

# Harry A. Miller Club News



*1958 Indy 500 - George Amick behind the wheel.*

## The Demler Special

The Demler Special, a gorgeous front-engine roadster with its Offenhauser engine laid on its side, is an magnificent race car and was a fan favorite at the Indianapolis Speedway. Quin Epperly built the attractive laydown roadster for \$13,000 plus \$9000 for a fresh new Offenhauser. The price seems reasonable, today that would buy you an entry-level sedan. The roadster costing \$22,000 in

1958 figures out to be \$187,000 in today's money. Perhaps the powers-to-be on 16th & Georgetown today need to look at that cost.

In May of 1958, apple farmer Norm Demler who hailed from western New York-state hired "rookie," George Amick to drive the new car. Amick, loved fishing so had much he recently had moved to Rhinelander, WI to follow his hobby. Perhaps a rookie at the Indianapolis

Motor Speedway, Amick already had three USAC National Championship car wins (All three on dirt), under his belt (Langhorne & Phoenix -1956 & Lakewood - 1957). Talented mechanic Bob "Rocky" Phillipp worked out the bugs at the beginning of month, turning the car into a frontrunner as Amick drove the it to a second place in the "500" its only race that year. The following year at Indianapolis







1958 Indy. George Amick chases Jimmy Bryan.



1961 Indy. Jim Hurtubise.



1962 Indy. Jim Hurtubise accident.

it was versatile Paul Goldsmith who teamed up with his buddy, Ray Nichels turning the wrenches. The underrated Goldsmith drove the car to another top-5 finish, once more the only appearance of the yellow No. 99 on the championship trail that year.

Goldsmith once again drove for Demler in 1960 at Indianapolis with the consistent Goldsmith qualifying on the fourth day with an average that only varied .113-mph. This time Tiny Worley assist Nichels with mechanical duties. On race day, the former motorcycle national champion crossed the finish line in third, the car's third consecutive top-5 finish at the Brickyard.

The following year Demler hired 1960-rookie sensation Jim Hurtubise to pilot the car at Indianapolis for 1961 – the “Golden Anniversary 500.” “Herk” put the reworked Epperly roadster on the front row, it's best qualifying attempt at Brickyard. At the start, “Herk” (short for Hercules) jumped Eddie Sachs and Don Branson at the start and led the first 35-laps. Unfortunately it was a burned piston that ended the race after 102-laps.

Two wrecks at the Brickyard did the car in for 1962, as Hurtubise pushed the ill-handling car, some say too far. The No.99, which had been re-worked over the winter by Hurtubise, crashed on the Friday before “Pole Day” in turn two. The following weekend after repairs by Worley and Jim's brother, Pete and the Demler crew, Herk crashed again, as the No. 99 missed the show for the first time as “Herk” jumped into an aging Jim Robbins Watson roadster and stuck it in show on “Bump Day.”

For 1963, it was Paul Goldsmith in the car, however the car was now a new Watson-Offy, as the Demler No. 99. The aging Epperly, now re-numbered as No. 55, had rookie Bob Harkey in the car and lost an engine late in the month. Demler decided to park the six-year old car.

Three years later the Demler Epperly returned to the Speedway once again as the No. 99 with backing from Jack Adams Airplanes. However this time it had a 1,400-horsepower General Electric turbine engine hacked into elegantly aged car. Arizonan speedster Bill Cheesbourg, a man who had driven quite an eclectic array of cars drove the still yellow with red-trimmed car. Phenomenal straightaway speeds were reportedly clocked and the usually unfettered Cheesbourg was spooked with its speed. The problem was controlling the power, slowing the car down and making the corners.

