

30 East Elm
Chicago
January 5, 1961

Dear Steve,

Here is the title for the racing car and my acknowledgement of your check in the amount of \$410.00 for which I thank you.

You will note that the title is still in Frank's name, as I have been looking to sell the car for quite some time and never got around to getting a new title. I'm sure this will not make any difference to the state.

I look forward to seeing you do something with the car which I am sure has lots of potential. Also, I won't hesitate to give you a call next time I'm in your area. I look forward to meeting you.

Sincerely,

Warren D. Meyer

July 24, 1962

Mr. Charles A. Reupert
c/o Hartwig Displays
1325 North Van Buren Street
Milwaukee 2, Wisconsin

Dear Mr. Reupert:

In answer to your card of July 20, I am enclosing a sheet describing the Siam H Modified car I have for sale.

Unfortunately, the body work necessary to clean up the results of last year's racing season was not completed before my ads at the start of the racing season came up so I was unable to sell the car at that time. This work is now very nearly complete, and within days, the car will be completely ready to race.

I recommend the car particularly for the beginning driver as it is a very comfortable and forgiving car to drive as well as being an extremely economical car to operate since the commonly required parts are readily available.

I'm sorry I do not have pictures of the car available, but you may have seen it run at the Milwaukee State Fair grounds a year ago June when it won the H Modified race, or last fall at Meadowdale in the Milwaukee Regional Divisionals.

I am asking \$950 for the car, and since it is so late in the season, I would be glad to hear any offers and, I believe, would accept a reasonable car in trade such as a small production or sports car.

My home phone number is VErnon 5-2250 in Glencoe, and I can be reached during the working day at 292-2418 in Chicago.

There are some minor spares that go with the car, such as carburetor parts and ignition as well as a spare block.

Very truly yours,

Steve Hawxhurst

Home Address: 189 Harbor
Glencoe, Illinois

December 11, 1963

Mr. Charles Reupert
Hartwig Displays
1325 N. Van Buren Street
Milwaukee 2, Wisconsin

Dear Chuck:

Confirming phone conversation, I am attaching herewith the title on the Siam for Jim Wisnieski/

I assume he plans to register the car in case he wants to drive it on the street, however, if he is only interested in having it as proof of ownership, all he has to do is keep this title and pass it on to the next owner without any indorsements or anything else.

Sorry I wasn't able to get in touch with you when we were up in Milwaukee last Sunday, but as I told you we got delayed and ended up hurrying home before our kids tore the house apart.

I still haven't really made up my mind what I am going to do with my car this winter except try to get the new engine and bring it up to the best performance I can and keep my old one as a spare.

See you soon.

Cordially,

Feb. 3, 1964

Dear Mr. Hawxhurst,

My name is Jim Wisniewski and I'm the guy who bought the Siam (now the ASP) from Chuck Reupert.

There are several questions I wonder if you could answer for me.

First of all could you tell me what kind of rear end, front end and transmission are in the car. It is my understanding that it is a Fiat rear end, but what model, a Standard-~~Triumph~~ Triumph transmission(again what model) and a Crosley front end.

Also I would like to know what make of brakes are on the car, front and rear and what make of wheels.

As far as engine modifications go could you tell me what you did to the engine and what, if you know, was done before you got it.

I know Chuck Reupert put in a new billet crank, but that's about all he did. Also could you tell me what kind of cam, and distributor are in the car.

~~Also~~ How did you set up ignition timing on the car. Are there any flywheel marks or pulley marks to go by.

I know ~~if~~ I've asked you just about every thing but your name rank and serial number but I really would appreciate your helping me in this way. I'm really working in the dark right now.

Yours truly,
Jim Wisniewski
Jim Wisniewski

February 7, 1964

Mr. Jim Wisniewski
4560 S. Lenox Street
Milwaukee, Wisconsin 53207

Dear Jim:

Chuck had told me about your buying the Siam. I gather you changed the name and if you have no use for the nameplate that was on it, I would sure appreciate having it back as it is the only one I had.

The rear end is the Fiat Toppolino which is the old front engine rear axle Fiat 500. This was made in a variety of versions numbered a, b, c, etc., but the main difference from one to the other was for its use in a station wagon in mountain country as compared to its use in a roadster in desert country, and the parts are the same and interchangeable.

