

Harry A. Miller Club News



Indy 500 Champion Johnny Rutherford to Attend 25th Annual Millers at Milwaukee July 12-13, 2019



Johnny Rutherford qualified the Racing Associates roadster for the 1964 Indianapolis 500.

The Harry Miller Club is proud to announce that Johnny Rutherford, three time Indianapolis 500 champion, 1980 Driver of the Year, USAC sprint car champion, and member of the International Motorsports Hall of Fame will help Miller Club members and fans celebrate the 25th annual Miller event at the Milwaukee Mile this coming July! He will attend our event on Friday and Saturday morning, and share in the excitement of the this incredible weekend gathering of historic vintage Indy race cars!

Johnny Rutherford, a true race car enthusiast, knows and respects the history of Harry Miller. He stated, "The most beautiful race car of all time is that Louis Meyer Miller #14 at the Indianapolis Motor Speedway Museum! I'm really looking forward to seeing the Millers run at Milwaukee, and get behind the wheel of a few!"

Rutherford will also be sharing stories of his long racing career at our banquet on Friday evening! All banquet tickets should be purchased in advance to guarantee your space.

The custom Lone Star JR helmet that Johnny brings to Milwaukee will be donated and auctioned at the Club's Silent Auction, with proceeds going to the Miller Club. You will not want to miss this amazing opportunity to see Johnny on the track in a Miller racecar, and hear him speak at the banquet!



Johnny Rutherford – Lone Star J.R.

Johnny Rutherford is one of the most popular drivers in the IndyCar paddock today, although it's been twenty-five years since he raced competitively. The well-liked Texan is usually seen with fans signing autographs and posing for photos. This year Rutherford can be seen as an observer and valued resource if needed for the talented superstar, Fernando Alonso who is spearheading the Team McLaren assault this year at Indianapolis. It makes sense, especially since Rutherford is a well-regarded mentor on the NTT IndyCar circuit and drove for the heralded Team McLaren when they last entered in the Indianapolis 500 in 1979.

The three-time Indianapolis 500 is considered a late bloomer. He won his first championship car race in 1965 for the prestigious Leader Card team at Atlanta. Later that year he won the USAC Sprint Car championship against the likes of Don Branson, Bobby Unser, Jud Larson and Mario Andretti. However, in the second sprint car race the following year, Rutherford broke both arms when he flipped out of the track at Eldora. He persevered through some difficult times. But Rutherford never lost hope, "I always maintained



You can see the origins of the Lone Star helmet in this qualifying photo of Rutherford at Indianapolis in 1968. – IMS photo

if I ever found a team that wanted to win as badly as I did, we would be a winner." In 1973 he found that team – Team McLaren. In 1973, Rutherford and Team McLaren almost broke the 200-mph barrier at Indianapolis when he won the pole, (198.413, 4-lap average speed), although one-lap came within a whisker of 200-mph, at 199.071-mph. The following year he completed the full distance for the first time and won the race. He followed up with wins in 1976 and 1980. He would win 27 IndyCar races including in 1980, winning the National Championship too, in 1980.

With the help of fellow Texan Jim McElreath, Rutherford came up the hard way, cutting his racing teeth on the Texas bullrings like Devil's Bowl Speedway, Texarkana and Waco. Later the duo moved up to the Midwest running the IMCA circuit. McElreath was first, Rutherford followed. Both got rides, ran well, got better rides and soon they were winning. Eventually USAC came calling.

Indianapolis was the goal for any talented young USAC driver. Midgets and sprint cars were the catalyst. McElreath made the "500" a year prior to J.R in 1962. Rutherford's opportunity came the following year.

Rutherford was part of a historical era in championship car racing, the transition era from front-engine "roadsters" to rear-engine cars. In 1963, he qualified Ed Kostenuk's Watson roadster, on the third day of qualifying. The following year, Rutherford teamed-up with Herb Porter's Racing Associates team driving the No. 86 Watson roadster. Unfortunately, Rutherford was caught up in the tragic second-lap accident. Rutherford raced in an era many consider its "glory years." He ran the dusty tracks at the Indiana Fairgrounds, DuQuoin, Springfield, Sacramento and even Langhorne. He ran the paved tracks at Milwaukee Mile, Trenton and the inaugural race at Phoenix in 1964, with minimal driver protection, no power steering, and no wings.

