

Harry A. Miller Club News

25-Years In A Flash – The Harry A. Miller Club Celebrates 25-Years

On the weekend of July 15-16, 1995, a small number of historic and rare open-wheel championship cars arrived at a quiet Milwaukee Mile racetrack. It was a new event, which was private the first year. The organizers had one goal - to honor a

racing. Uihlein's passion for auto racing dated back to when he was a teenager. He was a hands-on restorer, working for the famous Milwaukee-based, Marchese family who had entries that raced on the dirt tracks around the Midwest and including the Indianapolis 500. He would scour the back of the classifieds of racing newspapers and car collector magazines looking for not only cars but also engines and individual parts. As time moved forward, so did his allure of the cars built by Harry Miller. These were the finest, the most sophisticated of machinery and considered absolute works of art.

By the time the 1970's cars were hitting 200-mph at the Indianapolis Motor Speedway, the last vestiges of the board-track era were fading away. Drivers and icons such as Harry Hartz, Harlan Fengler, and George Sounders died in the 1970's,

with popular Pete DePaolo passing in 1980. Griffith Borgeson, Al Bloemkr, Donald Davidson and others did their best to preserve the written word and Miller's accomplishments. The Indianapolis Motor Speedway and curator Karl Kizer and later Bill Spoerle were guiding the way, but not many outside of Indianapolis were spearheading the movement of Harry A. Miller race car restoration.

It was the late-1970's and Illinois highway and road contractor Chuck Davis had an enormous work ethic. However, the long hours were taking a toll on his health and his doctor told him to get a hobby and start delegating some of the work. As a result Davis purchased an old Fronty sprint car to restore. Little did he know in a short time, he'd become an exceptional Miller car enthusiast, collector and aficionado.

great American engineer, designer, and entrepreneur – Harry Armenius Miller. And, as many said to David V. Uihlein, Sr., the founder of that first Millers at Milwaukee event, 'what better way to honor this American icon!'

How it all began -

In a time when the Indianapolis Motor Speedway was switching from dirt cars to roadsters and later, rear-engine cars, it wasn't unusual for a man to show up at junk yards in Indiana looking for what was considered 'junk' to many but priceless history to a few. That man was, David Uihlein, and for him, it was his treasure hunt. In his sights were antique automobiles, and later open wheel championship cars dating from the 1950's back to the dawn of auto



Photo taken at 1995 Event.

Harry Miller cars take center stage -

Meanwhile, Robert D. Sutherland owned a chain of lumber yards based in Colorado, and was a charismatic open-wheel race car collector. Also a fan of Harry Miller and collector of his cars, it was Davis and Sutherland, under the guidance and vision of David Uihlein, that they decided to rent the historic Milwaukee Mile track where earlier, Mr. Uihlein worked in the 1950's as an AAA Official for the first "Millers at Milwaukee" event.

The first year only featured 26-cars Harry A. Miller-built cars along with pre-WWII Indianapolis cars. After a short time, "upright" AAA/USAC dirt cars were allowed to enter. Soon thereafter, "roadsters" or offset front-engine cars to 1965 were accepted. With those changes, entries grew after 2001 and 35-plus car fields were not unusual.

As the success of the HMC Meet grew and HMC members raved about the amount of track time a car can achieve, entries had to be capped at sixty starting in 2014.

An interesting tidbit is during that first event in 1995. Rain hampered the first day, which was scheduled as a concours and technical inspection of the priceless cars that participated that inaugural weekend. On Sunday, a stifling heat hung over the venerable oval, which refused to hinder the priceless cars to lap the venerable oval. Other than two separate morning showers, which delayed proceedings, only a bit over an hour each, the Harry Miller Club has had what this author likes to call "Dave Uihlein weather."

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Some of the past attendees and entrants - a 'who's-who' in the auto-racing universe.

