in touch.

So far we have our registration in for Drummond and AM General. We will be signing up for Windrock when the forms are on line, and a couple more as they come up. So, the Riley's will be on the trails, as the Hummer Addiction continues.

Be safe, have fun!! **H**





Kinzlow's

BY HAL DILWORTH

Photo: Mike Morris



Photo: Mike Morris



Photo: Mike Morris



Photo: Mike Morris

Kinzelow's... the name itself inspires reverence for Georgia and I. Kinzelow's... an east coast off-rovers Mecca and the trails where we did our first intense off-road driving. At Kinzelow's, some will experience mechanical or cosmetic (or both) carnage, some will winch themselves (or others) up very steep hills, over very large rocks and up deep creeks; but whether or not that happens to you, it's impossible to leave Kinzelow's without a story! Combine crisp mountain air, a very friendly host city in Dayton, breath-taking scenery and trails for every level of experience with a great group of HUMMER enthusiasts and you just can't go wrong.

This was our third trip to Kinzelow's, but our first in the H3 so we were really looking forward to testing the truck and to seeing old friends. Dick, Mickey, Jean, Woody, Terry & Debbie, David, Chris, Tom...it's always great to get together in Dayton!

A full 3 day event, Thursday morning we headed to Hummerworld up by the quarry in a group of 5 trucks, 4 H3s and our trail

leader Mickey in his H1. Actually, Jean did the driving and Mickey provided spotting help, plenty of trail "stories" and later on, a little mechanical support as well. Recent heavy rains left the trail with no dust, plenty of mud and some deep ruts. While all of the H3s were Adventure trucks, we were impressed at the first obstacle with Stephen Tucker's front locked 09! All weekend, he made it look easy! The rest of the morning we explored the quarry trails and I had a chance to get my off-road legs back (after my last trip out ended on a rollback!), had lunch at the overlook where we picked up a stray H1 driven by Jim Bilyeu and then on to some more difficult action in the afternoon. We ran some steep rutted hills and most of us got the chance to winch ourselves up a hill, out of a deep rut or off of a rock that the H3s just couldn't clear. Jim had to get the H1 strapped over what looked like an innocent little rise by Jean (yes Jim, you got pulled out by a girl!) and we again confirmed why those of us that wheel in H3s carry a

spare tie-rod as Jesse bowed his left side inner. However, with parts and tools in hand, Mickey and Jesse had the truck fixed and rolling in under 30 minutes and we finished the day without any further incidents.

On Friday, Chris Davis led a slightly larger group as AM General's Alec Cumming teamed up with Jesse and Glen, Eric and George joined us in H2s. We had some additional H1s/H3s join us as well and we ran the Trails 2, 34, 13 and 17 (appropriately named Dick's Demise!). Everybody had a blast wheelin' up the creek and again, Stephen in the '09 H3 with the front locker made it look easy. With some light winching and some excellent spotting assistance from Chris, Alec and Terry, we made it out of the first creek with only 1 cut tire (3 plugs and we were good to go for the weekend!). In the afternoon, we again found ourselves literally "up the creek" and as you can see by the pictures everybody enjoyed a challenging day. Kevin Cusimano, wheelin' an H3 without a rear locker, did a fantastic job moving up the creek using a combination



Photo: Hal Dilworth



Photos above: Hal Dilworth

of momentum and finesse and George's wife Sharon (in an H2) definitely showed up some of the guys! Having most of our trail experience in an H1, we learned (after a few high centers, some winching, and some wet feet!) that momentum is definitely the key in an H3! It seemed that no matter where we stopped, there was a rock under us that was just slightly higher than our undercarriage! I'm sure the H1 guys took some delight in watching us struggle...but I'm also sure that everyone earned new respect for the H3's capabilities. A few bent rear bumpers, 1 cut tire, beers at the Foot and smiles all around...does it get any better? Well, there's still Saturday!

