

Harry A. Miller Club News



26th Annual Millers at Milwaukee Event Includes Special Invitation

To continue the tradition of adding new and unique experiences for our Millers at Milwaukee entrants, we are pleased to announce our 26th annual event will include a few exciting changes! First, we will be gathering at the Milwaukee Mile in June, two weeks earlier this year, due to a conflict with the Democratic National Convention being held in July. Second, we are happy to share that our Thursday evening Welcome Social will be held at Dana Mecum's beautiful new home, overlooking picturesque Lake Geneva. Dana has graciously extended an invitation to our entrants and members, to visit his home for dinner and a tour of his vintage car collection. His impressive cars are housed in a spectacular car parlor on his expansive property. Lake Geneva is a short drive from Milwaukee, and Dana will provide bus transportation from the Crowne Plaza to his home and back to the hotel.

For those who are interested, a Lake Geneva boat tour can also

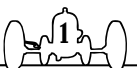
be taken as final transportation to Dana's home. If you prefer not to take the boat tour, the bus will proceed directly to the Mecum residence. We are very honored that Dana has opened his beautiful home and property to our Miller entrants and members.

Members who would like to participate in the boat tour will be dropped off at the boat launch site, where they can finish the ride to Dana's home. In the late 1800's and early 1900's many business owners from Chicago made this area their summer retreat. The tour would cover about half of the lake, and take about 20 minutes to arrive at the Mecum residence.

For planning purposes, we must have a confirmation of attendance by May 1, 2020.

Please indicate the number of people attending and if a boat tour is requested. An email note or request on the entry application is requested.

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Entrants run the Mile during the 2019 Miller Event.

The Tentative Thursday Schedule

- Cars dropped off at the Milwaukee Mile – 10 a.m. to 2 p.m.
- Entrants/members board bus at Crowne Plaza – 3:15 p.m.
- Arrive at Lake Geneva boat dock – 4:45 p.m.
- Bus proceeds to Mecum Residence – 5:00 p.m.
- Dinner served shortly after entrants arrive – 5:30 p.m.
- Entrants board bus to return to Crowne Plaza – 7:15 p.m.
- Arrive at hotel by 9 p.m.

We realize this schedule requires that entry cars be dropped off at the track earlier than usual. We will move up our drop off time to 10 a.m. to 2 p.m. We are working with the hotel to accommodate early check-ins, and provide space for securing luggage for those who are not able to check into their rooms by 3:15 p.m.

Another new addition to our schedule this year will include a Friday morning breakfast brunch. As we usually gather at the track by 8 a.m. to prepare for the annual track photo at 9:00 a.m., the brunch will be offered from 6:15 to 7:30 a.m. Each entrant will receive two tickets for the brunch. Additional tickets can be purchased up to 10 days in advance for \$20 each. The brunch will include eggs, sausage/bacon, potatoes, fruit, pastries, and a beverage.

Our Friday evening banquet will again include a delicious buffet, preceded by our always intriguing Silent Auction! The cocktail hour and silent auction will begin at 6 p.m. and dinner will be served at 7 p.m.

Miller Board Updates Entry Application Process

In an effort to make the application process for entry to our Annual Miller event more efficient, the Board has decided to make a few changes. The first is to create an Acceptance Committee. This group, including Tedd Zamjahn, Bill Hoff and Tom Barbour will review all entries and make the final determination on car eligibility. An acceptance letter will be mailed to confirm acceptance to the event. To ensure that proper signage for all cars, and reservations for meals and rooms is available, firm deadlines will be put in place.

All applications must be received by June 1, 2020 in order for the Acceptance Committee to review and reply before our June 26th event. If applications are received after June 1, a \$50 late fee will be added for each car accepted for entry. No entry applications will be reviewed after June 15.

In addition to these updates, it was determined that a small increase in the entry fee would be necessary to meet the rising costs of the track, security, and insurance. The new entry fees are outlined below, with an example of a typical entry submitted.

Car 1 entered: \$400

This fee includes tent coverage, invitation to Thursday Social, two tickets to the Friday morning brunch, and two entry passes at track.

Car 2 entered: \$350

This fee includes tent coverage and two entry passes at track.

Car 3 entered: \$350

Same benefits as listed for Car 2.

Total due: \$1100 - representing a \$50 increase from previous years with same benefits. The only other difference is the tent fee is included in all initial entry fees.