- Duke Nalon, Hall of Fame famous NOVI driver
- Emil Andres, Indy 500 driver
- Griffith Borgeson, Harry Miller biographer
- Mark Dees, Harry Miller expert
- Chris Economaki, Dean of Motorsport writers
- Buster Warke, Hall of Fame driver and mechanic
- Frank Burany, National Midget Hall of Fame
- Billy Engelhart, Indy 500 and HoF Midget driver
- Willie Davis, National Sprint Car Hall of Fame
- Bob Harkey Indy 500 driver and former stuntman
- Hurley Haywood, Hall of Fame endurance road racer
- David Hobbs, Indy 500 driver and F-5000, Trans-Am champion
- Louis "Sonny" Meyer, Jr. son of 3-time Indy 500 winner Louie Meyer & HoF engine builder
- Kevin "KO" Olson, National Midget Hall of Fame
- Augie Pabst, Hall of Fame road racer
- A.J. Foyt, Four-Time Indianapolis 500 winner
- Dario Franchitti, Three-time Indianapolis 500 winner
- A.J. Watson, Hall of Fame builder and mechanic
- Gordon Eliot White, Author and Miller Archivist

We are thankful for the vision of David Uihlein, who shared his enthusiasm with Davis and Sutherland to organize the first Harry A. Miller Club, "Millers at Milwaukee" event for collectors, historians, and fans of not only Harry Miller but also to open-wheel racing.



Former Club President, Dana Mecum who was instrumental in preserving the HMC Club the way Mr. Uihlein had wished, now serves as Chairman of the Board. Mecum recently presided over a seamless transfer of presidency to Tedd Zamjahn. With strong leadership, the Club's future looks bright.

Thanks also to all the Harry Miller Club current Board Members: Brian Brunkhorst, Dan Davis, Lenore Heinzelmann, Bill Hoff, Tom Malloy, Bob McConnell, Bill Warner. Past Board Members: Buck Boudeman, Richard Freshman, Herb Lederer.



It is a tribute to all who have helped organize each year's event, and members who participate with their fabulous vintage cars that our 2019 event will celebrate 25 years on the Milwaukee Mile! Tell your friends, to c'mon out to the Milwaukee Mile Speedway, and check out the historic cars of the Harry A. Miller Vintage Indy Car Meet, this coming Friday and Saturday, July 12-13, 2019.

- Steve Zautke

Photos taken at 1995 Event.



COMING SOON!

Michael Argetsinger's new biography of
Bobby Marshman

In a fine narrative of Marshman's meteoric rise to the top of American championship racing, author Argetsinger captures the amazing career of one of America's greatest talents behind the wheel, whose life was sadly cut short by a tragic testing accident at Phoenix in November of 1964.

**AN AMERICAN RACER:
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AND THE INDIANAPOLIS 500**

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Memories of the Harry Miller Meet Over the Years

- At the 2004 HMC Meet, five of the ten Miller-Fords, which were originally built in 1935, were gathered in one place.
- The 100th anniversary of the Vanderbilt Cup was celebrated in 2012. John Haydon was instrumental in directing the memorabilia displays, along with the visually stunning diorama.
- Many will remember the walking auto racing encyclopedia that was Henry Adamson who manned the P.A. for many events. Henry was very eloquent and could make a simple story of Briggs Cunningham buying a Jaguar or Tommy Milton's land speed record run an act in a Shakespearean play.
- For some, an old-fashioned Midwestern barbecue at Mr. Uihlein's Cedarburg home was a 'can't miss' event. Private tours, given by Mr. Uihlein, offered detailed stories of the hunt, acquisition, and restoration of each of his cars provided an extra delight.
- Special memories for family members that had been special guests for the HMC dinner, such as the families of Harry Miller, Rex Mays and other dignitaries.
- The cars themselves are mechanical works of art. Hearing the sound of a supercharged Miller engine, V-16 Miller, V-8 NOVI or an Offenhauser are special to many, especially those hearing these magnificent engines for the first time.
- Members bringing their Miller cars that are in process of restoration. It's not only the passion but the resources too that make restoration of these exceptional machines, some pushing 90-years old that much more important.
- Finally, to the hundreds of people who got their first ride in a two-man Indianapolis racing car at the Milwaukee Mile racetrack, thanks to the HMC members, it is one ride they'll never forget.

