

# AVALANCHE ZONE

SUMMER 2011

BY JAV



C A F C N A

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*Your Avalanche isn't naked is it? Display your club pride with this full color 4" adhesive decal. All proceeds go to funding club operations so we can keep it free.*

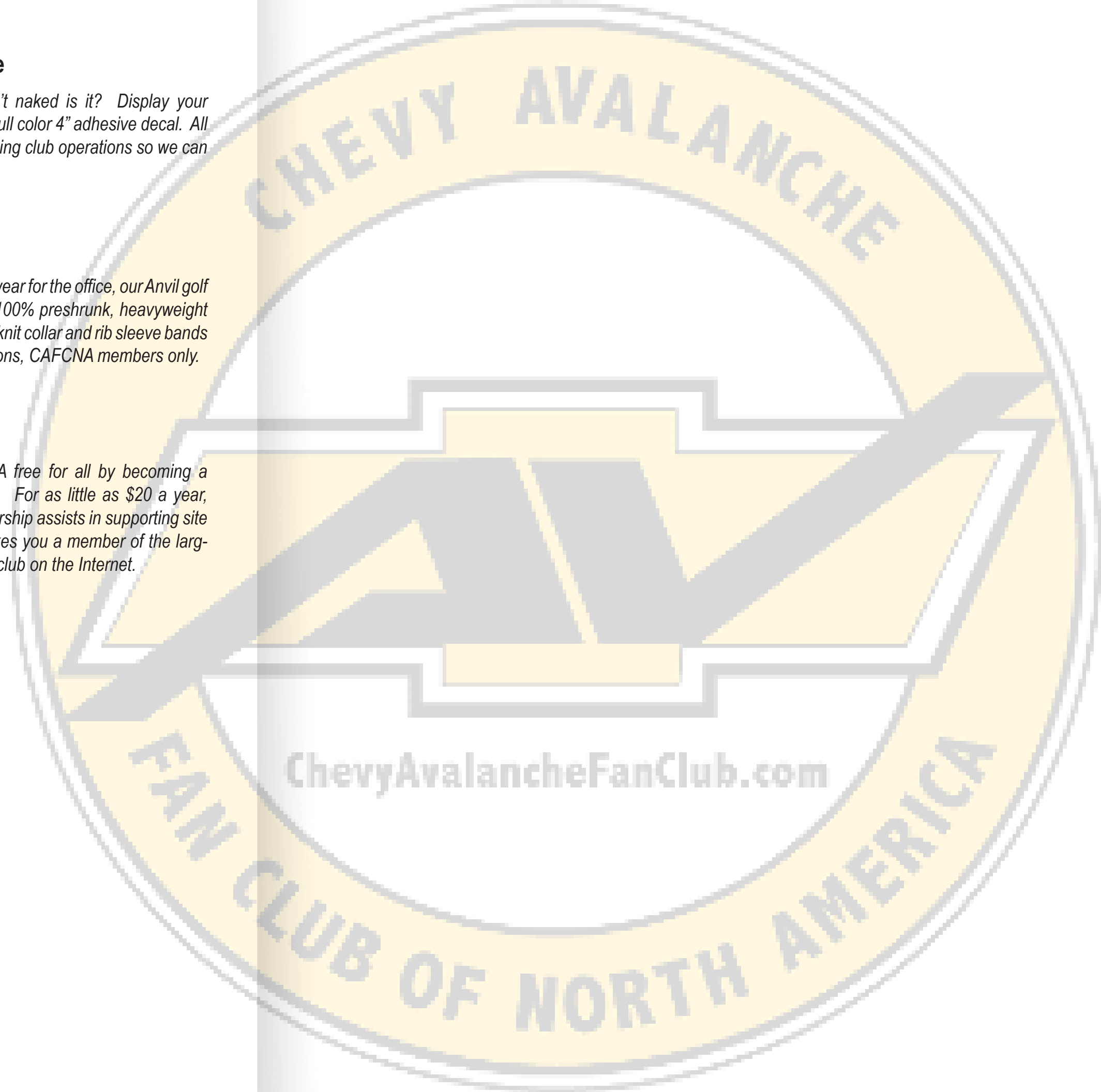
*Order Now!*

*The perfect casual wear for the office, our Anvil golf shirts are made of 100% preshrunk, heavyweight cotton. Soft fashion knit collar and rib sleeve bands and wood tone buttons, CAFcNA members only.*