The front end is a re-modeled Crosley which has been stretched with spacers to increase the width rather than the generally done job on Crosley front ends of bending the axle straight so as to increase the width. I never changed it because I found it handled so nicely the way it is that the theoretically bad Ackerman setup worked fine, and I always had other things to do that were more important.

The transmission is a 4 speed unit from an old standard car, vintage unknown. I gave Chuck the parts book for that transmission and he assures me that he passed it on to you. It is a blue book and I hope you have it as I don't know where you would get another. Actually, it is an extremely strong transmission that I don't think you will ever need any parts for it. If you did, it would be necessary to go to a standard dealer or distributor who handles the Triumphs, give him the part number of what you needed and then wait for it to come from England. This is not from a Triumph, but from a standard car which is the basic passenger car made in England by the same outfit that makes the Triumph.

The rear brakes are standard Fiat 500 with racing linings, and the front brakes as I recall are drilled Crosley brakes of the very last drum brake model. Again, you should have no trouble with spare parts as my memory tells me that both systems were made by Lockheed and anything that gives out you can match up at an ordinary brake parts house by taking a sample.

The engine was set up by Bruce Townsend down in Bloomington originally and I never changed it much. I had occasion to ask Bruce some time ago the exact specifications to which he set it up, but he had kept no record of it. The compression ratio was raised by removing the steel plate that is normally between the block and the crankcase. The pistons I believe were standard Crosley pistons. The cam is a cam that was ground by Weber to a specification that Frank Isaacson had worked out, but neither Frank nor I have ever been able to locate the specification. It is the only cam of its kind as far as we know, and I found it very good. There are several standard racing cam grinds for the Crosley and this one gives a little more power and I think speed at the top end and is a little less good on low end torque than the other racing cam. In other words, keep the revs up.

The distributor is from a Divco truck and is a 2 point setup similar to that used on many double point ignition systems with 1 point handling the make and the other point handling the brake. I timed it with a tach which I am fortunate enough to have and there are no marks to go by. To accomplish this, I set it up off the engine when I had the engine apart for any reason with new points so that the gaps were right and the dwell was right, and then adjust it at various rpm's to get the maximum on each. I'm very sorry to say, I don't even remember the gap that I used or the dwell, but what I shot for was maximum dwell and was probably around .018 gap or a hair less. She idled very rough at low speeds and I believe that I adjusted it at about 700 rpm, 1000 rpm, 1500 rpm, and 2000 rpm and tried to get the best mean setting for maximum revs at a throttle position close to each of these theoretical rpms. I think you could probably work at 1000 and just set her so that your revs are the maximum at 1000 and lock it, and you would be doing as well as I did. As a matter of fact, a few times I had occasion to reset the timing while I was at a track and this is the way I did it.

The only change I can suggest in the engine department is to turn the carburetors 90 degrees which I don't believe Chuck ever did. I had trouble with the car cutting out on hard corners as the Solex's are suppose to be mounted with the bowls forward, and these were mounted when I last saw the car with the bowls sideward. I am sure turning them the 90 degrees so that the bowls are forward would eliminate this problem. I have seen Crosby's carbureted with practically every type of carburetor known to man and I will say that the 32 PBIC's used on this engine is the best combination for the regular porting from watching everything else. Bruce Townsend ran a single Carter side draft such as is used on the blower Corvairs now, and I don't think he got as much out of the engine as he could

have and as others did with the Solex carbs. The valves are so small that a larger carb probably would not add much to it.

One thing you must do is run them rich as a cob. I found it desirable to richen up or lean out depending on the weather and used several jets and several emulsion tubes. I'm sorry to say I don't remember exactly what changes I made, but the emulsion tube change didn't really help. What I changed was the main jets and the air correction jets depending on the weather conditions.

Hope this will be of some help to you, and if there is anything else you want to know, don't hesitate to ask as I'll be glad to give you what little I can from my somewhat inadequate memory.

The car is a good little car, a real ball to drive, and when set up right and tuned right I was able to take any Crosley and some of the 750 Saabs particularly on a tight course where its handling shows up to best advantage.

There is one other change that I would be inclined to make in the car. I never got to doing it, but I always felt that something to relieve the windup on the front axle on hard braking such as a pair of strong radius rods or something of that type would be a real good thing on the car. While the springs are pretty stiff, the axle does tend to wind up and chatter a little with the result that you will frequently lock the front brakes and go sliding blithely off the course. I had them set up at one time so they were somewhat mushy and I couldn't lock them up at high speed, and I found it much easier to drive as I didn't have to treat them so tenderly. I think stiffening the twist out of the front end would help a great deal on this and it's about the best means of doing it that I was ever able to come up with.

