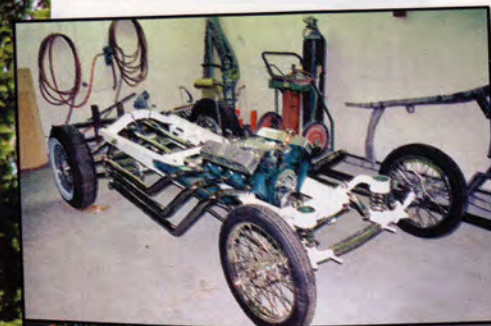
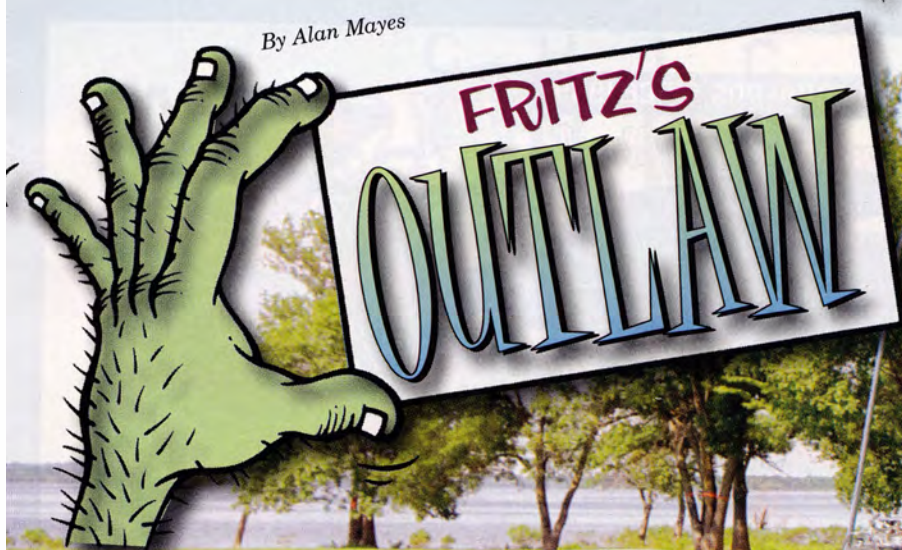


By Alan Mayes



A MASTER SALUTES A MASTER

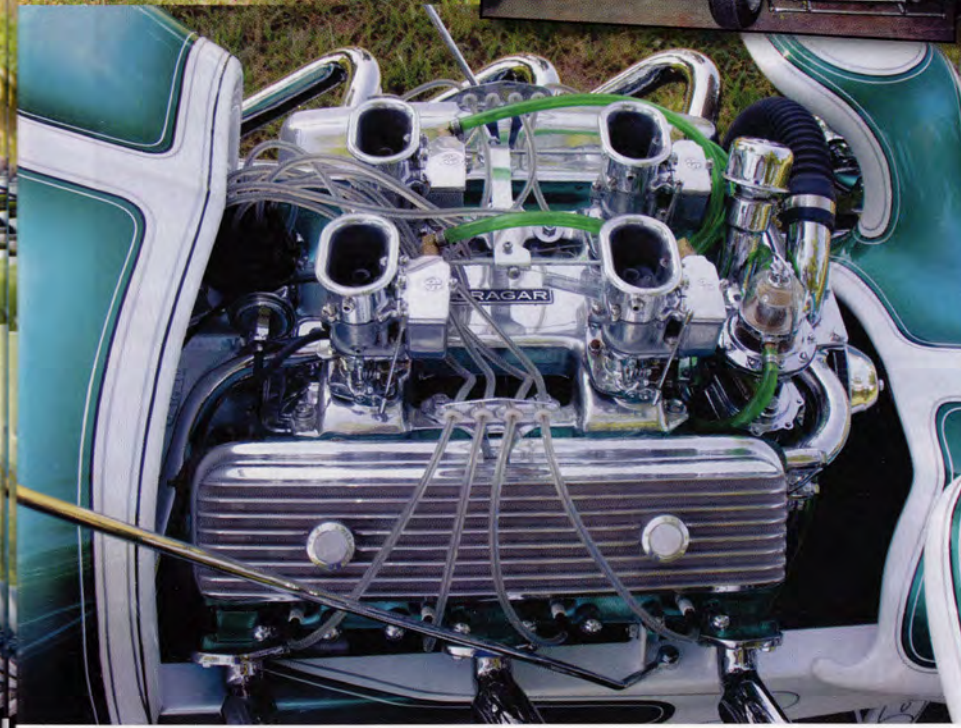
The quality goes in before the name goes on." That used to be the tagline motto for Zenith televisions and I probably saw it a thousand times in ads over the years. I don't think they use that anymore so I'm going to claim it and give it to Fritz Schenk.

