

**The story of the Maul Brothers' # 111 Modifieds      By: Bill Skinner 1/31/11**

- 1) Neal Williams built a 1937 Ford sedan # 44 which Al Tasnady drove at Daytona in 1960. That car was purchased from Neal Williams by Clarence and Bob Maul who painted the car gold and re-numbered it # 111.
- 2) Elton Hildreth drove the 111 at Alcyon on Memorial Day, 1960 with limited success. Jackie McLaughlin visited Elton at his home and asked if he could drive the car. Elton said he wouldn't mind since he had his own car to drive.
- 3) Jackie McLaughlin won his heat and the feature the first six times he drove the car  
6/11/60 at Flemington,  
6/17/60 at Georgetown,  
6/18/60 at Flemington,  
6/19/60 at Nazareth,  
6/24/60 at Georgetown, and  
6/25/60 at Flemington.
- 4) Jackie then won his heat at Flemington 7/2/60, but he was wrecked and pushed through the fence in the feature.
- 5) Jackie finished fourth in his heat and dropped out of the feature on the ninth or tenth lap at Alcyon 7/4/60.
- 6) Jackie then had another hot streak where he won heat races at Flemington and Nazareth, and he won four features in a row  
7/8/60 at Georgetown,  
7/9/60 at Flemington,  
7/10/60 at Nazareth, and  
7/12/60 at Alcyon.
- 7) Jackie then had at least 9 feature wins, 6 seconds, and 2 fourth place finishes in approximately 28 races between 7/16/60 and 9/2/60. Jackie was driving the 111 most of the time, but he drove the 026 in at least five of these races.
- 8) Jackie drove the 111 at Alcyon on Labor Day, 9/5/60, but he wrecked the car almost beyond repair that night at Hatfield, apparently driving his last race for the Maul Brothers.
- 9) Jack Stetser got out of the Army and joined the Maul Brothers' team late in the 1960 season, and Lew Mood finished up a very successful 1960 season at Pleasantville driving a 1937 sportsman Ford coupe # 29 that he and Jack Stetser had built in 1957-58.
- 10) At the end of the 1960 season, the Maul Brothers commissioned Lew Mood and Jack Stetser to build and maintain their cars for the next season.

11) It was also decided that Budd Olsen would replace Jackie McLaughlin as the driver of the 111 race cars. Budd was a proven winner, and he could be counted on to keep the race car in one piece and finish in the money. Budd and Audrey Olsen and their son Doug and daughter Jackie were a great fit for the stable, family atmosphere-type operation the Maul Brothers were seeking.

12) Jack Stetser and Lew Mood repaired the 111 sedan that McLaughlin had driven in 1960, and then they built a new 312 cubic inch, 1937 modified Ford sedan before the 1961 season. They also began work on converting the # 29 coupe that Lew had driven at Pleasantville into a 390 cubic inch, fuel-injected Modified with the engine set back 18 inches. The sedans did the racing in 1961 as the work on the coupe continued through the racing season.

13) Budd Olsen had finished the 1960 season driving for Lucky Jordan, and he began the 1961 season driving Lucky's deuce at least through April. He then began the Maul Brothers' 1961 season (apparently in May) driving their 111 "Maul Missile" sedan(s) in which he had his best season ever at Flemington.

14) Budd had twenty-three "Top 3" finishes in 46 features at Flemington and Nazareth between 5/13/61 and 10/7/61. He collected 1046 points at Flemington in 1961, losing the modified point championship at Flemington to Al Tasnady by a mere 28 points.

15) It appears that the process of converting Lew Mood's old # 29 coupe into the third car in the Maul Brothers' stable continued through the 1961 season and into 1962. Lew also provided another of his old coupes after crashing the first one at Georgetown. It ran as the # 29 one night at Flemington, but it was repainted as a 111 the next week.

16) The coupe was set up basically for Nazareth. Its 390 cubic inch, Ford engine let go within a half dozen races. The new engine was a fuel-injected 406, which was bored even bigger, and it had overheating problems which were eventually solved by the installation of an oil cooler supplied by Lew's friend, Ralph Moody.

17) Budd Olsen began the new season with a victory in the feature at Nazareth 4/22/62, and then he won the feature at Nazareth 5/13/62 and at Flemington 5/26/62. He went on to have another strong (but not spectacular) season, winning again at Flemington 9/22/62.

18) Dan Demarco said Budd was driving the Maul Missile (sedan) when he first saw the modifieds at Nazareth 6/17/62, and Budd was reported to be driving a "brand new car" at Flemington 7/21/62. So it appears that the coupe was phased into the racing action in 1962, but perhaps not much until the middle of the year. Ned Stites III said the Maul Missile was retired after the right front of the frame was bent back almost double in the second turn at Flemington.

19) The addition of the coupe gave Budd and the Mauls three strong rides from which to choose for a particular race and/or track. It appears the sedans were the most successful at Flemington, and the coupe was the car best suited for Nazareth.

20) Jack Stetser tells the story that Budd crashed in one of the sedans at Reading on a Friday night, in the other sedan the next night at Flemington, and in the coupe at Nazareth that same weekend on Sunday. Three cars knocked out of action in one weekend! That must be some kind of record!

21) The story goes that Lew Mood's buddy, Augie Weil (who owned an auto repair shop in Paulsboro) had all three cars fixed and re-painted in time for the next weekend's racing action. It was said Augie Weil would move the world to get Budd Olsen back on the race track! This must have occurred in 1963.

22) Budd Olsen began the 1963 season driving for the Maul Brothers, and Bob Trautman began the 1963 season driving the first Piscopo # 39 at Flemington. It appears that Budd soon became interested in the potential of the Piscopo car, and Dave Piscopo became interested in Budd as a driver, because Budd drove the 39 to a third place finish at Reading 5/31/63 one week after Bob Trautman crashed and suffered a concussion, a possible broken shoulder, and multiple contusions.

23) On 6/2/63, Budd won his only feature for 1963 driving the 111 (probably the coupe) at Nazareth where the car had been running "at blazing speeds" when Budd finished second in the two previous features 5/26 and 5/30/62 according to "Hunterdon County Democrat". According to the official records at Reading, Budd drove a 111 there on 7/3/63, and Budd was photographed at Reading 7/12/63 in the 111 coupe.

24) Race results show Budd drove the 39 at Reading on 6/9/63 and 6/21/63, and Harold Rulon wrote in the 8/22/63 issue of "Area Auto Racing News" that Budd had apparently just become the steady driver of the 39. Budd also drove the 39 at Reading 8/23/63 and 9/22/63 and at Langhorne 10/23/63.

25) Lew Mood apparently drove a Maul Brothers 111 at least a few times in 1962 and 1963 at Georgetown, but Lew was, by then, an older driver and a couple years past his prime. The Maul Brothers racing operation took a big hit one night in 1963 or 1964 when Lew demolished the 111 coupe at Nazareth and ended up in the hospital. That unfortunate night was very instrumental (according to Jack Stetser) in bringing the career of one great driver and one great racing team to an end.