Friday evening was spent viewing classic cars at the Strawberry Festival in downtown Dayton and enjoying food and fellowship with a large group of Club members...and more rain! On Saturday morning, under very cloudy skies with a 70% rain chance we again hit the trails, this time with Travis as our trail leader. Off the road onto Trail 7, we quickly moved through the "easy stuff" to Trail 11, Rick & Michael's trail which is

rated Most Difficult. Today was the day for Georgia to drive and what a day we picked! Once we went down over the hill into the creek, it was obvious that we were on an H1 trail and that things were going to get very difficult. The first couple of hundred yards went smoothly and then the going got rough. Bill Kame was in the lead H3 behind Travis. Following an H1 in an H3 is a skill all by itself as the lines are so dramatically different and while you never know for sure what lurks under 3 feet of water, you can almost bet its huge rocks and deep holes! I'd winch Georgia off of a rock, she would get moving and then Bill would get high-centered or swallowed up by a "creek crater" directly in front of us and we'd be "stuck" again. Approximately one mile of trail took us nearly four hours and I think I winched the truck at least the way...or at least it seemed like it! Meanwhile, our group of H3 "ducklings" had gained an audience at the top of the creek. Finally, Bill cleared the trail in front of us and as Georgia negotiated the last obstacle...daylight just ahead...give it just a little more throttle...not full throttle, baby!!! When an axle breaks, it's

a distinctive pop...usually heard at least mile up and down the trail and in this case earned Georgia a round of applause from the gallery on the hill and the nickname, Full Throttle. Travis helped his wounded duckling off of the trail, Travis and Vince removed the broken shaft (had a spare in the truck just in case!), we headed back to the hotel and with the help of the techs from HUMMER of Knoxville and AM General, had the truck fixed in less than an hour. The rest of the group continued on the trails and all returned safely later that afternoon.

Rain drove the banquet from the cave to inside at the hotel and as usual, the food and fellowship were outstanding. Special thanks to Dimmitt HUMMER (my home dealer) in Clearwater, FL for donating many cool door prizes and thanks to all of the other vendors that donated items as well. Georgia received her Solar Flare can of Full Throttle energy drink from Travis, certifying her new nickname and her status as an official "hard core" HUMMER driver. See you at Windrock!!! **H**

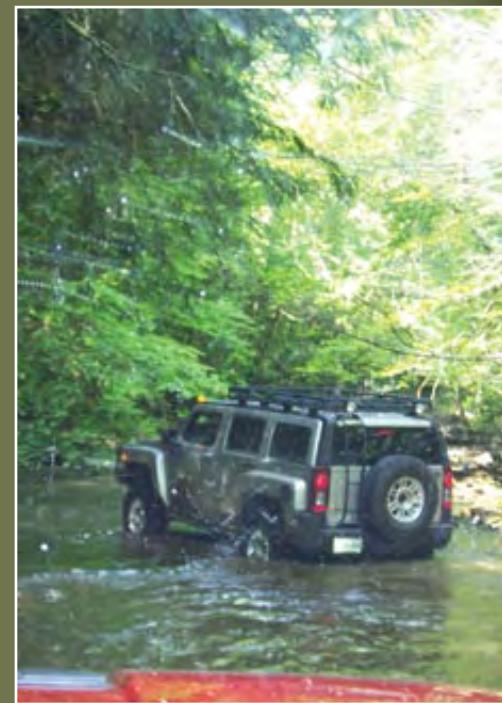


Photo: Mike Morris

Fun Under the Mohegan Sun

NORTHEAST
MEMBER
SOCIAL EVENT

By Mike King - Club Ambassador, Massachusetts
Photos: Manny and Nicole MacMillan

Twenty trucks set out on a Saturday to gather in Uncasville, Connecticut. Two groups arranged to caravan to the Mohegan Sun Casino, and a few others showed up on their own. One group was driving down from central Massachusetts and the other group was driving up from New York and planning to meet at the casino. We had drivers from all around the northeast region show up; New Hampshire, Massachusetts, New York, Connecticut, New Jersey, Pennsylvania, Delaware and Maryland were all represented. Oh, did I mention that this was the first New England event ever held by The HUMMER Club Inc.? This was bound to be an event to remember!