- Steve Zautke



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Let's not forget the members whose participation is what makes the Harry Miller Club Event the premier vintage Indy Car event of the year.

The following members were recognized at the 2018 banquet for their on-going support.

5 YEARS Mick Anderson Dan Davis	10 YEARS Miles Collier Tom Malloy	17 YEARS Dick Dittman Lou Natenshon
6 YEARS Sam Mann	11 YEARS Eric Andersen Ted Davis Phil Reilly	18 YEARS Joe Freeman
7 YEARS Tom Barbour Brian Brunkhorst Lou Burmeister Brent Castle & Family Mark Heathman	12 YEARS Eldon Eby Dale Mueller	19 YEARS Dana Mecum Steve Truchan
8 YEARS Robert Dicks Dennis Holloway Carl Schultz	14 YEARS Bob McConnell	23 YEARS Herb Lederer
9 YEARS Bill Hoff Larry Pfizenmaier	15 YEARS Mitch Rasansky	
	16 YEARS Bud Taylor Zakiras Garage/ Jim Himmelsbach	

The Twenty-Fifth Millers at Milwaukee Anniversary Celebration!

Consider New Anniversary Sponsorship Level – Additional Recognition!

To highlight our achievement of 25 years of vintage cars running on the Milwaukee Mile, the Harry Miller Club is offering a special promotional opportunity for our event sponsors. In addition to the four levels of sponsorship that have been offered in the past, we are adding a new \$2500 Anniversary Sponsorship that will provide additional promotional coverage. If you choose to upgrade to this \$2500 level, you will receive a one-half page ad in each of our newsletters, an ad in our track program, recognition in our banquet program, a link on our website, PLUS promotional signage on our pace car on July 12, as well as recognition on special anniversary banners placed around the racetrack!

Please consider this Anniversary Sponsorship, or any of the sponsorship levels listed below!

Executive Sponsorship - \$5,000

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

Anniversary Sponsorship - \$2,500

**Full 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.

Corporate Sponsorship - \$1,000

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

Friends of the Miller Club - \$100 & up

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

Club Membership Fee Now Due for 2019!

Please complete the membership form on the Miller Club website and mail with your check to: Harry Miller Club, P.O. Box 740762, Boynton Beach, FL 33474

Please note: Loyal Members – those who have consistently maintained their membership prior to 2011 and to 2019, pay a fee of \$25. All members who joined the club after 2011 are asked to pay the \$40 fee. Thank you for your continued support of Miller Club activities.

A Note From The President

Hope to see Everyone at the 25th Anniversary Event!

I would like to wish all our club members a Happy New Year. After speaking with some fellow board and club members, the response has been overwhelming positive for a fantastic turnout for our 25th anniversary event. The American Bugatti Club approached me several months ago asking if they could attend our event with both Grand Prix cars and street cars. My response to their request was that the Grand Prix cars are welcome to run on the track and the touring cars could be displayed at a convenient place at our event. We are excited to share with you that Phil Reilly, a long time supporter and member of the Henry Miller Club, is going to be our guest speaker. Phil will speak about our hobby, both past and present, at our Friday night 25th anniversary banquet. I know all of us respect Phil with his vast experience in being directly involved in the hobby we all so much enjoy. You won't want to miss our 25th anniversary event this summer.

- Tedd Zamjahn



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From the Racing Archives

Walter Donnelly & The Cino Automobile Company - Gone Too Quickly



WALTER DONNELLY,
Who Was Killed in Auto Accident at
Milwaukee.

