

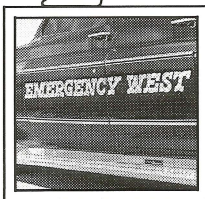


EMERGENCY WEST!

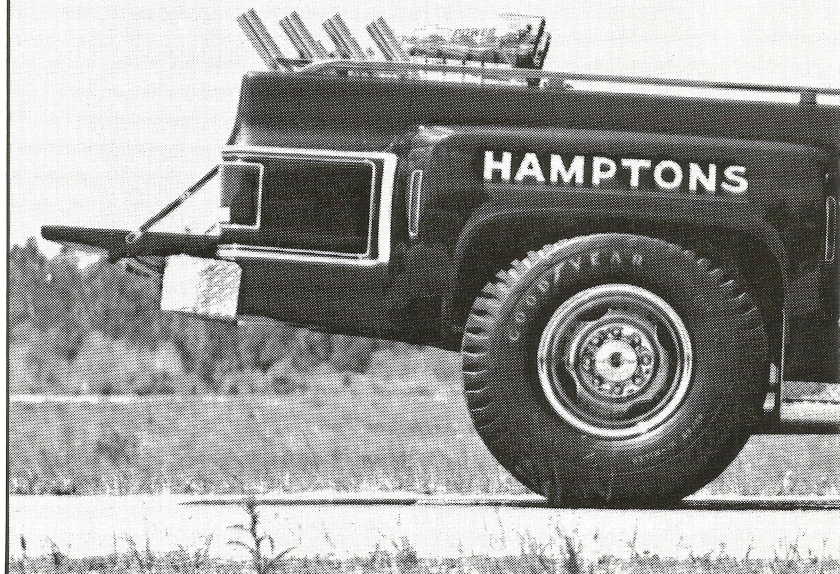
BY PETE PESTERRE

Every form of motorsports has its king. In drag racing, its "Big Daddy" Don Garlits. In NASCAR, Richard Petty gets the nod. For champ car racing, A.J. Foyt is an obvious choice—the list goes on and on. So, when we talk about the proverbial "king" of exhibition drivers, Richard Schroeder is the only man suited to wear the crown.

A 25-year veteran of the drag racing world, Schroeder's name is synonymous with those outrageous, high-dollar, thrill-a-minute wheelstanders that thunder down the quarter-mile tarmac on *just two wheels*. While he got his start behind



The Biggest, Baddest Dualie Truck You'll Ever See on Just Four Wheels



the wheel of nitromethane fueled Funny Car, Richard will tell you that there's no greater "rush" than lifting the wheels of a race car straight up and carrying them the full length of the track at full throttle. (The man obviously has a screw loose.)

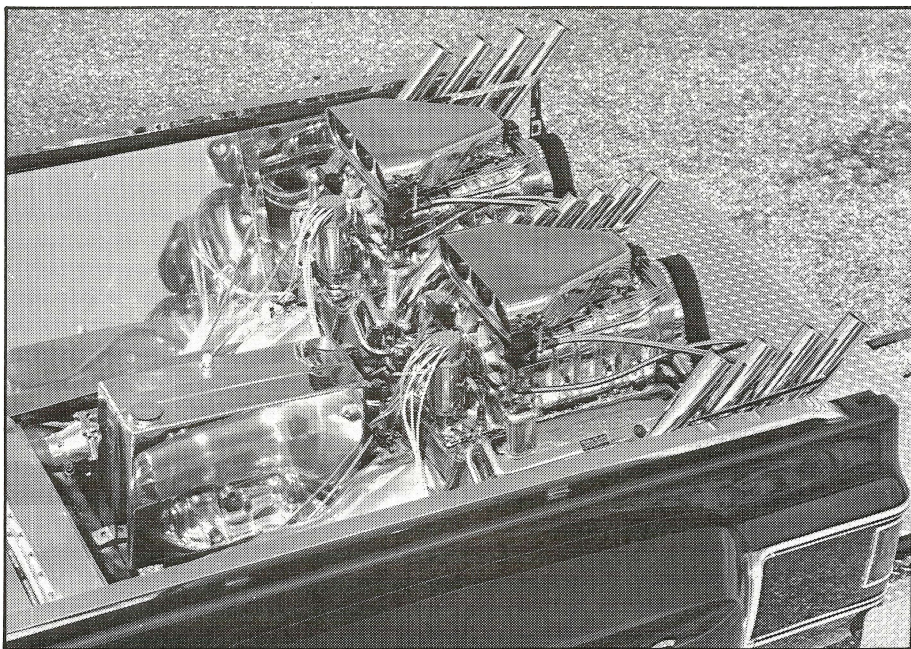
As Director of AutoStar Productions (Argus' sister company which produces SUPER CHEVY SUNDAY and other highly touted events), Richard recently completed his best effort yet. It comes in the form of a 1978 Chevrolet Crew-Cab Dualie, otherwise referred to as "Emergency West." If you have a problem handling excitement, you'd better stay clear of a drag

racing facility, because when this alcohol fed, twin blown, twin Rat-powered, candyapple red wheelstander shoots for the sky, your chin will most likely smack the top of your sneakers. We're talking about some serious horsepower here.