The group I was leading pulled in to the casino just after 11:00 am, shortly thereafter we were followed by the second group, led by fellow Club Ambassador, Dan Laforgia. The blue sky was finally out after a pretty wet start to the New England summer, and we had a great time getting to meet so many new people. Some of the guys had been talking online for years but had not yet gotten a chance to meet until that day. There was even an afternoon HUMMER drag race. Yes, you heard that right: HUMMER DRAG RACE in the back lot of the casino. A test of metal and meddle, with three Hummers lined up and everyone's testosterone flowing. Needless to say the old NA 6.2L didn't win this time around, but I did hear he is looking for a rematch.

This event was put on as a meet and greet with a side of gambling and eating. Although no one hit it rich, we all had a great time. Big Bubba's BBQ was definitely a great venue for our lunch; everyone seems to love good barbecue. So, if you are in the Northeast corner of the U.S. and didn't make it out this year, hopefully you already have this event penciled in for 2010! We had a couple of vendors participate this year;

H-One Motorsport USA set up tables at the event, gave away t-shirts and showed some wares. Predator Motorsports emailed all participants a voucher for a free t-shirt after the event was over. We hope to have more vendors, more displays, and more cool stuff for the participants next year as we build on the success of this year's event.

I personally want to thank everyone that helped make this event happen. I hope we can organize more events in the New England area. There are many places here that are worthy of club events, so let's get together and make things happen! **H**



TRANSMISSION - FLUID & FILTER CHANGE

Description

Transmission Fluid Level is checked as part of the "A" Service, and at every fueling.

Transmission Fluid is changed and Filter replaced as part of the "C" Service.

Related Tasks

Driveline Protection Center Section must be removed for this procedure.

For the 4-speed, the transfer case protection must be removed for this procedure.

Tools and Supplies

Drain Pan

10 mm and 13mm sockets with short extension

1/2" wrench or socket

3/4" short socket with short extension

7/8" socket, 13/16" wrench

Transmission Filter and ATF

Special Tools

Spray cleaner and lint-free cloth

10 mm flex socket

1/2" flex socket

Torx T-55

Hydraulic Bottle Jack and Wood Block

Funnel for adding ATF

Fluids Required

Type	Specification	Quantity
ATF	Dexron III	4 to 5-1/2 qt. (5 for 3-speed)

Fasteners

Fastener	Wrench Size	Loctite	Torque	Notes / Special Tools
Drain Plug	1/2"	-	25 lb ft	Magnet on Plug, 4-speed
Drain Plug	9/16"	-		Magnet on Plug, 3-speed
Drain Plug	Torx T-55 or 15 mm	-	25 lb ft	Recessed
Transmission Pan	1/2"	-	12 lb ft	3-speed only
Filter Retaining Bolt	1/2"	-		3-speed only
Transmission Pan	10 mm	-	18 lb ft	4-speed only
Transmission Shift Bracket	13 mm	-	18 lb ft	Pan bolts that hold Bracket – 4-speed only
Transfer Case Mounting Bolts	3/4"	-		
Cross-member Frame Bolts	13/16" & 7/8"	-		