*Order Now!*

*Help keep CAFcNA free for all by becoming a supporting member. For as little as \$20 a year, your annual membership assists in supporting site operations and makes you a member of the largest Chevrolet truck club on the Internet.*

*Join today!*







# ***NEW TO CAFCNA***

*From all of us here at CAFCNA,  
welcome to the club!*

*by J\_AV*

Created in January 2002, the Chevy Avalanche Fan Club of North America has grown to be the largest GM specific truck club in North America. We are a haven for Chevy Avalanche and Cadillac Escalade EXT owners and enthusiasts.

Members come from all walks of life-male, female, young, old, blue collar, white collar, repeat customers and new owners. Some come for the wealth of information, while others come for the community, but we all share an affinity for the Chevy Avalanche.

The Chevy Avalanche Fan Club of North America has no dues, no unsolicited e-mail, no forced registration and is operated under a Grant of Permission from General Motors. We're ready to welcome you into our community.

*Joelg1980*





● devildog0331

● elitepuckster

● BBQ Bandit

● GatorB



● Joelig1980

● Chris77

● Saoirse\_Trodai

● 20Avalanche03



● jmuller62

● nrcraig

● jaguarr2012

● smitty200044



● Canuck-Avalanche

● GearheadSS

● 1oldsalt

● 87bob



● Shagy

● livE3vil

● xennex56

● Family Truckster



● bm150280

● chenner

● MannyJ

● wallace

*Note: Included are new members from July and August 2011. Because there are so many new members joining every day, only new members who have posted a photo have been included in this listing. To make sure you are included, post up in the main "New Members Say Hello" or "Post Pics of your Avalanche" threads in either the 2002-2006 or 2007+ forums.*





# FEATURE MEMBER

## *My First Avy*

*by J\_AV*



You all know me as J\_AV, and I'm attempting to resuscitate the "Avalanche Zone" magazine. Because this is the first issue in 8 years, I don't have any member stories yet from submissions. I thought I'd start it out right by telling you all my Avalanche story for this issue, and hope for future member input. I realize that this article might make me sound slightly insane, but I'm sure of all people you guys can understand.

Outside of CAFCNA, people call me Josh. I'm 24 years old and reside in beautiful Denver, Colorado. I grew up in the small town of

Sterling, in the extreme northeastern corner of the state. This is considered the "other" part of Colorado; not a mountain in site, just open plains as far as the eye can see.

One morning when I was 15, my grandpa called asking if I had time to come out to his dealership. He owned the biggest dealership in Sterling, and our family has been selling Chevy's for over 65 years. He said he wanted to show me the new trucks that were delivered, and that he'd never seen anything quite like them. I wasn't doing anything at the time, so I had my dad drive us a whopping 0.7 miles to the "ga-



rage". Little did I know, this day would change my life.

The moment we pulled into the lot, I caught a glimpse of my first love. I didn't know what it was. All I knew was that it was the coolest truck I'd ever seen. As I walked closer, I saw she was a black 2002 Chevy Avalanche. Unfortunately, it was slightly out of my price range at the age of 15, but it was that moment I knew I had to have one.

About a year later, I made a trip to Denver, the big city, and saw an orange Avalanche driving down the interstate. It was waxed and polished with not a scratch on it. She was beautiful. I knew someday I'd have my own orange Avalanche. I didn't know how or when, but I knew that's what I wanted.

When I turned 16, I drove an old beat-up 1987 Toyota 4Runner. It was already in bad shape when I got it. Surprisingly, I loved that vehicle. We had the same birth year, and we had sort of a connection. Sadly, when I graduated high school I was in need of a new car. The 4Runner couldn't go above 50 mph, and I needed something more reliable being away at college.

Beginning my search, I always remembered the Avalanche, and wanted to go all Chevy. In 2005 I traded for a white 2000 Chevy Blazer. In 2007 I switched colleges, and felt the need to trade in again

for a 2006 Chevy Cobalt. Two years after that I was married and expecting my first child. For convenience, we needed to trade in the 2-door Cobalt for a 4-door. I found a beautiful silver 2004 Chevy Colorado that we traded for, and she gave us lots of good miles.