Auto racing was still in its infancy in the Summer of 1911. The first Indianapolis 500 had just been run and the Vanderbilt Cup was the top prize for the "daredevils of the speedway." Many manufacturers used auto racing and not only a promotion vehicle but also to show their product's reliability. One such company was a Cincinnati-based company, Haberer & Company and their line of automobiles, Cino. The Queen City-based Company originally built carriages and later bodies for the Ford Motor Co. By 1910, Haberer along with five other Cincinnati-based companies were going into the automobile manufacturing business. Cino built several different types

of passenger automobiles, including a pair of "high-powered" race cars modified from their 'raceabout' line.

Local driver, Walter Donnelly of Norwood, OH was one their team drivers along with John Rainey. An employee of Haberer, Donnelly showed promise with a good showing at the Mardi Gras event in New Orleans earlier in the year, winning 32 prizes in 44 starts. In early June of 1911, the Cino team was heading to Milwaukee and Wisconsin State Fair Park Speedway for a weekend full of races and the attempt of a new one-mile world record. Unfortunately on June 12th during the 40th lap of the 50-lap race, Donnelly misjudged the third turn on the dusty race track and went through the wooden fence at high speed and receiving fatal injuries.

It is interesting that many reports blamed a "burst tire" for the wreck. A few weeks later Barney Oldfield who represented the

Firestone tire company, lit into the media in his syndicated newspaper column concerning so many erroneous reports that listed "burst tires" to blame for many auto racing wrecks, including Donnelly's. Oldfield correctly reports that Donnelly's car was at "full speed" when it hit the fence. Stating that Donnelly had lost his way on the dusty track. (see photo/article).

The Cino Company saw moderate success on the track and with the burgeoning automobile market. However due to a severe flood from the Ohio river, company president, Al Haberer suspended operations in May of 1913, stating damage to the company from the flood.

Walter Donnelly is mostly forgotten today, however let's remember the Cincinnati-native who was more than a daredevil and died pushing development of the automobile as both a mechanic and driver.

- Steve Zautke



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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

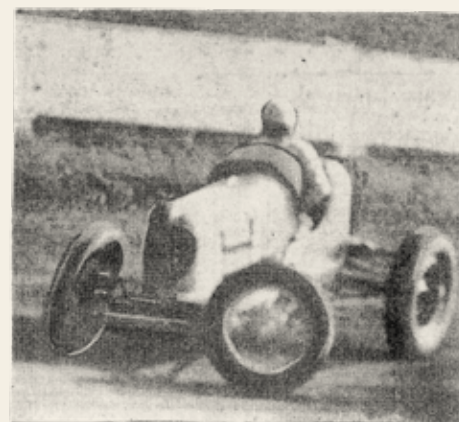
The Harry Miller Club News is published three times per year, and is printed for the auto racing enthusiast interested in open wheel history. The next deadline for submission is April 10, 2019.



BEN MAYS

Milwaukee's first 100 mile race in years was not quite 100 miles at State Fair park yesterday but Mays, Los Angeles, was winner of the race. An official's error resulted in Mays getting the checkered flag at the end of 95 miles. Devore, Kansas City star, suffered tough luck and was forced to withdraw from the race when a tie rod broke. At the right he is shown struggling to keep control of his car after the accident.

MORE than 25,000 spectators at State Fair park got a thrill Sunday when a big cloud of dust shot up from the southeast turn as Billy De Vore lost control of his car and broadsided into the wall. De Vore was unhurt but his car was disabled and the race was slowed down for nine laps till the machine was removed. The 100-mile race was won by Rex Mays (lower) of Los Angeles. Mays' photograph is by a Journal staff photographer.



