

Harry A. Miller Club News



26th Annual Millers at Milwaukee- A Great Success!



1958 Rutt; Bob McConnell's recently restored Agajanian Special Kuzma "roadster" made its first appearance at the Miller Meet. Originally painted by Dean Jeffries, it's "hot rod" livery caught a lot of attention from onlookers. Mike Weber photo

After a year during which almost every spectator event was cancelled or run without spectators, the Harry A. Miller Club was not immune. Thus, after a year lay-off, the 26th Harry A. Miller Club vintage Indy Car event was held at the historic Milwaukee Mile on July 9th and 10th, 2021. Everyone was raring to go after missing last year's opportunity to get track time for their vintage Indy Cars, and eager to greet many old friends and have a chance to make new ones. Fifty-two cars were on the entry list and almost all of them



1947 Blue Crown; History on wheels. Winner of the 1949 Indianapolis 500, this car also has three second place finishes in 1947, 1948 and 1950. Mike Weber photo

got track time. Once again, Chamber of Commerce weather greeted HMC members at the Friday morning driver's meeting. After opening remarks by Club President, Tedd Zamjahn; Board Member Bill Hoff and former driver Rocky Hodges reminded drivers about speed limits, safety and most of all, courteous on-track driving. Finally, it was time for last minute adjustments and to warm up the engines and get the cars on-track. As previously established,

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the continuous rotation of two 20-minute sessions of fast and slow sessions were the winning ticket.

A tip of the hat to HMC member and former HMC board member, Herb Lederer who's 25th consecutive entry is a HMC record. Herb's light blue Offenhauser-powered 1952 Dayton Steel Wheel Spl. along with his vibrant yellow Mercer Raceabout saw considerable track time and provided numerous attendees of delightful on-track experiences.

Chairman emeritus, Dana Mecum had his squadron of pristine racing vehicles including a pair of Millers, the Tommy Milton Indy 500 winning 1923 HSC Special, the first 122' Miller and the iconic V-16 1931 two-seat Miller.

Also included, the 1937 Thorne Sparks "Big Six" which was the first race car to break the 130-mph qualifying barrier at Indianapolis. Mecum's proclaimed favorite is the iconic blue Gilmore Special made famous by the legendary Rex Mays who drove it to two consecutive pole positions at the Indianapolis Motor Speedway. The car was built in 1934 by Myron Stevens for Art Sparks and Paul Weirick and was equipped with one of the last Miller engines. This author's favorite is Dana's vibrant blue 1947 Diedt-Offenhauer campaigned by the superteam of post-war America, the Lou Moore-owned Blue Crown Specials. This example was driven to victory by Bill Holland at Indianapolis in 1949 and finished second in '47, '48 and 1950.

Mick Anderson of New Richmond, WI also upped his fleet of



attractive race cars with several new additions. Anderson brought five cars to the event, several fine replica Indianapolis roadsters including an Offenhauser-powered 1961 Milwaukee-based Leader Card Racers 'Johnny Boyd' roadster which turned heads of many local fans and attendees. Anderson recently added the 1960 Konstant Hot Spl. an upright Vollstedt-Offy recently restored by Paul Martens of Oklahoma.

It can't be a "Miller Event" without Miller race cars. Thanks to Tom Barbour of Colorado, Chuck Davis III of Michigan, Bill Hoff of Illinois and Ohio's Bob McConnell for bringing their beautifully prepared Harry Miller race cars. Davis, the grandson of HMC co-founder, Chuck Davis, brought the Miller Gulf Special that features the unique Supermarine-inspired surface and tubing cooling radiators which drew considerable attention during the event.

Eric Andersen's 1933 Russell 8 Special Studebaker was once again a nice addition as was third-generation owner Brent Castle's Durant Special. Eldon Eby's 1912 Cutting is a fascinating story, the original is long gone, although a replica Eby's took several decades to acquire many of the "like" components of the obscure manufacturer which was originally based in Jackson, Michigan. The considerable size of the car always attracts a crowd and Eldon (as well as the other car owners) are more than happy to answer questions.

A new addition to the paddock was McConnell's 1958 J.C. Agajanian Special, a Lujie Lesovesky roadster that Troy Ruttman





was unfortunately unable to get the necessary speed to qualify for the "500." With the Dean Jeffries 'hot rod' inspired livery it certainly garnered much admiration. It was also great to see HMC board member Tom Malloy back with the Bryant Heating & Cooling Watson roadster that Len Sutton drove to victory at Milwaukee in 1960. Toddy Ruttman, daughter of '52 "500" winner Troy Ruttman had the opportunity to drive the car too. Phil Reilly returned with his laydown Kurtis-Epperly Bowes Seal Fast Special originally driven by the legendary A.J. Foyt in 1960. Several notable drivers drove it during the event including open wheel drivers, Jack Calabrese, Tim Coffeen, and National Midgett Hall of Famer, Kevin "KO" Olson.