Although many remember him for his success he attained in such historic cars as the McLaren M16-Offenhauser, McLaren M24-Cosworth and the Chaparral 2K. It's the notable Kurtis 4000s, gorgeous Watson roadsters and 'upright' dirt cars built



Johnny Rutherford winning the 1976 Indy 500 Race – in Victory Lane

by such masters as Joe Silnes and Wally Meskowski that the Harry Miller Club salutes Lone Star J.R.

He is Lone Star J.R., the helmet, his Texas heritage, and his love of country. It's one of the best nicknames in sports. It just makes sense. But when did that moniker start?

"It was during my recuperation from my broken arms, Goodyear took me down to Nassau for the sports car race. My wife, Betty and I had a great time. They took care of everything. We were at the races and the cars sat on pit lane in front of the open pit boxes. On top of the boxes was concrete and there were suites on top, with the cars right beneath us."

"There was one car right below us, in a Lola sports car, a driver from Atlanta named, Buck Fulp. He had some success racing in sports cars. His helmet was painted red and it had the Confederate stars and bars across the top of it. At the time I had an aluminum-silver helmet that was burnished in swirls along with a day-glow visor. Being from Texas, I thought to myself, I could do that to my helmet, only with a Texas flag. Even though I wasn't born in Texas, I'd always been proud of my Texas heritage."

"I thought it was a simple design, the red, white and blue, with the star facing the front. So the front of the helmet is blue, with the star, the red panel and the white panel on the back. It was on the top crown of the helmet. The helmet sort of became my trademark, along with 'Lone Star J.R.' that was from my sponsor in the McLaren days. Hy-Gain CB radios

was my sponsor in 1976 when I won my second Indianapolis 500. They were big in the CB radio business. That was the craze at the time. During a rainy day at the (Indianapolis Motor) Speedway, one of the PR reps said, you need a CB "handle." Everybody had a CB "handle" or radio name when they spoke, they never used their real name. We bounced around names and I don't remember who came up with it, but 'Lone Star J.R.' stuck. I had a motorhome and Betty and I would be going down the road, I'd have the CB on, and I'd get on and the fella would ask whom were they talking to? I'd say Lone Star J.R. they'd come back, 'Rutherford is that you?'

It's with anticipation we look forward to this year's 25th annual Harry Miller Vintage Indy Car Meet with special guest, Johnny Rutherford - Lone Star J.R.

- by Steve Zautke



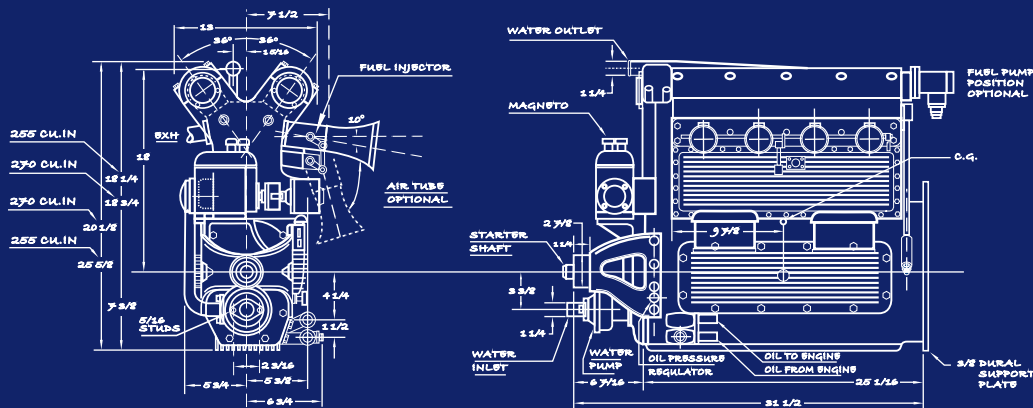
Above- Pat Flaherty (Peterson RE-Chevy #71) leads Rutherford (Dayton Steel Wheel Spl. #27), Bobby Grim (Morcroft #26) and Ronnie Duman (Gabriel Shocker #81) during the 1963 Rex Mays 100 at Milwaukee. Photo by Armin Krueger courtesy of Greenfield Gallery

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(Above) Rutherford is still a popular figure in today's NTT IndyCar Series pit and paddock, seen here greeting Team McLaren IndyCar driver, Fernando Alonso. Photo by Chris Owens, courtesy of the Indianapolis Motor Speedway



(Right) 1963 Indianapolis 500 rookie, Johnny Rutherford. – IMS Photo

Club Membership Fees Now Due For 2019!