It seems I'm going in cycles of two years, because just two years after buying the Colorado, my 9-year dream was finally about to become a reality. I finally found my dream truck at a price I could afford. I talked my wife into taking it out for a test drive. She agreed to test it, but I knew once I got on the lot I wasn't leaving without it. On May 10th, 2011 I became the proud owner of my 2003 Z71 Sunset Orange Avalanche. We brought him home to his 2005 Chevy Mailbu garragemate, and the rest is history.

I'm a huge family man, and we just had our second child on August 13th. I always wanted my Avalanche just for me, but now realize that something as simple as this truck is going to be in the center of lots of memories as we look back. I just got in my Av Truck Tent and have family camping weekends planned for the next two weeks. We've already driven him across the state, and to two family reunions. I'm looking forward to all the memories we'll create through the years, all with my beloved Avalanche Ozzie.

I've already started with some basic mod's - fighting the addiction! My new-to-me Avalanche was completely stock, and was very well taken care of by the first and only other owner. I was excited to put my own touch on it, and really make it my own.

Just for some background, until I bought my Avalanche I knew virtually nothing about vehicles. Since my grandfather owned a Chevy dealership, any time something needed done, fixed, detailed, etc. we just drove it over to the garage and they took care of everything for us. I never needed to learn anything, and never had a vehicle I loved enough to want to learn anything. I never even so much as changed a light bulb until two weeks ago.

The first things I wanted to change were the easier, cheaper options so I could sort of ease my way into it. I bought new tail lights shortly after I got the Av, and installing them was a breeze. I also got the "Avalanche" 3rd brake light decal. More recently, I replaced my DRL's with Amber bulbs (after being persuaded online) and bought the diodes to get FTDR's and All-On-High. Just a couple days ago I put in my new bumper cupholders, and am looking forward to tailgating this college football season. Check out my pictures online!





# FEATURE FORUM

## 200,000 Mile Club

by Durwin

**Is there anyone out there who has over 200,000 on their Avalanche? Let us know what issues you have had if any? (Avalanche's are the best built truck out there)**  
Thanks, Durwin

I'm close, and only replaced a windshield, tires, and brakes....oh, and of course lube.  
- Clutter\_Boy

I've got 202,000 km and needed to replace ball joints, catalytic converter and parts I smashed up.  
- 02vortec

I have over 440km on my 2002 avalanche  
- paul white

Hi Guys - My Chevy Avalanche Z71 has 260,000 miles with no Problems.I love this car.  
- Peter770

Have about 200k on it and the only thing is every 3 months or 3000 miles i lose about a quart of oil, low oil light comes on and everything.. other than that.. trucks a TANK!!!  
- AvyOwner23

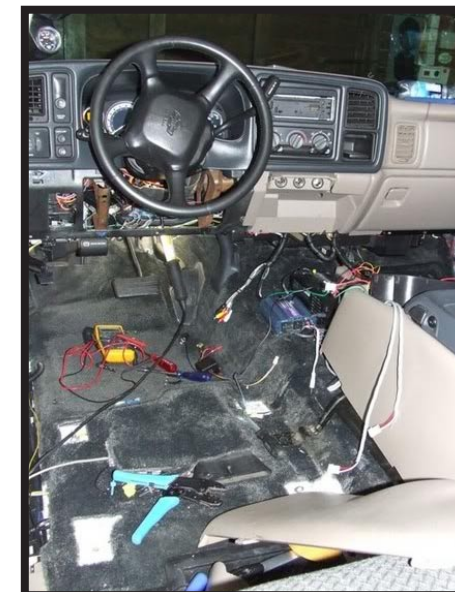
Bought mine brand new, now have 220,000 miles.  
- BigArkansas

278,000+++ miles on my 2003 Avalanche... tires, brakes, wheel bearings, many oil changes... still running strong...  
- 1BigBear

I've got 208,000 on an '04'. Nothing major, just routine stuff. Front end, shocks, brakes, tires. I change the oil every 3000 miles, and have used synthetics since day one. It has been a very reliable vehicle.  
- sskolnick