We are sure you will agree, this is a modest increase to ensure that we are able to continue to offer the same quality event that we have come to expect and appreciate.

Applications for the 26th annual Millers at Milwaukee meet are available upon request through email or on your annual membership fee envelope, which is enclosed with this newsletter mailing.

Peaceful Summer Racing at Milwaukee in 1939

Sunday July 2nd, 1939 was the last "peacetime" summer holiday week the world would see for several years. World news centered on Danzig, the semi-autonomous Baltic seaport whose German population was ready to make "the extreme sacrifice of their lives" to bring back the city back to the Third Reich. French General Maurice Gamelin returned from inspection of French defenses on the Italian frontier and reported every military step necessary for immediate action up to the calling of the French Army's reserves had occurred.

While Europe was in chaos, people at Wis. State Fair Park saw sunny skies and temperatures in the mid-80's that July 2nd. AAA sprint cars, crews and drivers arrived for the 25-lap feature at Wisconsin State Fair Park Speedway. The one-mile dirt oval saw fifteen cars take-qualifying laps, which had South Milwaukee's Tony Willman, take the fastest time at 41.87-sec. Floyd Davis of Springfield, IL and Russ Snowberger of Los Angeles were second and third on the timing charts. Ted Horn and Mauri Rose filled out the top-five starting positions. Five preliminary races filled out the card with the 25-lap feature closing out the day.

The crowd of 8,000 stood in silence for one minute to honor the passing of Jimmy Snyder who died of injuries received the previous week at a midgate race at Cahokia, IL.

However in the feature race it was Horn who had a successful day driving the Riverside Spl. won the \$500 first-place money



Babe Stapp went non-stop in the rebodied Boyle Spl. front-drive Miller driven at Indianapolis by popular Ted Horn. By winning the 100-miler at Milwaukee, Stapp won \$2200 for himself and car owner, Mike Boyle. Photo courtesy of Johnny Pappas.

plus winning the eight-lap pursuit race boosted his winnings to \$555 of the \$560 available (Approximately \$10,000 today). Horn took the lead on the fourth lap with engine troubles sidelined local favorite, Willman. Davis challenged briefly but Horn was too strong. Davis was driving the car Rex Mays won in at the

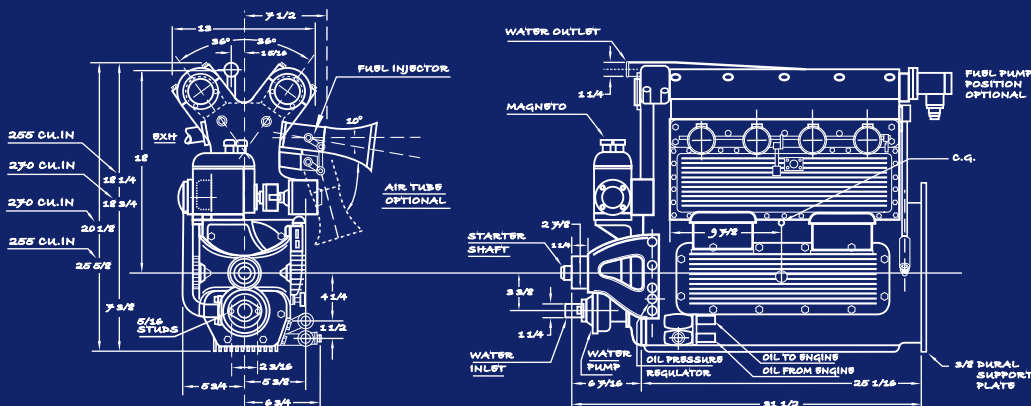
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Feature line-up AAA July 2nd, 1939. #1-Horn, #7-Willman, #17-Davis, #3 Spider Webb, #16 Rose, 18-Connor, 2-Andres, 4-Hanks, 21-Snowberger, 52-Stapp, 28-Barringer, #15 DeFrates.

West Allis track in June. Rose who also won a preliminary race finished third with George Connor fourth and Chicago driver, Emil Andres in fifth, who replaced Snyder. The time of the feature was 17-minutes and 38-seconds.

Many of the same drivers would return the following month for the AAA 100-miler championship car race held on August 27th. Babe Stapp driving the Boyle Special No. 2 would hold off George Barringer and Louie Durant winning the race by three-laps after attrition pared down the field.