Loyal Members – those who have maintained their membership prior to 2011: \$25

New and all other members who have joined since 2011: \$40

New members please print membership form from Club website and forward with check for \$40. (harrymillerclub.com).

Please mail your check to:
Harry Miller Club
P.O. Box 740762
Boynton Beach, FL 33474

DePalma Miller Joining the 2019 Entry Roster

Bobby Green will be coming from California for the 25th Anniversary Exhibit and bringing two cars. This is Bobby's second year attending, and his first year bringing a Miller. Bobby's Miller was previously owned and driven by Ralph DePalma. In 1931 DePalma drove from California with a rotary valve head on the Miller 122 straight eight to compete in the Indianapolis 500. He arrived less than a week before the race but was unable to qualify. Subsequent races found DePalma competing with a conventional Miller head 122 in the car.

The DePalma Miller underwent restoration in the 1980's and hasn't been viewed in public since the 1993 Monterey Historic Races held at Laguna Seca. While Bobby is going through his recently acquired two-seater, he is hot tanking the fuel tank and radiator and revisiting the fuel lines. Bobby says that he finds himself being more careful and going a little slower with work on the Miller than on other cars.

Bobby and team look forward to bringing the DePalma Miller and a re-creation of the Babe Stapp '33 Roadster brought along "just for fun!"

By Jim Swigart



DePalma prior to drive to Indianapolis for 1931 race.



Bobby Green's recreation of Babe Stapp 1933 Roadster.

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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 printed for the auto racing enthusiast. The next deadline is Aug. 30, 2019. Submissions to be e-mailed to Editor: Lenore Heinzelmenn.



good state



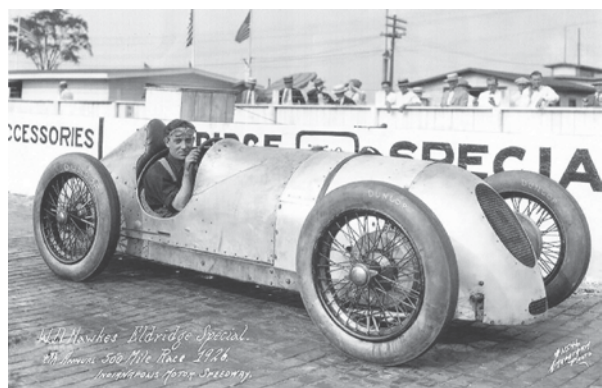
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Consider New Anniversary Sponsorship Level –

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! To receive all of the benefits of the 25th Anniversary level, we must be notified by June 20, 2019.

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

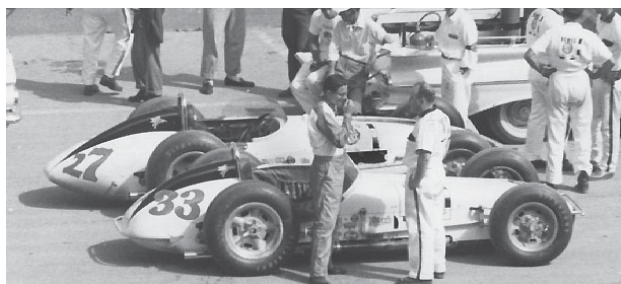
**One-half page ad in Miller event program and 3 newsletters. Also link on Miller Club Website.