I gave my '02 with 210K on it to a friend. Besides the usual maintenance items like 1 battery, brakes, shocks, tires, oil changes, a broken windshield from a rock, a few flat tires, I had one problem with the transmission. It was a minor thing and happened so long ago I don't remember what it was. Oh almost forgot the power window on the rear driver's side door doesn't work. He is still driving the truck, he calls it his "show off" car and only drives it on weekends.  
- Hadys

# READER RIDES



**"Messy Mod"**  
Submitted by Loggie



**"AV in Water"**  
Submitted by SsMOKinAV



**"AV at Work"**  
Submitted by Alaska\_AV





# AV ADVENTURES

## *The Pond Adventure*

*by A.J.*

I bought an Avalanche in November - with the Z71 package, and leather seats. Even though it's brand new, \$37K, I really wanted to take it off road. Some of my fraternity brothers go off roading occasionally, and I've gone with them several times - always as a passenger. This time, I was ready to be one of the drivers! At that time, I had 7,300 miles on the 'Lanche. Normally when they go, there are at least 5 trucks - most of them 10-20 years old, used for nothing but off roading. This trip, however, there were only two trucks - Rob's Chevy S-10 with the big a\*\* tires, and mine.

We took a camping weekend in the New Jersey Pine Barrens. [Do a search on the CAFCNA Avalanche Adventure Finder for Wharton State Forrest].

We were cruisin through the forrest, doing fine. We did about 40 miles of off roading, and the 'Lanche had no problems crossing several streams and rivers. We found this nice looking pond that we decided to cross. At first Rob radioed to me to wait for him to check out what was on the other side of the pond. I waited several seconds and decided I could make it across as well - I couldn't wait anymore. I made it halfway across



and got bogged in, but switched to 4-Lo, and the 'Lanche gripped on, and rumbled across with no problem. The trail on the other side of the lake eventually narrowed down to a quad trail, so we had to turn around and go back across the river. Rob's truck made it across fine. He radios to me to take it slow on the approach (this is audible in the video clip) - but I reply "Too late," I was already burrowing across it. I made it 3/4 of the way across, and hit something under water which caused the truck to fall off into a rut, which Rob tells me 3/4 of the wheels were under sand (which had the consistency of quicksand). The frame rails were all resting on sand, and as he dug sand out, more sand immediately replaced what he dug out. The truck was at an angle, about waist deep in water on the right side. I attempted to 'rock' it by going from Drive to Reverse, but you couldn't even feel it move a fraction of an inch. Rob was surveying the situation, fearlessly digging under the tires, trying to dig them out. There was a stream that was running directly at my front tire, dumping more sand and water. Needless to say, soon water began to fill the inside of the truck - I'm not sure if it came in through the midgate or the doors. One of my passengers and I fruitlessly bailed water for a couple of hours. We weren't really making progress, but at least we felt productive. Anyway, after 15-20 minutes of digging, Rob began to tow me out with a towstrap. Several maneuvers were attempted, but the 'Lanche only moved about 1.2 inch. One of the maneuvers involved two tow straps, held together by a heavy duty "D" shackle, which slipped part way off the loop, gave way and came flying at my truck, probably about 200 or 300 miles an hour. Joe, who was in the passenger seat bailing water had a glass snack. He only sustained a

minor cut on his nose, and was fine. The 'crater' in the windshield looked as if someone was thrown ass first into my windshield.

We had another guy who was building a dam to try to stop the flow of water and sand. At this point, I start to worry. A couple minutes later, a brand new Ford F-150 happened by, which Rob flagged down. He

**Q: I hear running water. Are you in a river? Is the water coming into the truck?**

**A: It's more like a pond. Yes, we are taking on water.**

was more than happy to try and help - he does it all the time. I didn't pay attention to what they were doing, but he had the idea to hook two tow straps up to the same hook on the front of my truck, and try to pull me with both of their trucks in reverse. The progress was less than an inch, so they tried and tried until the tow hook (which is probably rated for about 10,000 lbs of force) snapped off and went flying into Rob's truck - through his grill, through the air conditioner condensor, through his radiator (which amazingly caused no working damage to the radiator), and shattered his alternator, which is probably about 18" into the engine. The AC fluid was flying and hissing all over the place. It took him about five minutes just to figure out what happened, because he couldn't find the ammo (ie tow hook).