On September 1st Germany invaded Poland with France

and Britain declaring war on Germany. The world had changed forever.

– Steve Zautke



Cover of official program to the AAA Sprint Car race.
Courtesy of Kem Robertson



A tired George Connor rests his leg on a wheel after the July 2nd race at Milwaukee. All photos by Christy Zwaagstra photo from Armin Krueger collection – Courtesy of Greenfield Gallery unless noted.



Port DeFrates in the Gerber Spl. #15 at speed on the front straightaway.

Message From Club President –

Please Review New Event Schedule

Hope you all had a Happy Holiday and a Merry Christmas. Best wishes for a happy 2020! With our event at the end of June, the time to get your membership and registration in now is appreciated. The exciting news for me is the very warm welcome of Dana and Patti inviting our club to their home on Lake Geneva for our traditional Thursday night barbecue. I have not been there but have heard rave reviews from those who have visited Dana's home. For those interested, Dana has also arranged a short boat trip on Lake Geneva, ending at his dock. This will surely add an extra bit of excitement to our weekend. In lieu of our Thursday night annual barbecue at the hotel, Lenore has arranged a Friday morning breakfast at the hotel. Details on all events will be found elsewhere in our newsletter. I hope these winter months allow you to take care of any necessary repairs and/or maintenance required on the cars we all love. Look forward to seeing you at the 2020 event.

–Tedd Zamjahn

Sonny Meyer Jr.

Passes Final Checkered Flag

With the passing of Louis (Sonny) Meyer Jr. on November 9, 2019, the Meyer-Drake Engineering legacy will forever reside in past history. Sonny Meyer Jr. was 89 years old.

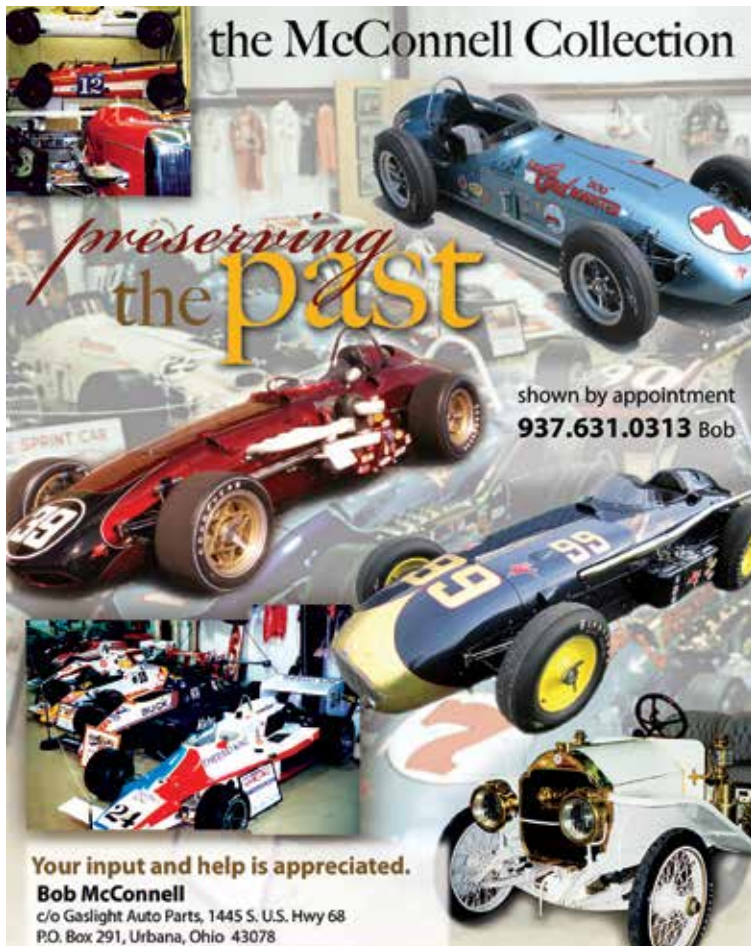
Sonny began working with his Dad, Louis Meyer, Indys' first three-time Indy 500 winner, in the newly formed Meyer-Drake Engineering Company in 1946. That year Louis Meyer and Dale Drake purchased Offenhauser Engineering Company from Fred Offenhauser and carried on the lineage of Harry A. Miller, Inc. dating back to the second decade of the 20th century.

