

**HUMMER**

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Desert Proving Ground**HUMMER STUFF FROM**  
HUMMER**Hydra-Matic**  
TRANSMISSIONS**Light-Force**  
RACING**MILE MARKER**  
ABUSED WORLD WIDE**SIGNPROS**  
CUSTOM LETTERING**TEAM HUMMER® CHALKS UP 4TH STRAIGHT WIN AT PARKER 425**

Parker, AZ - February 5, 2005: **Team HUMMER** arrived in Parker, Arizona for *Best in the Desert Racing Association's* 'Parker 425' with a new look and a new strategy for this opening race of the season. Our new paint schemes, designed by Tony Barraza Designworks and based on a concept submitted by Josh



Hall were barely dry when **Team HUMMER** loaded the trucks on the trailer, February 2nd for the trip South to Parker, Arizona. It's no secret that **Team HUMMER** has had more than our share of problems on the Parker course for the past three years but the trucks were in top form and we felt that this year would have a different outcome. The qualifying session went well with the H2 qualifying second and the H1 finishing in fourth position just 12 seconds off the lead. It turned out later that the H1 had a clogged fuel filter which had been overlooked during prep and the main pit was able to track the problem down and replace the filter on race day when the truck came in to the pit, barely running. Still, the 12 second differential between 1st and forth was a considerable improvement over the 2 minute differential that separated Chad & the first place qualifier at last year's event. We are currently waiting for a new, modified, injection pump for the H1, said to be good for an additional 50 horsepower and expect to have it installed and tested in time for the 'Terrible's Town 250' in April.

The **Team HUMMER** trucks left the starting line on Saturday morning, about 8:30 AM, with only a few minutes separating Chad in the #8102 H1 and Josh in the #4103 H2. Both trucks spent the first lap (135 miles) running at or near the lead and stopped in the main pit for a routine fuel dump. On the way out on the second lap, The H1 experienced a transmission failure about 9 miles out of Pit# 2 (Midway) leaving only reverse gear left to get the truck to the pit for repairs. It took some time to drive in reverse down the course to the Midway pit where the crew was ready and waiting to replace the transmission.

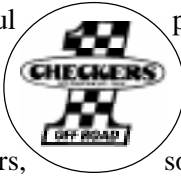
It's been quite some time since we had to replace a transmission during a race. We have had troubles in the past with 4th gear not working or the electronics going haywire and causing shifting or torque converter irregularities but we were always able to live with those problems or overcome them. After all, we won the Baja 1000 two years in a row with transmission problems. So this may be the first time we have changed one during a race and my memory goes back some distance with **Team HUMMER**. I mention this because the spare transmission that we carry in the pit trailer has been there a long time. In fact, it was rebuilt by a local Reno area rebuilder that did our transmissions before we had a relationship with GM Hydra-Matic and as I recall we weren't always very happy with that particular rebuilder's skill level.

So to say there was an overall lack of confidence in the backup unit would be a gross understatement. Needless to say, when all you have is reverse, any forward motion delivered by the replacement unit would be better than what was in the truck when Chad backed it into Midway. This was running through my mind as the truck arrived at the Midway pit area and backed into a reasonably flat section of dirt behind the Checker pit.



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Team HUMMER is relying on the *Checkers Off-Road Racing Team* for stationary pit support at most of the races this year and Pit #2 (Midway) was a *Checker* run pit although Team HUMMER's Brad Falin and Doug Moore were working with the Checkers at that location. The *Checkers* are the most successful off-road racing and while we are set up to chase and on the course, the *Checkers* provide fully equipped pits and they have been doing this for over 30 years. The *Checkers* are a club and only provide services for *Checker* drivers,



pit organization in off-road racing and while we are set up to chase and on the course, the *Checkers* provide fully equipped pits and they have been doing this for over 30 years. The *Checkers* are a club and only provide services for *Checker* drivers, so Josh and Chad are in the process of becoming members to qualify for support. We had no idea that we would be calling on the club's resources during our very first race under their banner but Team HUMMER's Brad Falin and Doug Moore, working with the *Checkers*' Gary Bates and Roy Moore had the transmission swapped out in just under two hours. An amazing feat in the race shop but even more impressive in the dirt of the Arizona desert. Although any chance of a win was out for the #8102 H1 pickup, a finish was now well within their grasp. In *BitD*, finishing every race is critical to have any chance for a points championship at the end of the year and the swift transmission change made finishing the race possible.



As it turned out, our fears about the spare tranny were, at least, partially justified. Once the unit was installed, the H1 went out to finish the last 250+ miles remaining to the finish but quickly returned since the truck only had first and second gears. After some discussion highlighted by the fact that we had exhausted

our options, Chad pointed the truck back down the course to begin his slow march to the finish, hoping that the two gears that he had would see him through to the end. Night was descending at Midway and we gathered some dead-wood for a fire to keep the chill off while we waited for the H1 to come by two more times.