Look, I spent a couple hours photographing this car. I was under it, on it, over it, zeroed in on close-ups, standing back a hundred feet getting full profile shots. If this thing has a flaw, I couldn't find it... and I tried.

Some of you may recognize Fritz's name for one of several reasons. His shop is known as "Spritz by Fritz," and painting is his known specialty. Ever hear of a guy named Indian Larry? Fritz painted Larry's motorcycles that we all drooled over on *Biker Build-Off*. He was a member of the staff

of *Iron Horse* magazine for awhile in both its iterations. He also built the bubbletop "Roswell Rod" show car that made the rounds of the indoor car show circuit a few years ago and painted Dave Shuten's bubbletop "Astro Sled."

Yes, Fritz is a multi-talented guy. He's also a huge fan of custom cars, especially show rods, and of a cat named Ed "Big Daddy" Roth. One of his (and our) favorite Roth cars has always been the "Outlaw." Pick one Roth creation that put him on the



map – that's the Outlaw. The original Outlaw, built in 1959, is now owned by the Petersen Museum.

Besides being a Big Daddy fan, Fritz is also a Roth purist, so when he set out to build a clone of the Outlaw, he was very meticulous in making sure he did things the way that Ed did it. More than once on the tech sheet he filled out for us, the term "the same as Roth did" appears.

Starting with Model A frame rails, "the same as Roth did," Fritz set out to duplicate the Outlaw. He used a fiberglass body from Jimmy C, molded from a pattern taken from the original car's mold (owned by artist Robert Williams). The nose piece was also provided by Jimmy C. A highly modified 1922 Dodge windshield assembly was utilized.

It's interesting to note here that Fritz did not have the original car to crawl over and measure while building his clone. Nor did Roth draw plans and blueprints. Revell built really accurate 1/25th scale models of it, though (and who among us over the age of 40 didn't build one?), so Fritz used the Revell model kit and "reverse engineered" the details and measurements in many places.

MECHANICALS

We won't say "the same as Roth did" anymore. Just know it's understood from now on, OK?