Good luck to you, and I hope I'll see you running next summer and again say, don't hesitate to ask anything I can tell you.

April 17, 1991

Mr. Jim Ash
North 8415 Branch Road
Ixonía, WI 53036

Dear Jim,

I was able to do some digging in my files and came up with some letters (copies enclosed) which I think pretty much clear up the travels of the SIAM during the sixties.

As you can see, there's a letter from a man whose signature I can best make out as 'Warren Meyer' sending the title of the car to my father. Also he mentions the title is "still in Frank's name" and that tipped me off that the car had probably been previously owned by Frank Isaacson before he bought the Martin T2. I suspect Frank sold the SIAM to Warren Meyer who probably didn't do much but let it sit in Sandy MacArthur's garage until my father bought it.

As you know, my father raced the car, I believe I was right in saying it was throughout 1961 and you'll note his mentioning in his letter to Chuck Reupert in July of 1962, that he had won the Milwaukee State Fair grounds H-modified race in June of 1961. I have two third place trophies for Wilmot dated 1961 and I'll try to dig up any old programs I have to fill you in on the car's racing history. In any event, the car seems to have been for sale in 1962 and apparently remained so for quite some time. This surprises me as we did not have both cars at the house at the time as most certainly my mother would never have stood for it so I suspect it may have once again been stashed away at Sandy's.

I happened to come across the enclosed flyers advertising "cars for the enthusiast" which Clarke Walser used to put out (the Buick Roadmaster convertible listed strangely among the Alphas and Jaguars was our tow car and the car I learned to drive in!). As you can see, the SIAM is listed in April of 1963 but not in June, so I think it must have gone to Chuck Reupert in May of that year. The more I think about it since I let you know by phone that I found all this, the more I suspect that this was either one of those "I'll buy it now and pay you later" deals or possibly that Chuck bought the car and intended to race it and didn't worry about the title until Jim Wisniewski came along and made him an offer he couldn't refuse. Then likely he did need the title and wrote to my father asking for it. They were pretty loose about such things in those days. I do remember that Chuck was an active H-mod racer in those days, so he may have had another way to go racing or got the glint in his eye to build his own car and sold the SIAM to finance it. I'll be interested in learning if you were able to locate Chuck in Milwaukee.

The last letters I found were from Jim Wisniewski to my father asking about details of the car and my father's reply. As I said, Jim's letter tells you that Chuck put in a billet crankshaft and my father's reply, which is really full of interesting technical information for you, also reinforces the idea that Frank Isaacson once owned the car. Hopefully when you show the enclosed pictures to Sandy he'll remember in more detail.

Please give Sandy my best when you see him -- the "Skipper" as we have always called him, has been a great friend to both myself and my father. In the late sixties, Sandy invited my father to help him sail his ketch "Compass Rose" from Tahiti to Hawaii and the letters my father wrote home during that trip give a vivid picture of the adventure. Basically it was two racers applying H-modified techniques to a largish sailboat on an even larger ocean. I was not surprised that they made it but I was also not really surprised that "Compass Rose" went to the bottom off Alaska a few years later! Probably something got fixed temporarily and "we'll do it right later."

As for the pictures, as I said, I would like you to have the small ones but I would appreciate it if you could make copies of the two large ones and send the originals back to me. No hurry, but I would like to keep them.

Well, that's all I have for now but not bad for a day of investigating what happened thirty years ago if I do say so. I'll keep digging as time and my own racing schedule permit and I'd be happy to hear how you're doing. I'm really delighted that you found the car and plan to bring it back. I'm sure that if my father and Frank Isaacson were here today, they would be equally pleased.

Best regards,



Steve Hawxhurst
2254 Soto Street
San Diego, CA 92107

Home: (619) 221-5990

5/9/97

Don,

Here is everything I have on the little green machine. The photos came from Mrs. Isaacson and Steve Hawxhurst. Neither would part with the originals, so all I got were copies.

I think you can piece together the story from my notes, but if I can help just give me a call. Sorry to be so short with this note, but we have to leave for Kansas City in the morning and, as usual, we are not quite ready.

Good luck with the project....I'm glad that it has finally found a good home!

Best regards,

A handwritten signature in cursive script, appearing to be "Jim", with a large, sweeping underline that loops back under the first part of the signature.