In a May 1966 interview Cheesbourg told an AP reporter, “I never thought I'd say a race car was too powerful. But this one spins the

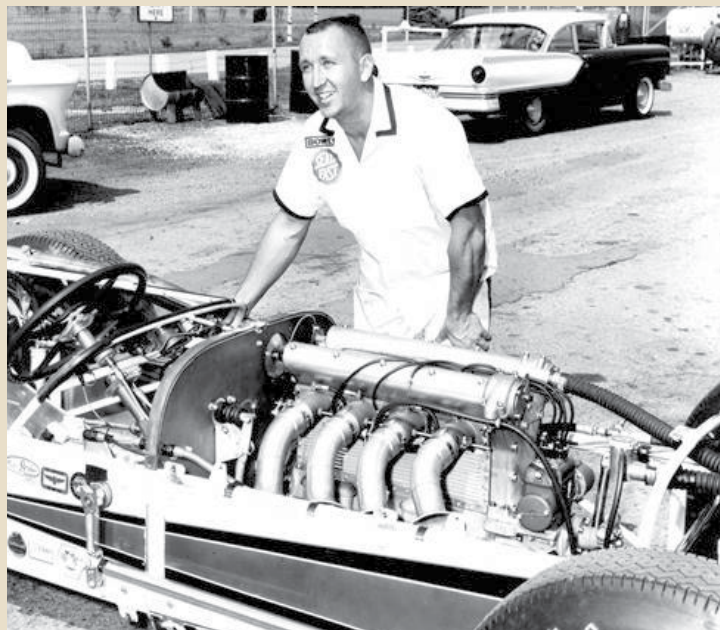
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## Jackson Hagemeyer

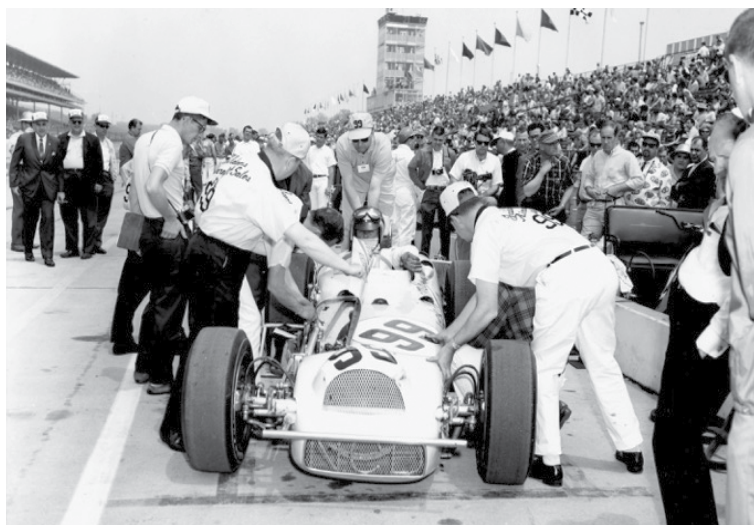
A native of West Allis, Wisconsin, Jackson Hagemeyer had his first racing forays as a driver of modified stock cars in the Milwaukee-area. In 1958 he moved from Milwaukee to Indianapolis to manage the auto parts store owned by two-time Indy 500 winner Rodger Ward and racing mechanic A. J. Watson, and with the perspective to further his racing career. Hagemeyer eventually obtained some racing success - although not as driver but as a mechanic. He was in A. J. Foyt's winning team in the 1961 Indianapolis - working as right front tire changer and also handling the sign board giving messages to Foyt - and of second placed Len Sutton the following year.

Meanwhile Hagemeyer continued his career as a driver taking part in minor events. On 12 August 1962 he was at Terre Haute Action Track for his first USAC sprint car race and, since Jim Hurtubise was late arriving at the track, he was offered to practice with Hurtubise's Barnett Brothers Special. Hagemeyer drove the car during practice with the understanding that if Hurtubise did not arrive in time for qualifications the car would be his for the race - what would have given Hagemeyer the exceptional opportunity of racing a top car in his USAC debut. Unfortunately Hurtubise arrived in time to qualify with that machine, and Hagemeyer had to move to another far less competitive vehicle owned by Sherm Allen. During his qualification attempt Hagemeyer caught a rut in the first turn and flipped seven or eight times inflicting fatal injuries. Hurtubise would go on to win the thirty-lap feature race.