Notes / Special Instructions

- '94 – '96 use a different Filter than '97 and later Hummers. (Refer to Illustration 7.) The late-model Filter has 4 legs on the bottom. Be sure to use the correct Filter.
- The 3-speed Transmission ('93 and earlier) requires a different filter. (Refer to Illustration 8.) The changing procedure is similar but not identical.
- For Hummers with the 4-speed Transmission, the Frame Cross-member must be removed to allow the pan to be removed. This is not required with the 3-speed.
- The dipstick tube should be checked for cracks or fractures, and should be securely inserted into the transmission body.
- There is a short "DOT" cable fastened between the frame and one of the cross-member bolts. This cable may be frayed and could be quite sharp, particularly near the ends.
- The inside of the Transmission must be kept clean of dirt, grit, and lint.
- Use care not to disturb the wires, connectors, etc. inside the Transmission when removing or installing the Pan and the Filter.
- The Hummer Transmission does not have any facility for draining the Torque Converter. Only part of the fluid will be replaced by this procedure. This is in accordance with AMG procedures and recommendations. There is a procedure for flushing the torque converter and transmission cooling circuit, however special equipment is required. Refer to the service manual for details.
- There is a magnet inside the Transmission Pan

(4-speed).

- There is a magnet on the Drain Plug (3-speed, and some 4-speed).
- Make sure that wind will not blow dust or dirt into the Transmission.
- Make sure that wind will not blow draining fluid away from the drain pan.
- The amount of fluid drained varies greatly from one truck to another. If practical, check the fluid level before draining and measure the amount of fluid drained. Begin filling the Transmission by adding that amount and then check the level.

Procedure

Fluid Level Check

1. Requirements:

Truck must be parked on a level surface.

- Engine should be idling in Park or Neutral.
- Transmission should be warm for the most accurate level reading. If it is cold, the fluid level will be slightly lower.
- While holding the truck with the brake, shift into each transmission shifter position for about 5 seconds.
- Return the shifter to Park or Neutral before checking.

2. Following Fluid Addition:

- Allow time for fluid to drain down the dipstick tube. 2 minutes is usually sufficient. Be cautious of false level readings because of fluid in the tube getting on the dipstick.

3. Check Fluid Level.

- Remove dipstick, clean, and replace briefly.
- Fluid should be in the marked range.
- Owner's manual contains information about fluid level, checking, and dipstick removal.

Replace Fluid and Filter

- Set Parking Brake or chock wheels.
- Check Transmission Fluid Level (see above section).

3. Remove Driveline Protection.

- Center Section must be removed.
- (4-speed only) Transfer case skid plate must be removed.
- Refer to Driveline Protection section.

4. Drain transmission Fluid.

- Illustration 1 shows the Recessed Drain Plug from the outside. (Driveline Protection still in place.)
- Illustration 2 shows the non-recessed Drain Plug from the inside.
- Position Drain Pan below the Drain Plug. With non-recessed Drain Plug, fluid may stream out a short distance.
- Clean the area around the drain plug.
- Remove the Drain Plug.
- Recessed Drain Plug does not allow complete draining of the pan. Some fluid will remain inside.
- If practical, measure the amount of fluid drained. Use this as a starting point when refilling the Transmission. If fluid level was not correct when checked prior to draining, adjust this amount accordingly.
- If there is a magnet on the drain plug, check

it for metal bits and excess sludge.

5. Reinstall the Drain Plug.

- Clean and inspect the Drain Plug and gasket.
- Wet the rubber gasket of the Recessed Drain Plug with ATF.
- Reinstall and torque the drain plug.

6. (4-speed only) Remove two bolts fastening Transfer Case Mount to Transfer Case.

7. (4-speed only) Position the Jack and Wood Block as shown in Illustration 3.

- For clarity, this picture is shown with the Frame Cross-member already removed.
- The Wood Block is to protect the Transfer Case.
- Raise Jack until Transfer Case just lifts free of Mount.

8. (4-speed only) Remove Frame Cross-member.

- Remove Two Nuts holding Frame Cross-member. It may not be necessary to hold the bolt on the side with the "DOT" cable.
- It may be necessary to pry the Frame Cross-member out of the support brackets. Use care - Cross-member is heavy.