Richard's plan to build the wildest vehicle ever to see the quarter mile got started in 1983—and almost came to a permanent halt the same year. The original budget of \$35,000 lasted only long enough to purchase the truck, a pair of custom made marine V-drives, a rear end housing and the raw steel needed to build the chassis. Thanks to some fast talking with the

loan officer at a local bank, Richard managed to gather enough funds to complete the project.

A true innovator as well as a top-notch fabricator, Richard can take 99% of the credit for designing and assembling his awesome truck which includes the 2x6-inch rectangular box frame underneath the bed which was coupled to the existing framework. Richard also gets the credit for laying in the intricate network of steel tubing



which was stuffed into the truck's interior to form one of the most elaborate roll cages we've ever laid eyes on. With tubing running in virtually every direction, there's only enough room for a single bucket seat, a set of Auto Meter gauges and a Winters shifter setup. To save an estimated 500 pounds of dead weight up front, the entire suspension was

Richard Schroeder hand-built the drive mechanism which includes identical 400 Turbo Hydro transmissions and a specially designed gear set to transfer power to the Eaton rear end section.



EMERGENCY WEST

removed and replaced with a straight axle arrangement which is suspended with coil-over shocks. Ditto for the front end sheetmetal which was swapped for a one-piece fiberglass unit from the folks at Stull Industries. Out back, an Eaton rear end housing was welded into place complete with Strange axles and gears. It's a heavy piece, but of course, the trick is to add as much weight as possible to keep gravity from doing its thing.


Keeping the front end of this monster in the air is really no problem anyway, especially since the bed now serves as the engine bay for two, count 'em two 510 cubic-inch Mike Kuhl prepared tall-deck Chevy big-

blocks. Fitted with steel cranks, Venolia pistons, Brooks rods and Milodon oil pans, the short-blocks in this truck are tough enough to handle the estimated 1000 horsepower they each produce. Topped off with aluminum cylinder head castings sporting Manley valves and Crane valvetrain goodies, the most obvious horsepower builder on the engines are the 8-71 Kuhl Superchargers mated with Enderle injectors. Ronco Magnetos fire the spark and custom made "zoomie" by Positive Performance expel used exhaust gases.

Of course getting this much horsepower to the rear wheels is a real chore, so Richard called on the folks

at Jones Engineers and A-1 transmissions to assemble the twin-V-drives and Turbo 400 automatic transmissions which also fill the bed area—no room for horse feed here folks.

A true showman in every sense of the word, Richard took it to limit when it came time apply the necessary detailing treatments. What Bill Carter didn't lay on in Candyapple red lacquer, Richard did with chrome and polish. Finished off with Russell steel braided hoses and AN fittings, Owens classic running boards, Reflections bed railings and a chrome grille by Stull Industries and Schroeder modified Doolie wheels fitted with Goodyear rubber, this is one truck that can never be duplicated—except by Richard. We asked if he'd ever build another one, we found ourselves running the hundred yard dash in world-class time.

In any event, drag racing freaks will have the opportunity to see "Emergency West" in action through the course of the 1987 drag racing season. Believe us, you haven't seen anything until you've seen a Crew-Cab dualie trip the ET lights on just four wheels. 



EMERGENCY WEST FACT SHEET

Truck	1977 Chevy Crew Cab Dualie
Chassis	Richard Schroeder
Motors	Twin 510 Cubic Inch Big Block Chevrolets Built By Mike Kuhl
Pistons	Venolia 12.5-1
Rods	Brooks Aluminum Rods
Cams	Crane Roller Cams and Rockers
Valves	Manley
Aluminum	M&S Welding - Sherm Gunn
Gear Drive/Oil Pans	Milodon
Magnetos	Ronco
Superchargers	8-71 Kuhl Blowers
Spark Plugs	Autolite
Plug Wiring	Accel
Fuel Injectors	Enderle
Fuel/Water Lines	Russell
Waterpumps	Mike Kuhl
Radiators/Trans Quad	Perma Cool
Oil	Penzoil
Transmissions	Turbo 400
Converters	Turbo 400
Shifters	Winters
Twin V-Drive	Jones Engineers
Clearance Sequencers	K-4 Products
Tires	Goodyear
Rear Axle	Strange Engineering
4-Drive Plates	Strange Engineering
Paint	Bill Carter
Headers	Positive Performance
Lights	Federal Signal
Running Boards	Owens Classic
Bed Railings	Reflections
Lettering	Jack Burr and Steve Stanford

Photos by Steve Reyes

Twin big block Chevy engines motivate the wheelstander featuring Mike Kuhl superchargers and a full complement of chrome.