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

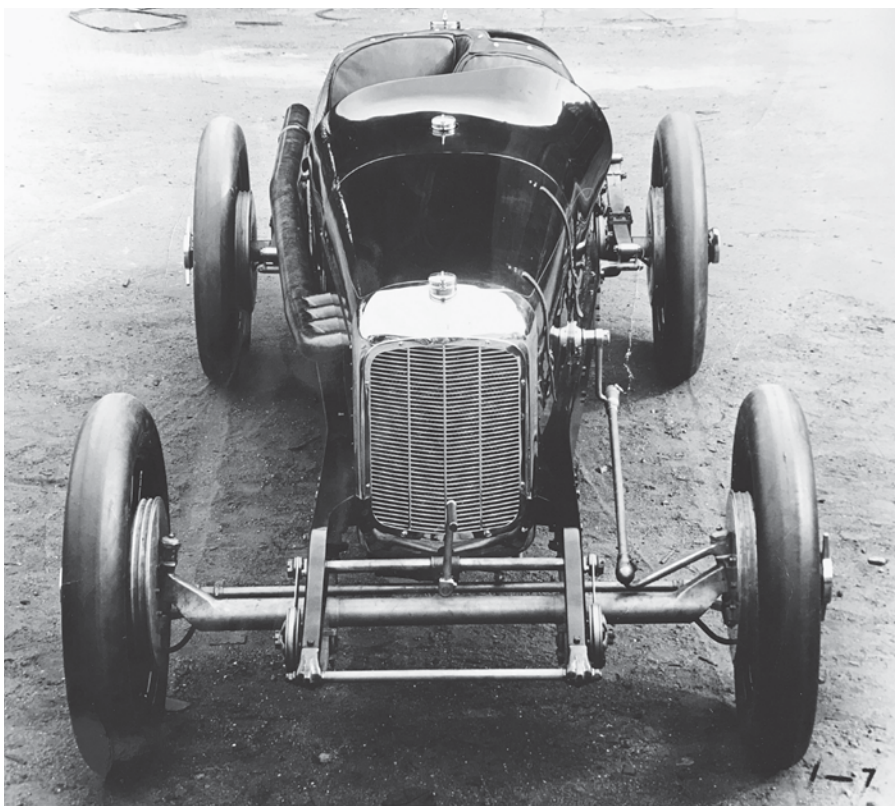
**Name listed in Miller event program and one newsletter.



The Bowes Seal Fast racing team of Johnny Boyd #33 and Don Freeland #27 prepare for battle before the 1959 USAC Championship Car race at the Wisconsin State Fair Park Fairground race track. Freeland would finish third, while Boyd came home in fifth place. - Steve Zautke collection



The great Harry A. Miller with "Doc" Caddy at the Los Angeles shop, 1930. Bruce Craig collection



1930 Miller Schofield powered by a four-cylinder 183 that was driven by Leslie Allen (9th place, Allen Miller Products Spl. #25). Bruce Craig photo courtesy of Kem Robertson



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:
BOBBY MARSHMAN
AND THE INDIANAPOLIS 500**

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39 Church Street
Boston, MA 02116

RACEMAKER.com
(617) 723-6533



The Harry A. Miller Club

P.O. Box 740762 • Boynton Beach • FL • 33474

Tel (262) 388-5221 • harrymillerclub.com

E-mail: harrymillerclub@sbcglobal.net

July 12-13, 2019



The Time is NOW - Submit Your Entry For the Millers at Milwaukee Event Today!

You don't want to miss out on this milestone celebration – 25 years on the Milwaukee Mile with special guest, three-time Indianapolis 500 Champion Johnny Rutherford! He will be driving Millers on the Mile and visiting with fans throughout the weekend.

Entries are limited to 60 cars, so get your application from our club website, or request an application via email. Entry fees are \$250 per car with a \$100 charge for tent coverage. Cars can be parked at the track on Thursday July 11 from noon to 4 p.m. The group track photo will be taken on Friday morning at 9 a.m. with the drivers meeting to be held at 9:30 a.m.

To make your hotel reservations, please use the following number Mon. – Fri. between 7 a.m. and 3 p.m.: 414-389-8563. State to the clerk that you are with the Harry Miller Club and Millers at Milwaukee Mile group. Your reduced rate is \$119 per night.

We are pleased to announce that Johnny Rutherford will also be our featured speaker at the Friday Banquet. **All banquet tickets must be purchased in advance, so make your plans early!!** Banquet tickets are \$50 per person. Only members, or special guests accompanied by a member, may purchase tickets for the banquet.

Our Thursday social event, held 5:30 – 7 p.m. at the hotel, also has limited seating. Each entrant receives two guest tickets at no charge, with the opportunity for additional tickets to be purchased at \$25 each. **Please request additional tickets in advance.**

Send all entries to our NEW address:

Harry Miller Club

P.O. Box 740762

Boynton Beach, FL 33474