Josh had had no troubles in the #4103 Team HUMMER H2 and was, by this time on his final lap and so far in the lead he could have pushed it to the finish. There was a brief encounter when he was attempting to pass a slower 8100 class pickup outside of Pit #3 (Mineral Wash). Everytime Josh would pull out to make a pass, the pickup would speed up, attempting to block the H2 for reasons no one could understand. Finally the pickup went wide and up on a berm, and Josh took the opportunity to drive by him when the pickup slid down off the berm and crunched the side of our new paint job. This is off-road racing and I suppose you have to accept the fact that these things happen but it would have been nice to get through one race with the new paint scheme intact. <gloom> It didn't slow him down much as he finished just before 6:00 PM, two hours in front of the second place finisher in Class 4100 and five minutes in front of the winner of Class 8100. This marks the fourth consecutive *Best in the Desert* Class 4100 victory for Josh Hall and the H2.



The going was slow for Chad in the #8102 H1 pickup but first and second seemed solid as he made his final pass through the Midway pit at about 9:00 PM, just as we were burning our last piece of firewood. With a top speed of about 43 MPH, the H1 took the finish in 6th place just after 11:00 PM, a mere 11 seconds ahead of the 7th place finisher.

### Rod Hall Named BF Goodrich's 'Motorsports Person of the Year'

Team HUMMER's own Rod Hall was taken by surprise during the 'Parker 425' Driver's Meeting when BF Goodrich Motorsports Marketing Manager, Todd Steen took the stage to announce Rod Hall as the 2004 recipient of the prestigious BFG 'Motorsports Person of the Year' award.

According to Steen, "To win the award, a person must have made a significant contribution to racing both on and off the track, demonstrated a commitment to excellence and an uncompromising passion for motorsports. This person must also have shown a sincere dedication to improve off-road motorsports for all competitors and leave a positive and lasting mark in the sport."

Hall's accomplishments as a racer include being a ten-time winner of the 'Mint 400', ten-time winner of the 'Parker 400', 12-time winner of the 'Fireworks 250', 12-time winner of the 'Baja 500' and is the only 17-time winner of the 'Baja 1000'. Over the course of his career, Hall has won 14 major class points championships in production four-wheel-drive vehicles and more than 160 major event wins.

Today Hall can be found splitting his time between racing for Team HUMMER, conducting off-road seminars, running his own business (Rod Hall Products) and serving as chairman of the newly formed Off-Road Motorsports Hall of Fame.

Rod is an unusual blend of competitor and businessman. He is a leader with a down to earth sense of humor which make this popular champion a favorite among racers and fans, alike.

"This award is about giving back to racing," said Steen. "We are extremely pleased to recognize Rod Hall by presenting him with this award!"



**Team HUMMER** would like to thank the *Checkers Off-Road Racing Team* for their invaluable support during the 'Parker 425'. We particularly want to recognize *Checkers* Roy Moore, Jeff Hibbard and Gary Bates for their assistance in helping **Team HUMMER's** Brad Falin and Doug Moore (no relation to Roy) change the transmission in the Midway pit area. Working together we made it possible for the #8102 **Team HUMMER** H1 pickup to stay in the race and record a finish under circumstances which would have caused most competitors to call it a day and put it on the trailer.

The next event for **Team HUMMER** is the *Best in the Desert 'Terrible's Town 250'*, April 29 - May 1, 2005 in Pahrump, Nevada.



A break in the action at the Checker Midway pit

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For more information about Team HUMMER, visit [www.team-hummer.com](http://www.team-hummer.com) - To learn more about HUMMER and HUMMER vehicles go to [www.hummer.com](http://www.hummer.com)



## TEAM HUMMER 2005 RACING SCHEDULE

Date	Race	Location	Promoter
Feb 4-5	Parker 425	Parker, AZ	BitD
April 29-30, May 1	Terrible's Town 250	Pahrump, NV	BitD
July 6-10	Nevada 1000	Las Vegas, NV	BitD
Oct. 6-8	Vegas to Reno	Las Vegas, NV	BitD
Nov 17-20	Baja 1000	Ensenada, Mexico	SCORE
Dec 2-4	Terrible 300	Henderson, NV	BitD

The designs above and to the upper-left are the work of an extraordinary photographer and designer named Michael Valentine of Valentine Design. Michael flew out to one of our races late last year to shoot photos of the team for this project. What you see here are some of the results of his work. To see more of his talented designs, please visit his website at [www.valentinedesign.com](http://www.valentinedesign.com). I want to welcome Michael to the team. He will be working with us on graphic projects and on our website.

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