

Blown Income!



▲ A view of the dash reveals a custom Budnik billet aluminum steering wheel mounted atop a race-style billet steering helm. Gaffrig and Auto Meter white-face gauges supply vital engine information when Bob is stepping hard on the gas.



▲ An 8-71 polished huffer from The Blower Shop is bolted to the top of this healthy 468ci Rat motor, and the air and fuel is delivered from a pair of Holley 750s to a complete roller valvetrain. Stainless polished stainless headers show spent gases the door.



▲ Satin-finished aluminum cavitation plate and throttle pedals allow Bob to adjust the boat's ride and speed with ease.



aluminum-topped trailer steps.

Just as important as the appearance of a custom boat and trailer is the truck that gets it to the ramp. Our buddy Bob had not yet had a chance to modify his brand-new Dodge Ram 2500 at the time of this photo shoot, so we solicited the use of another Havasu local's custom vehicle. Todd Taylor, owner of Joker's Wild Promotions, was kind enough to lend Bob his lifted '01 Ford Excursion to complement the Schiada. Todd's company, Joker's Wild Promotions, handles the promotion and hosting of the major custom boat regattas held in Lake Havasu throughout the busy summer boating season.

Having to pull off smash-hit events weekend after weekend, Todd needed a dependable ride with a certain amount of flash and flare to tow his toys and company trailer. Enter this '01 Ford Excursion with minimal miles on the clock and a Triton V-10 under the hood. At the time Todd acquired the pink slip, the previous owner had already installed the 8-inch Pro Comp suspension lift equipped with a dual-shock hoop setup in the front and sporting dual Explorer Pro Comp shocks. This ultra-cool Ford sport utility rides on Nitto LT P355/65R18 Terra Grappler all-terrain tires mounted on polished 18x10-inch American Racing Mohave custom wheels. The rims and rubber were picked up for a song at Discount Tire in Lake Havasu City.

Having to put this Excursion through its towing paces week after week, Todd turned to the pros at Gibson Performance Exhaust in Corona, California, for one of the company's after-cat systems for the popular Triton V-10. After the performance professionals at Gibson helped ventilate the factory powerplant, Todd dropped in a K&N air filter and called it a day with regards to performance.

In order to tow and haul heavy toys around Lake Havasu, Todd relies on a custom billet aluminum adjustable hitch made by Rapid Hitch, supplied by Mohave Hitch & Welding in Lake Havasu City. Increasing the ease of launching and retrieving boats are both forward and rearward motion driving cameras from Pro Vision. Cruising entertainment is provided by XM satellite radio.

Together, Bob Stanfield's blown 21-foot Schiada River Cruiser and Todd Taylor's lifted Ford Excursion make one attractive pair and are sure to turn heads at any popular boating paradise. The next time you are on the ramp, look out for this smash-hit combination. It is sure to stop any custom truck and performance boating enthusiast dead in their tracks.

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around. Propelling this missile through the glass and choppy waters is a Menkins V-drive unit spinning an 11.5x15-inch Menkins two-blade prop. The V-drive unit holds number 29 gears that allow the boat to leap out of the water with a quick stab of the peddle and climb to 90-mph-plus speeds with ease. With the foot throttle all the way down and the cavitation plate pulled up, the roaring big-block pulls to 6,000 rpm and punishes the water with just a tad over 800 horses. Make no mistake, this 21-foot beauty can shred through any aquatic playground and leave most boats in its wake.

Not only is Bob's white, blue, and yellow-hued Schiada impressive in the performance department, it kicks some serious tail in the looks department as well. Moving into the interior, the driver and privileged passengers are greeted with a plush, white interior housing two hip-hugging bucket seats and a rear bench seat for lounging. Instrumentation consists of a host of white-face Gaffrig and Auto Meter Pro Comp gauges that allow Bob to keep a watchful eye on engine vitals while he is clinching onto the three-spoke Budnik billet aluminum steering wheel attached to a billet aluminum race-style column. In front of the driver's seat rests a dual pedal assembly for both the boat's cavitation plate and throttle, which has also been treated to the satin-finished aluminum look. Covering the stringers and floor is 40-ounce blue marine-grade carpeting, while billet grab handles trim the rest of the elegant interior.

The boat's exterior is quite pleasing to the eye as well. In addition to the blue and yellow combination over the white base, Schiada's patented non-skid-surfaced deck and catwalk make it easy to walk around the boat without injury. A fully polished cavitation plate assembly with stainless turnbuckles and custom billet mounts add to the enormous amount of eye candy present on this craft.

While eyes are certainly drawn to this beauty when it sits in the water, one cannot help but be impressed by its looks out of the water on the custom trailer. Bob transports his aquatic hot rod in style on a blue triple-axle Hoss custom trailer that is every bit as clean and meticulously detailed as the boat. Sitting pretty underneath each custom polished stainless steel fender is a trio of 17-inch Budnik Tiller 5 billet wheels encased by Falken Ziex rubber measuring P225/50R17. The fenders were lowered down over the top of the tires for a slammed appearance, and close followers are warned of sudden stops by frenched-in custom taillights located in the trailer's rear bracing. Custom running lights adorn each of the four billet

► A gel-coated and flow-coated bilge area gives the engine compartment a smooth and sanitary appearance.

▼ A custom Budnik billet steering wheel allows Bob to navigate the Schiada through the Havasu waters in style.



▲ From the rearview, a fully polished cavitation plate assembly complete with billet mounts and polished turnbuckles provides the eye candy. A Menkins two-blade propeller bolted to a custom strut assembly is spun via a three-speed Turbo 400 transmission.