Hagemeyer was buried at the Valhalla Memorial Gardens in Milwaukee four days later. His tomb is located at grave 1, section K, lot 778.

This was the second racing death at the Terre Haute Action Track in the space of two months, as on 17 June Stan Bowman suffered fatal injuries practicing for another USAC sprint car event.



1966 Indy. Bill Cheesbourg in turbine.

wheels all the way down the straightaway in spite of anything you can do. And of course that's bad for tires. I'm still trying to find out just where to apply the power." He added, "If we can get the turbine qualified, we'll win the race."

It's generally accepted that the lack of backpressure made it impossible to slow the car down enough in the corners. Ending the storied career of one of the favorites at the Brickyard.

- Steve Zautke

*Author would like to thank Greg Littleton  
for his contribution to this article.*



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PHOTO COURTESY OF MICHAEL FURMAN

# Entries Now Accepted For 24th Annual Millers at Milwaukee Event!

The 24th annual Millers at Milwaukee –Vintage Indy Car Event is scheduled for July 13-14, 2018. We encourage anyone interested in entering this historic meet to get your application in soon! We will again limit the number of entries to 60 – to provide maximum space and track time for all entrants. You can copy the entry application from the [harrymillerclub.com](http://harrymillerclub.com) website, or request an application through e-mail: [harrymillerclub@sbcglobal.net](mailto:harrymillerclub@sbcglobal.net).

The Crowne Plaza Milwaukee West will again be the host hotel for our gathering. It has proven to be the perfect location - with top notch accommodations, delicious food and great service.

Make your reservations by calling 414-389-8563 Mon. – Fri. 7 a.m. to 3 p.m., and state that you are with the Harry Miller Club and the Millers at Milwaukee Event.

Car entry eligibility will remain the same for the 2018 event. All front engine pre and post W.W. II Indy cars and Champ

cars, Indy Roadsters, and laydown cars are invited to attend. The Vanderbilt era cars entered in 2012 will also be considered. Cars with rear engines are not allowed. A photo and car description are required for review prior to entry approval.

**Car Entry Fee:** \$250 for each car  
(this fee includes two pit passes per car)

**Thursday Social:** 2 Complimentary tickets per entrant member – additional tickets can be purchased for \$25 each

**Friday Banquet Tickets:** \$50 each

**Tent Coverage:** \$100 per car

For additional details and an entry application, please go to our website [harrymillerclub.com](http://harrymillerclub.com). If you have questions, please send e-mail to Lenore at [harrymillerclub@sbcglobal.net](mailto:harrymillerclub@sbcglobal.net).

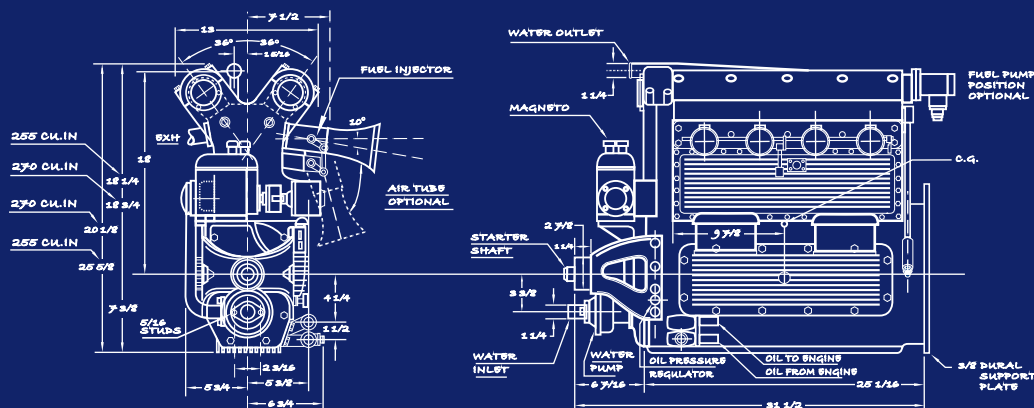
- Lenore Heinzelmann  
Event Coordinator

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## Sponsorship Opportunities Available for Millers at Milwaukee 2018 Event!