9. Remove Transmission Pan.

- Clean the area around and above the edges of the Transmission pan.
- The Transmission Pan is held in place by 17 bolts around the edges. (13 bolts for the 3-speed)
- Several bolts may require a flex socket to clear the exhaust cross pipe. Failure to fully seat the socket may damage the bolts and make removal difficult. Damaged bolts should be replaced.
- Remove the Pan Bolts. Leave one bolt on each corner finger-tight until all other bolts are removed. This will keep the pan from falling or spilling fluid.
- While supporting the Pan, remove all remaining bolts.
- Carefully lower the Transmission Pan. Keep the Pan level to avoid spilling fluid still in the Pan.
- (4-speed only) Push the Transmission Shift Bracket to the rear of the truck and slightly turn the Pan to help it clear the Bracket.
- Use care not to bump or disturb parts inside the transmission.
- Fluid will likely continue to drip from the bottom of the Transmission. You may blot this area with a lint-free cloth or paper towel. Use care not to get dirt, debris, or lint in the Transmission.
- Illustration 4 shows the inside of the Transmission and the Transmission Filter.
- (4-speed only) Retain the Pan Gasket – it is usually reusable.

10. Remove the Transmission Filter.

- The transmission filter is removed by pulling downward on the corner where it is attached while turning back-and-forth.
- The 3-speed filter is also loosely re-



Illustration 1 – Recessed Drain Plug

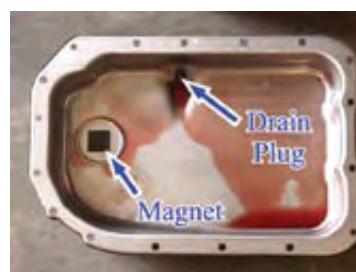


Illustration 2 – Drain Plug



Illustration 3 – Jack Position

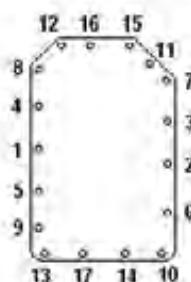


Diagram 1 – Pan bolt tightening sequence (4-speed)

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tained by a bolt and sleeve (Illustration 9). In the 4-speed, there are no other fasteners.

- Additional fluid may drain from the filter as it is moved.

11. Clean the Transmission Pan.

- The transmission pan should be drained of any remaining fluid.
- There is a magnet attached to the bottom of the pan (4-speed). It should be examined for metal pieces or excess sludge. Refer to Illustrations 1 and 2 for magnet location.
- The magnet should be removed and cleaned.
- Clean the inside of the Pan and the Gasket areas on the Pan and the Transmission. Position the magnet back in the Pan.
- The factory Pan Gasket can usually be reused (4-speed only). It can be identified by the stiff center (sandwiched between layers of rubber) and the exposed metal areas around the bolt holes. Illustration 5 shows both types of Pan Gaskets.
- If the Pan Gasket is to be reused, clean it and examine it for damage.

12. Replace Transmission Filter.

- Illustration 6 shows a typical Transmission Filter (4-speed).
- Illustration 7 shows the different Filters used in the Hummer 4-speed transmission. Note the legs on the bottom of the late-model Filter. Be sure to use the correct Filter.
- The seal fits around the neck on the filter and usually remains in the transmission. If undamaged, the seal can be reused. Check the seal for damage and replace if necessary.
- Position the new Filter inside the Transmission and twist it as you push it into place. Wetting the tip of the tube with ATF can make installation easier.
- Reinstall the Filter Retaining Bolt and Sleeve (3-speed).
- When finished, the filter must be in the same position as the original was before removal.
- Be careful not to disturb anything else inside the Transmission.

13. Reinstall the Transmission Pan.

- Position the Pan Gasket on top of the Transmission Pan.
- Push the Transmission Shift Bracket to the rear to help it clear the edge of the Pan (4-speed only). Carefully position the pan in place. Be careful not to disturb anything inside the Transmission.
- Hold the transmission pan in position and finger-tighten several bolts to hold it in place. Make sure the Pan Gasket is in the correct position.
- Loosely install all Pan Bolts. Use care not to cross-thread the bolts.
- Tighten the Pan Bolts in a circular sequence.