Joe Freeman was unable to attend, however his cars were there including, the 1960 Joe Hunt Spl. Watson roadster, the upright John Fray Spl. and a pair of Kurtis 500A roadsters, a Hemi-powered one and the orange Auto Shippers Spl. Bob Ryan of Minnesota brought the former Jack McGrath Kurtis 4000 and Bob Sirna's 1958 D/A Lubricant Kurtis 500H turned heads during the weekend.

Several interesting Offenhauser-powered Indianapolis roadsters representations included the previously mentioned Leader Card Special of Mick Anderson, Chuck Jones and his 1962 Bill Forbes Spl., Florida's Bruce Linsmeyer 1962 Leader Card Special and Tennessee-based Bob Receveur and his 1961 Foyt Bowes Seal Fast Special. Other roadsters that enjoyed track time included those of Dr. Robert Dicks, James McCabe, Ken Muller, Steve Noffke (first time entry), Bud Taylor and Hank Young.



Because they're so notable and such crowd pleasers, special thanks to Bobby Green and Dana Mecum for fielding their pair of Ford V8 "Roadster" Road Racers which always make fantastic camera cars.

It was fun to see Mike Lynn, Carl Schultz / Tom McGriff whose entries were wonderful to see again. Thanks to Carl and Carroll Jensen, along with Scott Larson, Robert Lederer, James Mills, Lou Natenshon and Tedd Zamjahn for their entries too.

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"The atmosphere [of the event] is laid back. It's relaxed and enjoyable" said Miller Club president Tedd Zamjahn, who brought a 1926 Bugatti Type 37 Grand Prix car to the venerable 'Mile. "You can have as much track time as you want," he also mentioned to David Linden of Vintage Motorsport magazine.

The Miller event, "Is completely unique in the automotive world," stated board member, Phil Reilly. "The way the whole event is run, there is great respect between the organizers and the drivers."

Photographer Jim Debosik added, "Where else can you see such historic cars actually run on a historic track other than here (at the Miller Meet)?"

The Harry A. Miller Club would like to thank all of those who attended and especially the Club Members who entered cars this year. Next year the 27th Harry A. Miller Vintage Indy Car Event is again scheduled at the Milwaukee Mile, so mark your calendars, July 8-9, 2022.

Steve Zautke







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Our Pebble Beach Experience

Sunday, August 15 was an amazing day for my wife, Suzie, and myself. We were honored to have our 1926 Miller Perfect Circle #2 invited to the 2021 Pebble Beach Concours d'Elegance. We were part of a class of 14 beautiful Millers. Several entrants were friends and Harry Miller Club members. Bill and Sally Hoff presented their 1935 Miller Ford and Bobby Green his 1931 Depalma Miller 122. Chuck Davis Jr. brought his 1937 Gulf Miller. Dana Mecum had two cars on the grass – his 1923 Tommy Milton Miller 122 and the spectacular 1931 Miller V16. New members Jeff and Kelly Decker displayed an interesting and educating Miller Ford rolling chassis.

Many other amazing Millers were presented by museums and private entrants. Every car presented was fabulous. The amount of time and effort spent to display each Miller in such outstanding condition was staggering. The Concours committee had given our cars premium space on the front fairway. We were right next to the former best of show winners. Make no mistake, our cars were received and treated very well. This allowed each entrant to tell the Miller story to thousands of very curious and excited enthusiasts. My money was on Dana's Milton 122 to win our class. The presentation of this car was remarkable – down to original white racing tires!

Judging began around 9:00 am. Suzie and I were second in line to be judged. The Perfect Circle #2 had never looked better. My team is made up of Neal Kurschner, Ross Barton, Suzie and myself. Neal and Ross had spent months prepping the car for this day. This year's Miller meet was Ross's final mechanical shake down. After that, Neal removed the body and put his magic on every inch of the car. Over the years of attendance at the Milwaukee Mile, we have developed a pretty good mechanical regimen on the car. The Lockhart intercooler demands a very strict starting procedure. Our many years running at "the Mile" paid off.