The Harry Miller Club appreciates all of the support provided by our event sponsors, and we encourage all members to consider one of the levels of sponsorship listed below. Without the various levels of organizational and personal support, we would be unable to continue our annual event at the historic Milwaukee Mile.

If you know of a vintage racecar related business that might consider a sponsorship opportunity to take advantage of the promotional benefits offered, we would be happy to provide additional information.

### **Executive Sponsorship - \$5,000**

\*\*Full page ad in Miller event program and 3 newsletters. Also link on Miller Club Website.

### **Corporate Sponsorship - \$1,000**

\*\*One-quarter page ad in Miller event program and 3 newsletters. Also link on Miller Club Website.

### **Associate Sponsorship - \$2,000**

\*\*One-half page ad in Miller event program and 3 newsletters. Also link on Miller Club Website.

### **Friends of the Miller Club - \$100 and up**

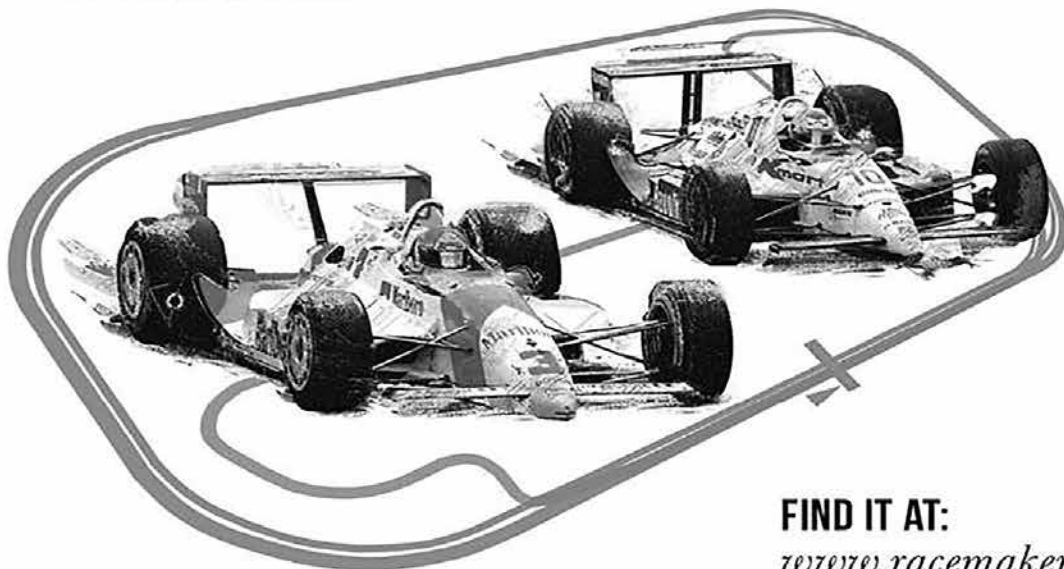
\*\*Name listed in Miller event program and one newsletter.

## **ANNUAL CLUB DUES ARE NOW REQUESTED for 2018!**

Please complete the enclosed envelope and mail with your check to the PO Box listed on the envelope. Please note *Loyal Members* who have consistently maintained their membership prior to 2011 pay a fee of \$25. All members who joined the Miller Club after 2011 are required to pay the \$40 fee. Thank you for your continued support of Miller Club activities.