His contributions included assisting in development of the post WWII Offy midget engine. That effort culminated in the supercharged Offy midget engine that powered Tony Bettenhausen to the 1949 MA National Championship for Indy cars.

While working for Pat Patrick, Sonny built the Drake/Offy Turbo that powered Gordon Johncock to his first Indy 500 win in 1973. During the 1980s Sonny spearheaded the Turbo Buick V6 effort for John Menard at Indy. After that he and a few of the "old Offy guard" went south to develop the infamous naturally aspirated NASCAR 350 V8 which ultimately made better than 2 HP per cubic inch and revved over 10,000 RPM.

I was fortunate enough to visit with Sonny at the Miller meet on a couple of occasions. We will miss him and the indelible mark he made on the American racing scene.

– by Kenneth E. Walton



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Welcome New Director, Tom Barbour –

The Miller Engine That Started It All

I remember the first time I saw a Miller. It was just an engine sitting on a bench. I was visiting a local race shop in Denver. All around the room were some of the greatest European sports car in the world. But I could not take my eyes off of this engine. It was a Miller 91 – DOHC straight 8. The perfectly machined and carefully finished gear tower and cam boxes connected to a pair of integrated head and blocks. Long and flowing intake housings. And that supercharger, sitting on the bellhousing at the back, designed as part of the engine. Holy cow! This thing looked like something out of a Jules Vern novel. The shop owner said “Tom, that is a Miller, let me tell you about it - because you will probably never see one again”.



In fact, that engine, belonging to Bob Sutherland’s Majestic Special, was the same engine Phil Reilly mentioned in our last issue. And I was hooked. I purchased every book and magazine I could find about Miller. Borgeson’s “Golden Age” was a great start. When



Dee’s book “The Miller Dynasty” came out, I became a full-fledged Miller enthusiast. That book is ground zero for all things Miller and we will always owe a debt of gratitude to the late Mark Dee’s for such an amazing body of work.

I joined the Miller club and started attending the annual Miller’s at Milwaukee event. To see and hear the cars on the track “supercharged” my passion. And the folks at the event were all so inviting and friendly. Founding Club members Dave Uihlein and Chuck Davis, and even fellow member Buck Bodeman, each in their own way, helped me slowly build a collection of Miller cars and parts. I spent hours on the phone with Chuck. He was always so positive and encouraging. I spent the best car day of my life in Cedarburg Wisconsin, one on one, with Dave Uihlein. Even in his late 70’s he wore me out showing me his cars and engines. All day long he tested my knowledge about Miller and American oval track racing. When I missed an answer to one of his numerous questions, he would sternly say “Tom, you should know that!” My response was “Thanks Mr. Uihlein, what else should I know.” Sadly, all three of these special individuals are gone.

Fast forward to today finds me with two running Millers and several under restoration. None of this could have occurred without the help of our club members like Dave Hedrick, Harold Peters, and Bill Hoff. We talk almost daily about our Miller projects. And of course, “Certified Miller Mechanic” Jim Himmelsbach, has been with me every step of the way. Without his help, I could have never put a car on the track.

For me, the most exciting Miller club news of all is the interest from younger enthusiasts. We have a whole crop of young craftsmen like Josh Shaw, Joe Kerr, Ross Barton, Neal Kurschner, and many more, who have the brains, talent, desire, and passion to keep Miller cars on the track. It is my hope that the “masters” like Jim Himmelsbach, Phil Reilly, Dave Wallace, and Bob McConnell are eagerly mentoring this new generation. We also have new young members like Bobby Green, Jeff Decker, James Long, and Marshall Woolery, who are bringing cars to our annual event. And I should always mention Brent Castle, our only THIRD generation Miller club member. Now that’s what I call family tradition!

In closing, I would say that, thanks to the members of the Harry Miller Club, the Miller story is alive and well! And telling “the Miller story” is our number one goal. It is an honor to serve on the board with such knowledgeable, experienced, and (in some cases) even famous car guys. I look forward to working for our club members.

– by Tom Barbour

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The Line In The Sand



Marshman and Rathmann lead the 26-car field before the start of the 1962 Tony Bettenhausen 200 at WI State Fair Park Speedway. Armin Krueger photo courtesy of Greenfield Gallery.