After many questions about the car, the judges asked us to start it. Club members may know that we hand crank this car – just like in 1926. It takes a strong arm to spark the mag. I used to be able to start her, but no more. Neal and Ross have worked tirelessly to perfect their technique. It was a cold morning, but she fired up like the champ she is. Our car's remarkable history, condition, and provenance aside, I think the judges were most impressed with her starting right up and running like a sewing machine. Neal and Ross were Rock stars. In fact, we were one of only two cars that were cranked by hand that day.

Around early afternoon we were called up to the stage. The finalists are placed in a staging area below the ramp. Each award winning car must be driven up the ramp under its own power. A marshall, clad with clip board and head phones, puts on quite a show choosing each car's award position. During this drama, drivers are trying to keep their race cars running cool and not stalling. As it turns out, we won best in class. I was in shock. Instead of enjoying my 10 seconds of fame on a world stage, I focused on 1) getting the car up the ramp without stalling and 2) not running over the trophy girl! Left foot is nursing the clutch. Right foot is feathering the throttle. Right hand is using hand brake. Left hand steering. Somehow, I managed to accept the trophy without disaster.

As I look back on our fairy tale experience, I can only think of the



Suzie and Tom Barbour accept trophy for Best in Class at Pebble Beach.

numerous individuals who are part of the story. Without Neal and Ross's knowledge, talent, passion, and hard work – we would have never even made it to Pebble Beach. Many Miller Club members are part of this story. You won't find a better Miller friend than Bill Hoff. There is not a mechanical problem Bill can't solve. Bobby Green is the best supporter and cheerleader you could ever have. Dave Hedrick and Harold Peters can cite a Miller part by its drawing number. And finally, Jim Himmelsbach – Master Miller Mechanic. Jim has been a friend, advisor, and technician for me since day one. He has been at my side every step of the way. Sincere thanks to all the Miller Club members that made our day "on the grass by the bay" such a success. *Tom Barbour*

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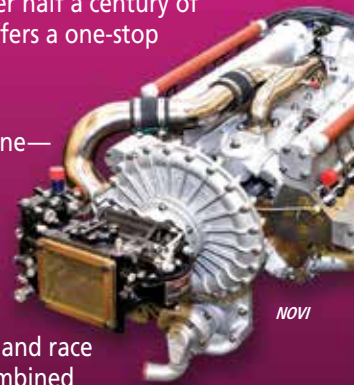
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Message From Club President –

Mark Your Calendars for 2022

Hello fellow Harry Miller Club members. I am sure you feel as happy as I do with the many car events taking place in 2021. None were more important than our Miller Club Event at the Milwaukee Mile! It sure was good to see so many of you there as both entrants and spectators! We had a wonderful turn out both at the track and the dinner at our hotel.

The Sonesta Milwaukee West was again a good host for our weekend event. I felt for the very first buffet dinner the hotel offered since Covid hit, they did a nice job (despite a shortage of some items). They did make up for it with open bar accommodations, and a promise that this would not happen again!

We are scheduled for our 27th annual event the usual weekend after the 4th - July 8-9, 2022. Hope you all enjoy the balance of the summer and see you at the track next year!

Tedd Zamjahn

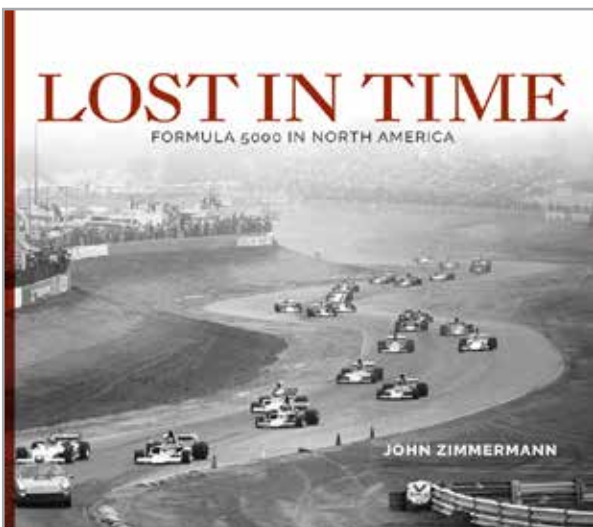
From the Racing Archives



Cy Marshal is pictured in the cockpit of Ralph S. Miller's Vulcan Tool Special in 1950. Miller was from Dayton, Ohio and built this car over a two-year period (1946-1948) mostly by himself and with help from driver Duke Dinsmore. The one-off car made its debut at DuQuoin in September of 1948 with 1941 Indianapolis 500 co-winner Floyd Davis behind the wheel. The car campaigned part time on the AAA / USAC Championship schedule through the 1956 with drivers like Davis, Dinsmore, Bill Mackey, Steve Truchan, Walt Geiss, Van Johnson, Frank Armi, Cal Niday and inconspicuous Bob Harnar behind the wheel. Thanks to Kevin Triplett for his research. Photo from the Kevin Triplett collection