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# From the Racing Archives

You Can't Drive a Race Car With One Wheel Up in the Air



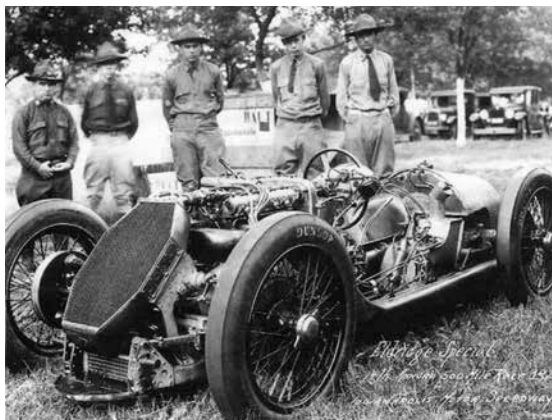
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—Journal Staff Photo

THREE wheels on a race car aren't enough, as Oscar Coleman of Dallas, Tex., found out shortly after this picture was taken at State Fair park Sunday afternoon. Going around the south turn on the preliminary lap of the 10-mile feature race, Coleman threw his left rear wheel but brought the car to a stop without accident.



1926 Indy 500 entry – Eldridge Speical



What could possibly be? Five Speedway Safety Guard members standing watch over the Eldridge Special at Indianapolis in 1926. Car driven by Englishman Douglas Hawkes.

Photos courtesy of the Indianapolis Motor Speedway.



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## Update from Miller Club President Tedd Zamjahn

To encourage a greater turnout for our 2018 Harry Miller Club Event, I have reached out to many of our long-time club members. Spending time in the Indianapolis area in the later part of 2017, I made several visits to Steve Truchan, Jim Mann, and Bob Boyce's establishments. I especially enjoyed a piano concert at Steve's shop. For those who don't know, Steve is an accomplished concert pianist amongst his many talents.

I have had several phone conversations with both Mitchell Rasansky and Lou Natenshon about next year's event. In a meeting with Dale Mueller at the Geneva Concours, Dale expressed his desire to return to our event with his KK 3000. During my annual visit to the Hershey Swap meet in October, I spoke with Eric Andersen and Greg Schneider about Jim Etter's health. As of this time no one seems to have any answers to his condition.

On my trip home from Hershey I contacted Bob McConnell and paid a visit to his very special collection of Indianapolis cars. I highly recommend all of our club members do the same. At the Vintage Fall Festival at Elkhart Lake in Wisconsin, I spoke with Dennis Holloway and Bob Lederer about our event. Bob's dad, Herb, is having a new transmission built for his Indy car by Bob McConnell, so both Lederers are hopeful for a trouble free event in 2018.

After a two year absence, Dan Davis will be returning to the Harry Miller Club event. He will bring with him five or six of his Millers, including after a long absence, the Golden Submarine, recently acquired from Buck Boudemann.

With Dana Mecum's continued support and Bill Hoff's involvement, I feel 2018 will be an exciting year for our event. See you this July 13-14 at the Milwaukee Mile!

**Please mark your calendars for July 13-14, 2018 and plan to attend our 24th annual Millers at Milwaukee event at the Milwaukee Mile!**