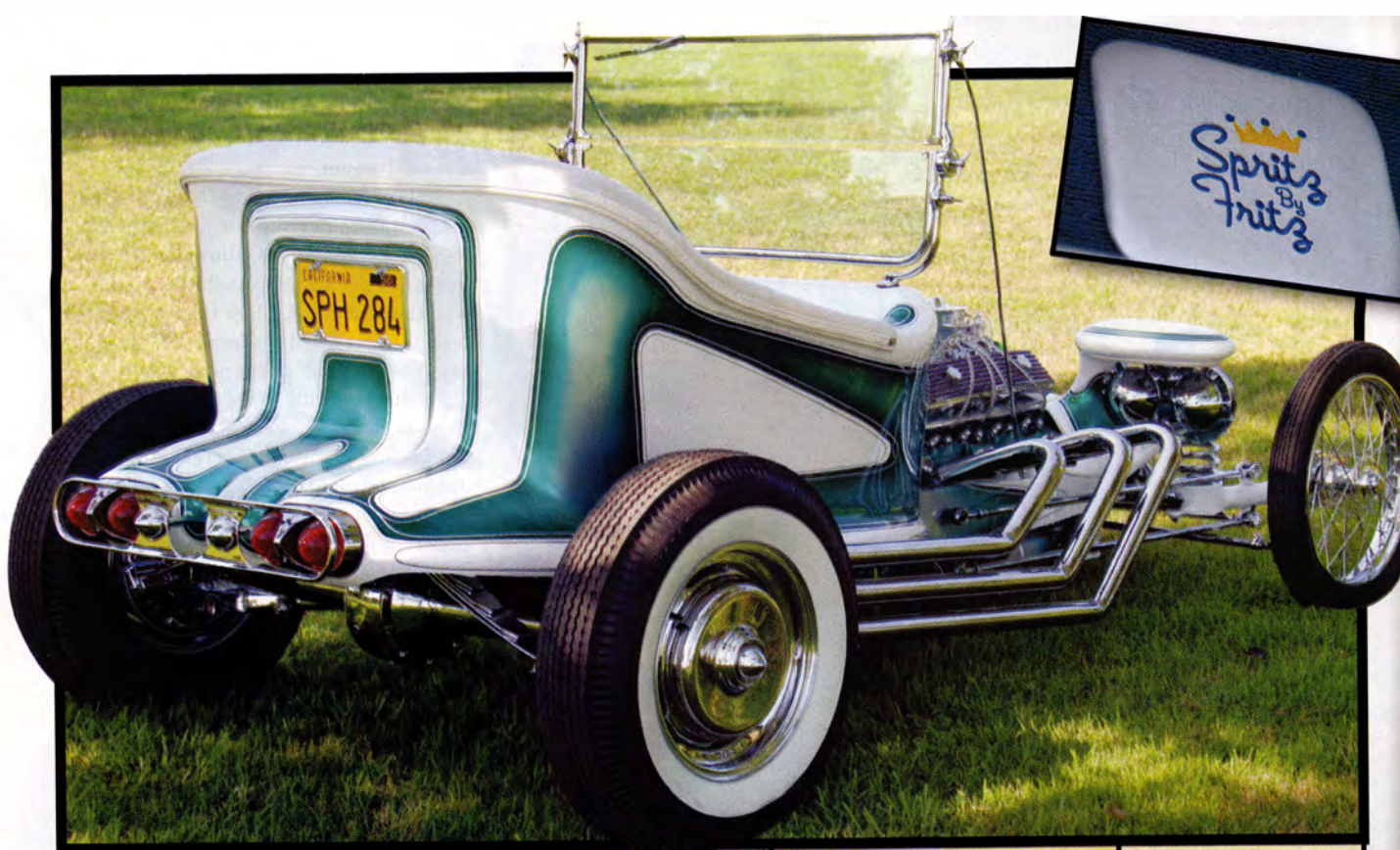
The mill for the Outlaw is a 1950 Cadillac 331 topped by a rare Cragar intake with four Stromberg 97 carbs and "SP" tops. The exhaust is homemade. Extensive chromeage was applied throughout. The transmission is a 1939 Ford 3-speed and feeds torque to a chrome-plated 1941 Ford rearend. Sitting atop the tranny is a Civil War sword handle shifter. That's a throwback to the original name of the original Outlaw, "Excaliber" and its first shifter.

The suspension for Outlaw includes a set of 1954 Chevy front coils over a Ford V8-60 tube axle in front. The Ford rearend hangs on chromes Model A leaf spring. Front wheels are dragster spokes and rears are chromed 1951 Mercury wheels.

SPIFFED AND SHINED

The original Outlaw was painted in 1959 by an up and coming young gent named Larry Watson. Fritz painted his own but followed Watson's pattern exactly, using House of Kolor materials. It's pearl white with teal over silver panels. The taillights are twin housings from a 1958 Chevy Biscayne or Bel Air but with 1956 Chevy lenses.