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Formula 5000 in North America

By John Zimmermann

During the 1960s and 1970s, American road racing flourished, with hard-fought championships for the CanAm, the TransAm and last but not least the Formula 5000 series. Built around the idea of a standard engine size for American V-8s, Formula 5000 attracted entries from well-known teams such as Dan Gurney, Jim Hall, Carl Haas, Parnelli Jones, Roger Penske and Carl Hogan.

Drivers in Formula 5000 represented a who's who of available talent, including a host of stars from Europe, Canada and the United States. Mark Donohue, Mario Andretti, Brian Redman, Peter Gethin, both Al and Bobby Unser, Sam Posey and numerous others all went nose to tail for the Championship.

In this volume John Zimmermann's excellent round-up of Formula 5000 provides the first comprehensive overview of all the elements of this great racing series. Fully researched and extensively illustrated provides an essential history for students of racing history and fans alike, a must for the true enthusiast.

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Meet Steve Zautke



Steve Zautke is the unofficial historian for the Harry Miller Club, and a writer for the club newsletter. Using his vast photo

archive along with access to the Greenfield Gallery archive, Steve tries to write articles that dive a bit deeper into auto racing's rich history than just reviewing old Indianapolis 500 races. Steve also handles much of the club social media program, and makes radio appearances on behalf of the club to promote the yearly Meet in July.

A native of West Allis, WI, Steve's love of motorsports comes from his father - who was a movie photographer at the track in the 1960's and 1970's. His professional racing experience dates back to the late-1980's in track safety at Angell Park and Hales Corners Speedways as an EMT. Later, Steve started working at the Milwaukee Mile in 1993 as videographer, later moving into the media and operations side. Here his duties included assisting in developing track programs, website content, and serving as track historian. Through The Mile, Steve worked

in the Milwaukee radio market for 15-years, originally appearing on behalf of the track and later hosting the motorsports theme show himself.

Steve's experience includes working for SVRA and their oval program, and speaking at the Watkins Glen Research Center on the history of the Milwaukee Mile. Other experience includes serving as gopher for several vintage racing teams, and for Ed-die Sachs Racing in the USAC Silver Crown Racing division. Steve has written books on Road America, and is currently writing a book on the old USAC Stock Car Racing division. He also assisted in starting the web-site RacingNation.com, and is currently the assistant editor for *Automobilia* magazine.

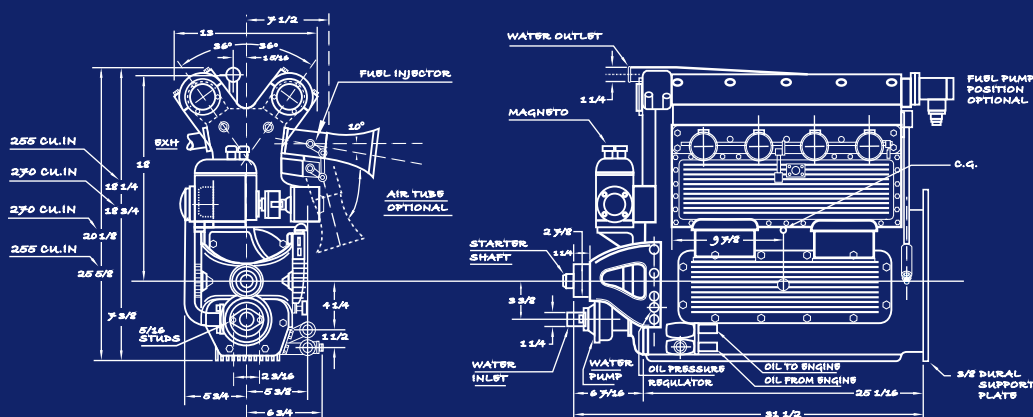
Steve works full-time in the dental industry in sales support, training and non-stock manufacturer supply relations. He can be reached at szautke@gmail.com

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27th Annual Millers at Milwaukee Scheduled for July 8-9, 2022



Photo taken at July 2021 event.

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 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
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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 who began membership after 2011 is \$40.

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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 December 20, 2021.