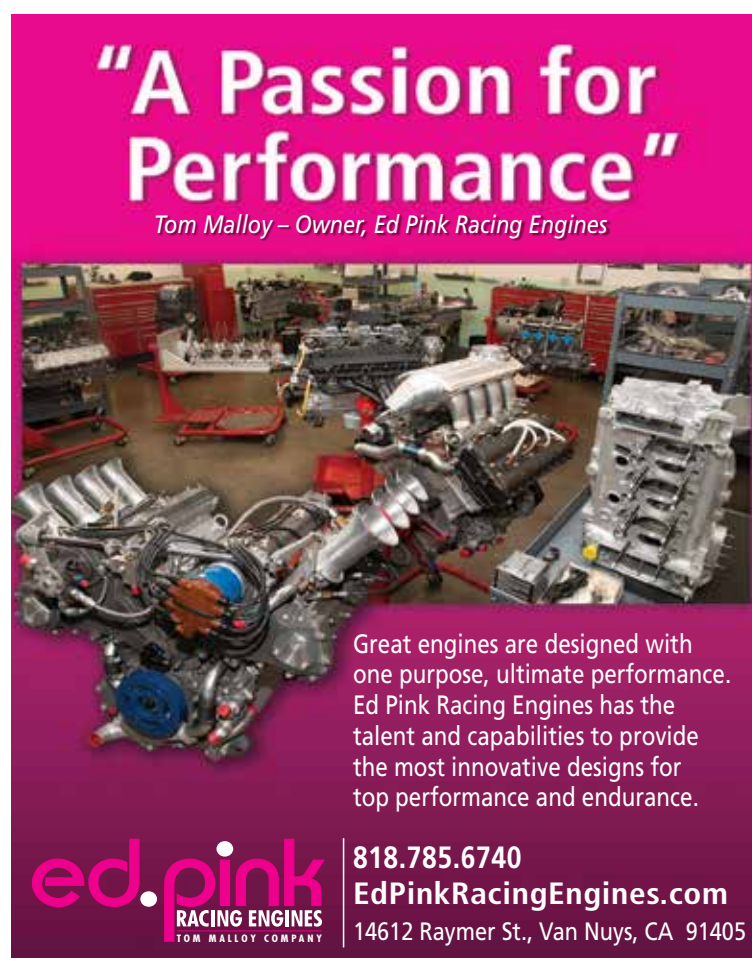


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# Millers at Milwaukee – Vintage Indy Car Event

*Be Part of this Exciting Weekend Gathering!*

## July 13-14, 2018

A Maximum of 60 cars will be allowed to register for the Miller's Club's 24<sup>th</sup> annual event.

Don't miss out on the opportunity to run your car for two days on the legendary Milwaukee Mile!

Register now by completing the entry form provided on our website, or e-mail [harrymillerclub@sbcglobal.net](mailto:harrymillerclub@sbcglobal.net).



**The Miller Club is pleased to announce a recent entry to the 2018 event, which includes these three magnificent cars from the Dan Davis collection, among his other Millers to be run on the Milwaukee Mile.**

## About The Harry A. Miller Club



*Harry A. Miller*

Harry Miller is quite simply the greatest creative figure in the history of American auto racing. He created the great school of American thoroughbred engine design, which was faithfully followed by those who sought to outdo him. Miller was the first U.S. designer who viewed the racing car as an art object. Miller had a passion for metalwork and machinery that soared above and beyond all other designers. *\*From The Miller Dynasty, By Mark Dees, The Hippodrome Publishing Co. 1994*

David V. Uihlein, Sr., founder of the Harry

Miller Club, sought to bring recognition to Harry Miller and his vast accomplishments, by sharing his great race car and engine designs with younger generations.

Miller based cars and engines dominated championship competition in this country during the 1920's, winning 39 Indianapolis 500 races!

### To Join the Harry A. Miller Club

Membership renewals for members who have held continued membership for more than seven years is \$25.

Please mail your check (made out to The Harry Miller Club), along with your name, address, phone, and e-mail to:

**The Harry Miller Club  
P.O. Box 541  
Germantown, WI 53022**

New members may complete the membership application found on the Harry Miller Club website: [harrymillerclub.com](http://harrymillerclub.com), or call 262-388-5221. The fee for new members, or members renewing after 2011 is \$40.

## Harry A. Miller Club Board of Directors

### Chairman of the Board:

Dana Mecum  
Office, 262- 275-5050

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This newsletter welcomes contributions, photos, and suggestions. We hope to feature stories about members' car restorations or other news pertinent to vintage auto collectors. All items submitted for the newsletter shall be considered an expressed warranty by the author that said material is in no way an infringement upon the rights of others. Editor : Lenore Heinzelmenn

The Harry Miller Club News is published three times per year, and is printed for the auto racing enthusiast interested in open wheel history. The next deadline for submission is April 10, 2018.