Refer to Diagram 1 for 4-speed. Use similar pattern for 3-speed.

14. Reinstall the Frame Cross-member (4-speed only).

- Position the Frame Cross-member in the support brackets. It may be necessary to pry, hammer, or jack the Cross-member. If necessary, file the end(s) of the Cross-member to allow clearance. Do not file more than necessary to allow easy fit.
- Tighten the two mounting bolts and nuts.
- Install and finger-tighten the bolts that hold the Mount to the Transfer Case. If the holes will not align, it may be necessary to loosen the bolts that hold the Transfer Case Mount to the Cross Member.
- Lower and remove the Jack supporting the Transfer Case.
- Tighten the Mounting Bolts into the Transfer Case.

15. Add Fluid and Check Level.

- Fluid is added through the Dipstick tube using a funnel.
- Add an amount of ATF equal to the amount drained. If the amount drained is not known, start with 4 quarts. Check Fluid Level (refer to section above).
- Add additional fluid as needed. Do not overfill.
- If overfilled, fluid can be removed through the dipstick tube with a suction device and hose, or by removing the Pan Drain Plug briefly.

16. Check for Leaks.

- Allow engine to idle for several minutes (or take a short test drive).
- Check for dripping fluid or leaks around the Pan and Drain Plug.
- Recheck Fluid Level.

17. Reinstall Driveline Protection.



Illustration 4 – Transmission Filter

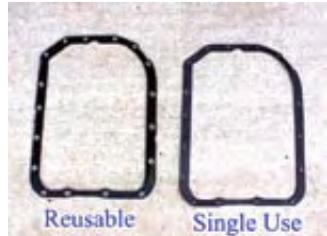


Illustration 5 – Transmission Pan Gaskets



Illustration 6 –
Transmission Filter (4-speed)



Illustration 7 – Early and Late Filters



Illustration 8 – Transmission Filter (3-speed)



Illustration 9 – Filter Retaining Bolt
(3-Speed only)



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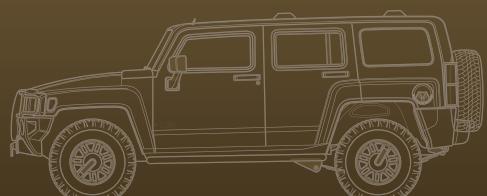
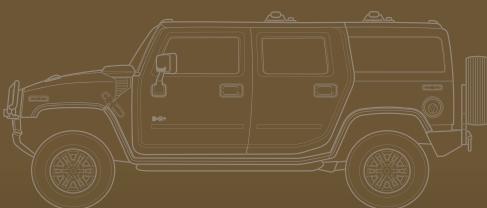
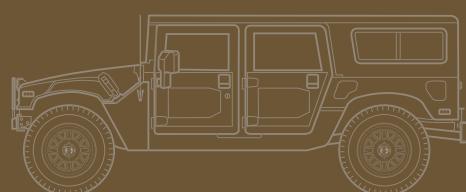
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THINGS DON'T ALWAYS GO AS PLANNED

File this one under "Things a guy will do to get his wife to OK an expensive upgrade to his truck."

After spinning his tires in the loose sand and failing to make a hill climb in the New Jersey Pine Barrens, Glenn Panazzolo of Brooklyn, NY rolled down a little too far and partially submerged his H3 into a creek on a recent run.

Luckily Jim Jordan of West Chester, PA had just successfully climbed the sandy hill with his H1 soft-top and was able to tow him out before he suffered any "water incursion" damage.

Glenn naturally blamed the stock adventure package tires for the mishap and was able to convince his wife Cathy (who snapped the incriminating photo) that a set of Cooper Discoverer STT 35" mud tires was desperately needed to prevent future disasters.

The new shoes were on the truck before the next run.

All's well that ends well!



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