BILLY DEVORE

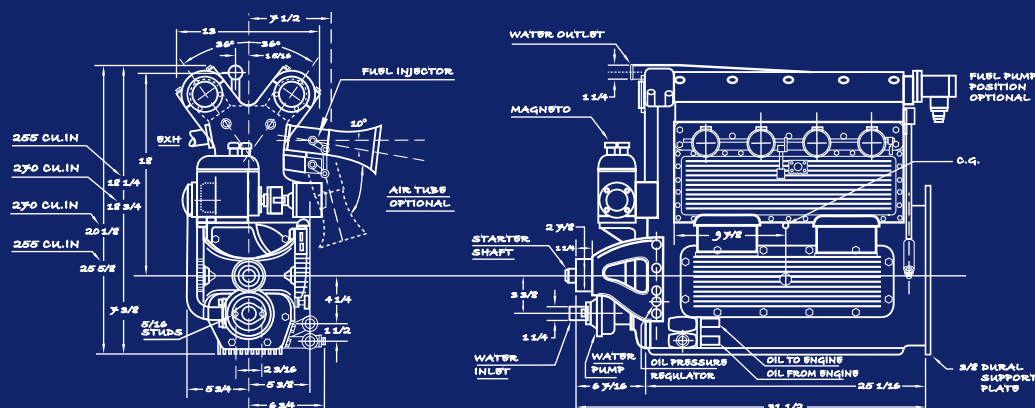


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The Millers at Milwaukee – Vintage Indy Car Event 25 Year Anniversary Celebration!



Photos taken at 1995 Event.

Don't miss out on the opportunity to share in this historic weekend of vintage racing history! Mark Dees stated in his 1995 Vintage Motorsport article, highlighting the first Miller meet, "This small but enthusiastic band of hard-core collectors and circle-track types from all points of the county made their way to the Milwaukee Mile mid-July, a brainchild of David Uihlein, Sr. He grew up watching great men in fierce contests on the Milwaukee Mile, and with his cohorts, Bob Sutherland and Chuck Davis organized a gathering that went so well there is hope for another." In fact, there have been 24 annual Miller events, and we are all looking forward to the special celebration on July 12-13, 2019!

Miller Club President Tedd Zamjahn commented, "We have a special guest speaker planned for our banquet this year! Phil Reilly, loyal club member and previous owner of Phil Reilly and Company, will share his knowledge and great stories of the impressive restorations he has completed over the years - highlighting his passion for vintage race cars! Margery Uihlein has also responded positively to our request to serve as our grand marshal during our parade run, beginning our weekend 25 year anniversary celebration."

Chairman of the Board Dana Mecum stated, "Over the years we have seen our founders' beautiful Millers spread out across the country to various new owners. It is our hope that through our contacts, many of those cars will return for the 25th anniversary meet! I would suggest everyone get your entry application in early, so you don't miss out! We only allow 60 cars on the roster, so be sure your name is on it!"

The Crowne Plaza Milwaukee West hotel will once again serve as our host location. To make your room reservation call 414-389-8563 Mon. – Fri. between 7 a.m. and 3 p.m. State that you are with the Harry Miller Club and the Millers at Milwaukee Mile group. Your reduced room rate is \$119 per night.

Event Fees:

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

*Thursday Social: 2 Complimentary tickets per entrant member – additional tickets \$25

*Friday Banquet Tickets: \$50 each

*Tent Coverage: \$100 per car

Weekend Details:

*Parking of trailers and cars from noon to 4 p.m. on Thurs. July 12

*Social on Thursday 5:30 – 7:30 p.m. at Crown Plaza

*Track gates open 7:30 a.m. Friday July 13 and Saturday July 14

*Group Photo on track at 9 a.m. - begin parking on track 8:30 a.m.

*Drivers' Meeting 9:40 a.m.

*Cars run from 10 a.m. to 4 p.m. each day

*Cocktail hour/Silent Auction beginning at 6 p.m. at Crown Plaza – Dinner at 7 p.m.

Applications can be requested by email, or you can go to harrymillerclub.com and print a copy. Complete and mail with your check payment to:

**Harry Miller Club
P.O. Box 740762
Boynton Beach, FL 33474.**

PLEASE NOTE there is a new mailing address for the Miller Club - listed above.

