



HUMMER for gourmets

One thing you definitely can't accuse the HUMMER of is an excessive tendency toward understatement. And yet, there are (mostly male) owners who consider their H2 to be still a little too boring.

Interestingly, the world wildest HUMMERs were not raised in America, its home. If you wanted to call the world's fastest H2 your own, you better booked a flight to Germany, to be precise, to Munich.

The cosmopolitan Bavarian capital is famous for more than just the legendary Oktoberfest. And car fans will know that it is also more than just the home of BMW. Karl Geiger sells not only the most US cars in Germany, a market that is anything but easy, but for decades has developed ever-new tuning ideas.

During the '90s, the owner of GeigerCars.de made a name for himself with spectacular Corvette conversions. In the middle of the 2000s, the HUMMER H2 was at the top of his bestseller list. Nobody in Europe put more vehicles of the brand on the road than the team of GeigerCars.de, and customers from all over the world made their very personal 4x4 dreams come true here.

Geiger's high-caliber clientele, which long since has run the gamut from business tycoons and professional soccer players to show stars and Formula 1 drivers, preferred it fast and sometimes even quite garish.

Wild paintjobs in frog green and orange mother-of-pearl metallic are part of Geiger's repertoire as is multimedia equipment in the interior, gigantic 26-, 28- and 30-inch wheels and most important of all: power, power, power!

The Bavarian engine builders ruled out conventional naturally aspirated engine tuning from the very start: "With a curb weight of more than three metric tons, an extra 50 or 80 horsepower are hardly noticeable. On top of that, this type of engine tuning is just as costly if not more so than a supercharger system that produces decidedly more power," explains Karl Geiger.

Tuning 'made in Germany' has to clear much higher hurdles than anywhere else in the world. "All our conversions are tested over thousands of full-throttle miles on German autobahns. After that comes the TÜV (German Technical Inspection Agency) homologation before we deliver the first car to our customers. That's how we are able to offer maximum safety and quality at the highest level."