At this point, I decided we were really in trouble. As Rob got to work on fixing the alternator, I decided it was time to use ON-STAR and call for help:

(continued on next page...)

O: Yes Mr. Griglak, how can we help you?

A: I need a tow.

O: What is the nature of your problem?

A: I'm stuck and need a tow truck with a winch.

O: I hear running water. Are you in a river? Is the water coming into the truck?

A: It's more like a pond, yes we are taking on water.

O: It seems like you would need a recovery truck.

A: No, I think a four wheel drive truck with a winch would work.

O: I see that you are in a forrest? (they have GPS)

A: Yes, about two miles into the woods.

O: Please hold, let me see what we can do...

Anyway, that was the gist of the conversation - they couldn't get a grasp of the situation.

When we finally got in touch with the dispatch for the tow company (about 90 minutes later), I had to retell the entire situation to him. By the time the tow truck came (another 90 minutes or so), I had been in the water for 5 hours - the engine idling the whole time, so that the water wouldn't get into the exhaust, and potentially the engine. We were pooped from bailing, and eventually gave up. The water covered the entire front passenger floor, and the right side of the rear seat also - covering the electric seat components.

After 90 minutes of straight work, Rob finally fixes his alternator enough to get his truck running. Just in time, because someone needed to meet the tow truck on the main road - there's no way they were gonna find us in the middle of the dark forrest.

The tow guy waits until he finally gets to us to inform us that it was a cash only call. I had about 30 bucks on me, and a collection from the other people scrounged up 70 bucks - "It supposed to be 75, but I guess 70 will be OK" We thought he had some kind of scam going, probably already getting paid from On-Star, and then charging us cash. It didn't matter to us, as long as we got out. He hooks his cable up to my remaining tow hook (actually Rob hooked it up, the tow guy wouldn't go into the water). Believe it or not, the tow truck was creeping towards the water, instead of pulling the 'Lanche out. He needed to move back to more solid ground, and finally was able to pull me out. "This is the newest truck I've ever pulled out of here."

Driving back to the main road, I was really worried that my truck would never feel the same again. After getting onto pavement again and getting all the sand off the tires, it honestly felt the same as it did pulling off the dealer's lot. After packing up the next day, I drove home about 80 miles, only about a dozen pieces of glass fell out, so it was OK. ;- ) I passed four cops, but crossing my fingers seemed to ward them off.

So, that's my story. You might think I'm crazy to bring a truck like this off roading, but I've been waiting many years to have a truck worthy of off roading. I plan on driving this thing until it absolutely dies - hopefully it will be 10 years or so ;- ) I want to keep it nice, but I'm not going to 'baby' it. I will definitely make the next off road trip! I honestly think any truck would've gotten stuck where I did, and was very happy with the way the 'Lanche handled the 4x4 stuff.



# MOD MANIA

## Painted Headlights

by nekhi2003

It was truly a project that requires more patience than I have. It took me about 4 hours just to bake and peel off the lens. I totally destroyed the backing of the lights and had to apply pounds of silicon to just glue back the lens. So far so good and no condensation inside lights. Learned a lot and thinking of buying aftermarket and doing it again. Will post more pics tomorrow. All in all the project took me about 9-10 hours total BUT thats not saying much since im very NON-DIY....

*"It was THEE worst thing I've done in awhile and I JUST got back from Afghanistan." - LOL*