The 1962 Tony Bettenhausen 200 could be considered a 'line in the sand' for some old-timers. The 200-mile USAC National Championship Car race held during 'Fair Week' on August 20th was the last Indy Car race at Milwaukee with a field entirely made of front-engine race cars. The previous day, Jim Hurtubise dominated the Springfield 100 leading every lap in the Barnett Bros. #56. Parnelli Jones finished second on the dirt.

Bobby Marshman of Pottstown, PA had effectively traded rides with A.J. Foyt because of his split from mechanical genius, George Bignotti. Marshman was now driving the Thompson-Rotary Trevis roadster vacated by Foyt. Foyt kept his number (#1) and the Bignotti-prepared Trevis roadster of Marshman became the #14. Marshman edged out veteran Dick Rathmann (Chapman Spl. #9) who was wearing the last Cromwell-styled helmet in the field. "500" winner Rodger Ward occupied the second row in the 'hometown' Leader Card Racers Watson roadster with popular



Marshman leads the field over Ward, Rathmann as Foyt (blue-orange #1) cuts low as Hurtubise follows. Steve Zautke photo.

Parnelli Jones in the admired Agajanian #98 'Calhoun.' West-Coaster Jack Turner (Rose Trucking #86) and Michigan's Ronnie Duman (Stearly Motor Freight #28) filled out row number three. Foyt would start seventh. 32-cars took a qualifying time as the 26-car field was filled out with five "upright" dirt cars and 21 "roadsters."

It was overcast with temperatures in the mid-80's as 29,755 interested spectators looked on as Marshman led the field to the green flag. Parnelli took over the lead on lap-three. However on lap-15, heading into the south turn, Lloyd Ruby blew the engine on Wally Meskowski's Chevy-powered dirt car. Sadly, Davis was killed in a USAC Sprint Car accident at New Bremen several weeks prior to the tour's return to Milwaukee. Ruby's detonation oiled the track causing Bob "Traction" Veith to spin into Don Branson as Chuck Hulse and Cotton Farmer also spun hitting the wall or each other. All five cars were eliminated but all drivers thankfully walked away. Many fans groaned when popular Jim Hurtubise crashed the yellow John Zink Watson #72 in the north

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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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turn. Allen Crowe spun the Central Excavating Kuzma dirt car but was able to continue and finished tenth.

Foyt stalked Ward and as the final five laps counted down, Foyt closed in. However it was Ward in the Watson "roadster" that held off a charging Foyt in the laydown Epperly roadster owned by the Atlanta sportsman, Lindsey Hopkins. Meanwhile, Marshman finished third as Eddie Sachs (Dean-Autolite #2) and Jim McElreath (Bill Forbes Spl. #4) followed home in fourth and fifth place. A late oil leak sidelined Parnelli Jones but he still salvaged ninth place completing 191-laps. Roger McCluskey (Konstant Hot #5) finished sixth as Bud Tingelstad finished seventh in the Demler Laydown making a rare late season appearance on the Championship Trail.

In just a hair under two-hours, Ward and Wilke took home a winner's share of \$11,310 (\$94,715 in 2019), which was a record at that time. The victory worth 400-points almost ensured the National Championship for Ward as he left Milwaukee with a healthy nearly 700-point lead over Jones and Foyt with six races to go.

– Steve Zautke

Club Membership Fees Now Due For 2020!

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

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

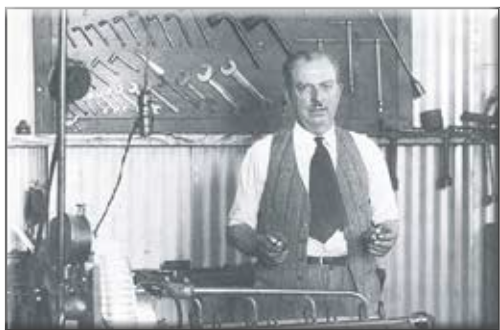
If you have not yet paid your 2020 dues, please use the enclosed membership envelope and enclose your check for the appropriate fee.

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

Millers at Milwaukee Vintage Indy Car Event - June 26-27, 2020

Deadline for entry review, without penalty fees, is June 1, 2020

About The Harry A. Miller Club



Harry 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 five years is \$25.

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

New members may complete the membership application found on the Harry Miller Club website: 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

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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 1, 2020.

