

TEAM HUMMER® RECORDS TWO PODIUM FINISHES AT 'TERRIBLE'S TOWN 250'

Pahrump, NV - April 24, 2004: The fast-growing Southwestern Nevada town of Pahrump played host to *Best in the Desert Racing Association's* 'Terrible's Town 250', April 23-25 and the race turned out to be a positive experience for **Team HUMMER** as both trucks performed well. On Friday, prior to the event, BitD held an optional ten mile time trial event. The time trials gave us a chance to test the trucks under race conditions and see how our setups were working. This turned out to be fortunate for **Team HUMMER** because a seal failed on one of the H2's front shocks; a problem that would have cost us an hour of down time had it occurred during the race. Pre-race testing is certainly an integral part of every competitive racing program and **Team HUMMER** is no exception, routinely testing their trucks in the Great Basin Desert, East of Reno. The geology of Northern Nevada's Great Basin Desert is considerably different than you will find in the Mojave Desert in Southern Nevada, where the 'Terrible's Town 250' is contested, so it's important to do a final testing session near the site of the race. After the morning time trials, we were able to make repairs and adjustments to both vehicles and prepare for the start of the race the following morning.



Josh Hall at Time Trials

Team HUMMER took the green flag about 10:30AM the following (Saturday) morning in Johnnie, NV, named in the late 1800's for an Indian guide aptly named, "Indian Johnnie". Chad Hall/Cort Stoskopf were first team vehicle to leave the line in the #8106 H1 Pickup followed by Josh Hall/Sam Cothrun in the #4106 H2 SUV about 15 minutes back. At Pit One, 36 miles into the race, Chad pulled in for a 30 second stop while the crew made a quick adjustment to the pressure on his new front shocks. The H1 pickup was performing well and holding on to their fourth place starting position as they pulled back onto the race course. Fourteen miles later, the second place #8105 H1 pickup of Eric & Terry Henn, took a rock to their radiator which put them on the trailer, moving **Team HUMMER's** #8106 pickup into 3rd, six minutes behind the second place V-10 Ford of Greg Foutz.



Brent and Brad Falin get ready to lift the hood and gas up the shocks

Now just 11 minutes behind the H1, Josh Hall and the H2 came storming through the first pit, in third place and running well. **Team HUMMER** quickly moved into second position when the leading SUV of John Sunderland (#4102) was forced to pit for repairs with a broken sway bar. This put the H2 about 6 minutes down to the first place Ford Expedition (#4101) belonging to Mark Stein and the race was on. Josh managed to shave about two minutes off Stein's lead as the race passed through Pit #2, the "Omni Station" at race-mile 81.7. Ten miles later, at Pit #3, Josh decided that the H2 was in need of some adjustments to the shocks and pulled in to the **Team HUMMER** pit where the crew invested 90 seconds adjusting the shock pressures on all four corners. Once under way, Hall & Cothrun were satisfied with the adjustments and focused their attention on reeling in the Expedition. In spite of the pit stop, the H2 was only five minutes down to the leader as they came through Crater Flat at race-mile 111 and it was clear to even the most casual observer that the new kid on the block, the #4106 HUMMER H2, was challenging last year's Points Champion, the #4101 Ford Expedition, for the lead.



Crew Adjusting H2 Shocks at Lone Butte (Pit #3)

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TERRIBLE'S TOWN 250 RACE REPORT

Chad Hall was having no serious problems in the #8106 H1 pickup as he passed through Pit #2 at a high rate of speed, in pursuit of the leaders. The new shocks were performing well but incorporated some fresh technology to improve on their design. They required several adjustments throughout the race in an effort to find the one setting that would yield the maximum performance in the rugged terrain of Amargosa Valley. Going through Pit #4, Chad was 15 minutes behind the leader, Charlie McDowell, who was setting a blistering pace, and 10 minutes behind the second place Greg Foutz. Somewhere between race-mile 115 and pit #5 (RM140), the Central Tire Inflation (CTI) line got loose, slicing through one of the rear half-shaft boots. Soon afterward the clamp holding the outer boot to the other axle was ripped off by course debris and the H1 came into pit #5 with two frozen rear half-shafts. The #8106 **Team HUMMER** pickup was down for 25 minutes while the axles were replaced, dropping to fourth when #8103, Dave Morrison passed them in the pit.



The Amargosa River Bed

Josh pulled the #4106 H2 SUV into Pit Five to take on fuel and so Thad Stump could replace Sam Cothrun in the second seat. Stein in #4101 had also stopped to fuel the Expedition 4 minutes earlier so the race was getting closer as Josh pulled out to continue the chase with 100 miles left to the finish. Hall was stalking the Expedition, gradually reeling him in and by the time they passed through Pit #6 at Fort Amargosa, only 3 minutes separated the two competitors. Shortly before Pit #7, with 45 miles left to race, the front shocks started overheating and began to fade on the #4106 **Team HUMMER** SUV. The split time between Hall and Stein had increased to about 5 minutes as they passed through the pit and team owner, Rod Hall, knowing that the H2 could not overtake Stein with fading shocks, radioed Josh to back off and settle for second.



The H2: Running for the lead

Meanwhile, Chad was making up time and had his sights set on the #8103 Ford driven by Dave Morrison of Lake Havasu, AZ. The H1 was a faster truck but Chad had dropped about 20 minutes behind Morrison after changing the axles at Pit #5. As they passed through Pit #7, at race-mile 195, Chad had shortened the distance between his H1 pickup and the #8103 Ford pickup to 15 minutes. As Chad entered the pit area, he realized that what had been a race for 3rd position was now a race for second when he passed the #8101 V-10 Ford F-250 pickup in the pits with both rear axles laying on the ground, the apparent victim of a blown rear differential.

At the finish, Chad closed the gap to nine minutes but just didn't have enough race course to catch Morrison and brought the #8106 **Team HUMMER** H1 pickup in for a respectable third place finish. Josh Hall recorded his best finish to date in the #4106 **Team HUMMER** SUV with a second in class, crossing the finish two minutes in front of the H1.



Chad Hall at the Finish in the H1

The next race for Team HUMMER is the *Best in the Desert* 'TSCO Vegas to Reno', June 24-27, 2004.

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For more information on HUMMER vehicles, visit www.hummer.com and for more information on Rod Hall and Team HUMMER visit www.rodhall.com