The interior of the Outlaw is top notch. The bench seat was made from scrap plywood that Fritz had lying around. Of



course it got some properly contoured foam, which was then covered in pearl white vinyl and 1959 Pontiac teal vinyl by Dondie at Trek Automotive in Huntington Station, New York. The steering wheel is from a 1958 Impala and gauges are vintage Stewart-Warner large logo style.

ACKNOWLEDGEMENTS

On a build project such as the Outlaw clone, lots of people are called upon or volunteer their assistance and expertise. Fritz wishes to thank his "very understanding wife, Carrol," Mark Moriarity, Bill "Poncho" Haas, Darryl Starbird, and Ed "Big Daddy" Roth.

"If not for him," Fritz says of Roth, "car shows would be dull."

We photographed the Outlaw behind Darryl Starbird's Rod & Custom Hall of Fame Museum near Afton, Oklahoma, with the much appreciated assistance of Darryl and Donna Starbird, and Dakota Wentz (along with Fritz and Carrol).

Fritz has a couple other projects under way at his shop near Kansas City. Besides some customer work (man's gotta pay the bills), he is wrapping up the restoration of Ed Roth's 1967 Mega Cycle and he also is setting out to restore an early 1960s custom 1957 Chevy sedan that he recently located in New York. That one is rough, but Fritz can do it, we're certain. We'll keep you posted. 🍷

Resource:

Spritz by Fritz
Belton, MO
www.spritzbyfritz.com
816-322-2205



STATISTICS

| | |
|------------------------|--|
| OWNER | <i>Fritz Schenck Belton, MO</i> |
| BUILDER CAR | <i>Fritz (Spritz by Fritz) 2008 clone of Roth's 1959 car, Outlaw</i> |
| BODY | |
| <i>Grille</i> | <i>Fiberglass nosepiece by Jimmy C</i> |
| <i>Paint</i> | <i>Pearl white w/teal over silver panels House of Kolor By Fritz</i> |
| <i>Chrome</i> | <i>Rick at V-Twins Cycle (Oyster Bay, LI, NY) & Paul's Chrome (Evans City, PA)</i> |
| <i>Graphics</i> | <i>Same as Ed Roth did</i> |
| ENGINE | |
| <i>Type</i> | <i>1950 Cadillac 331</i> |
| <i>Carburetion</i> | <i>Cragar 4-pot intake with Stromberg 97s & "SP" tops</i> |
| <i>Exhaust</i> | <i>Handmade</i> |
| <i>Ignition</i> | <i>Chrome plated Caddy</i> |
| DRIVETRAIN | |
| <i>Transmission</i> | <i>1939 Ford 3-speed</i> |
| <i>Rear End</i> | <i>1941 Ford, chrome plated</i> |

SUSPENSION

| | |
|--------------|--|
| <i>Front</i> | <i>1954 Chevy coil springs, Ford V8-60 tube axle</i> |
| <i>Rear</i> | <i>Model A leaf spring, chromed</i> |

MISCELLANEOUS

| | |
|-------------------|---|
| <i>Wheels</i> | <i>F: 21" dragster wheels R: 15" '51 Mercury, chromed</i> |
| <i>Tires</i> | <i>F: 21" Avon Speedmasters R: Firestone 6.70-15 WWW</i> |
| <i>Brakes</i> | <i>F: None R: '41 Ford drums</i> |
| <i>Seats</i> | <i>Plywood</i> |
| <i>Taillights</i> | <i>1958 Chevy housings with 1956 Chevy lenses</i> |
| <i>Steering</i> | <i>1958 Chevy Impala wheel, '40 Ford, shortened column</i> |
| <i>Upholstery</i> | <i>Pearl white & 1959 Pontiac teal vinyl (Dondie at Trek Automotive)</i> |
| <i>Interior</i> | <i>1959-60 Stewart-Warner large logo gauges, Civil War sword gear shift handle, handmade clutch & brake pedals, '32 Ford gas pedal '22 Dodge windshield frame, modified, tinted glass</i> |
| <i>Windows</i> | |
| <i>Car Club</i> | <i>Rat Finks of America & KKOA</i> |