## Sail Panel Windows

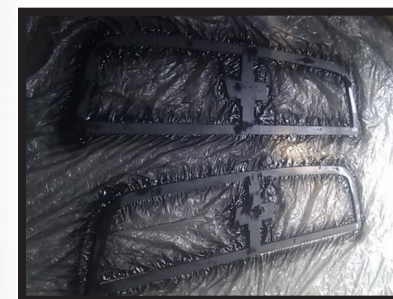


*Diamond Pete*

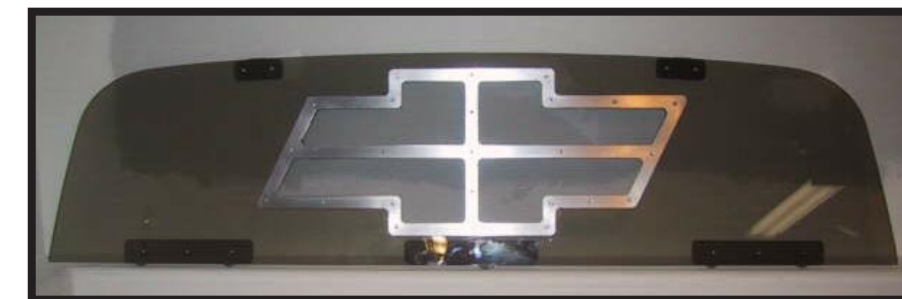


*hansenp*

## Rear Window Screen



*Ranallie*



*mpstech*



*\$Rich\$*



*Grandpa*



# AV ADVICE

## Refinish / Restorer



Submitted by MoAv



Submitted by Mikes-07



Submitted by jwbrkr21



## Detailing Chrome Wheels

I don't know if you guys have heard of Hot Rim Chrome Cleaner by Meguiars but it gets an A+++.

All I did was wash the rims with cold water, spray the cleaner on there, wait 15 seconds then rinse and it literally cleaned everything off. That was insane and I will be using this from now on... I wish I would have known about this in the past.

- *atrain*

I've heard, but never tried it, that scrubbing chrome wheels with crumpled up aluminum foil cleans and polishes them very well. I also assume some 000 (or maybe 0000) steel wool would work pretty well without scratching the chrome.

Once you get them clean, they will be easy to keep them that way. The best final polish is obtained by using glass cleaner (I learned this from Harley guys).

- *MyBigToy*

I have had good luck with Eagle One chrome cleaner with a Magic Eraser on the chrome plated magnesium rims with water spots. If the spots are water spots from not rinsing rim cleaner off of them completely from a previous wash they might be etched into the chrome. I have seen aluminum foil scuff or leave a residue/discoloration on chrome before, so start out very gentle whatever you try.

- *lurchsavalanche*

## Clean Oil Change

by *Troublemaker*

Just got done doing it myself, went very well compared to last time!

I loosened the drain plug enough to get a slow flow, then loosened it some more until it was all the way out, but I held it in place so the oil didn't come shooting out. Just enough for it to stream into the drain pan. Once that slowed to a trickle, I pulled the plug, and let it drip more. Then I loosened the old filter until oil started coming out, and let it drip into the drain pan, loosening it each time it slowed to a trickle.

Then I got a little impatient and took it off, and dumped it upside down into the drain pan. Once it all stopped dripping, I cleaned the oil pan (didn't have to do too much cleaning), put the drain plug back in, and then coated the seal of the new filter with a little new oil (all synthetic).

Tightened it up hand tight, then gave it a 1/4 turn with the wrench. Filled with 6 qt's of 5w-30 synthetic (mobile1 of course!). Reset the oil life indicator (was at 0%!!!) and drove it around the block.

Then I checked underneath, and still no leaks. So I'm all good!



# CAFCA CALENDAR



2011 National GTG

*A Great Lakes Adventure*



July 27-31 2011  
Chevy Avalanche Nationals





### September 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
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### October 2011

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Notes:

#### October 2011

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Notes:

#### November 2011

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### November 2011

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### December 2011

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#### December 2011

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#### November 2011

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#### Notes:

#### January 2012

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22	23	24	25	26	27	28
29	30	31				



# AV ACTIVITIES

## Fun & Games

by BC mountaineer

- Across
- 4 SOM, Lifted, z71, etc
- 5 amber daytime running
- 7 a feature of the Av
- 9 Luxury automobile maker
- 12 GTG
- 13 Adj: Able to adapt
- 15 a liquid called gas
- 16 abbrev. of popular club
- 17 possible side compartment use

- Down
- 1 cafcna region IV
- 2 6 or 8 of them
- 3 Avalanche look-alike
- 6 without body
- 8 800 or 900 prefix
- 9 plastic armor
- 10 Division of GM
- 11 2002's and 2003's only
- 14 use for bed, side compartments, glovebox

