

# Harry A. Miller Club News



**Millers at Milwaukee is moving to Indianapolis!**

**Registration Deadline is fast approaching  
See entry form enclosed for more details**

**July 6-7, 2023 for this one year only!**



## 2023 Miller Meet Guest Speaker - Lyn St. James



**T**he Miller Club is very pleased and excited to welcome Lyn St. James as our 2023 guest at the track as well as our speaker at the Thursday evening banquet.

Lyn St. James was a proven top level competitor as a sport car racer having class wins at, the 12 hours of Sebring, the 24 at Nürburgring, twice at the 24 hours of Daytona and six IMSA GT wins. While reaching these achievements showed her determination to win, her drive may be even more evident in that, she was declined 150 times for sponsorship to compete at Indy. Her 151st cold call was to JCPenney who provided 25% of the sponsorship money, which was to be a one time, single year sponsorship at Indianapolis. Despite that, Lynn continued to pursue them all year long and received sponsorship for 10x that amount for the following year! No surprise that a chapter in her book is, "You never know 'til you ask...and keep asking." Lyn did all that while still running her own business and being factory driver for Ford, who retained her as a consumer advisor for 15 years. Lyn smoothly adapted from sports cars to 15 races in open wheel cars that included 7 Indy 500 starts. She was Indy 500 Rookie of the Year in 1992 after starting 27th and finishing

a very respectable 11th. Lyn was the first woman driver to reach over 200 mph on a race track and she set a closed course record for women in a Ford Thunderbird with a speed of 227.32 mph.

Following her retirement Lyn focused on helping in the success of other young women. She was the Women's Sports Foundation President (1990-93) and was the founder of the Women in the Winner's Circle Foundation, a 501c3 organization for the education, training, and advancement of women in automotive fields. She created the Women's Sports Foundation Project Podium Scholarship Grant, an endowed scholarship fund and in 2021 was the Co-founder and President of the Women in Motorsports

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### This is a canopy and trailer year!

IRP has been recently paved and that prohibits us from providing the large tents providing cover for the cars this year on the infield, so we need some information in advance for planning.

For those who have registered a vehicle, please let me know the size of your rig so we can plan space for it on the infield. There is plenty of room; we just want to plan in advance.

Please let us know if you wish to bring a motorhome and/or a pop-up tent for the infield. Self-contained motorhome are welcome and there is a code for the front gate so you can come and go in your other vehicle throughout the two day event.

Please email at [theharrymillerclub@gmail.com](mailto:theharrymillerclub@gmail.com) or call Carrol Jensen at 414-526-2244 for more details or if you have other questions on the field location.

**Silent Auction to be held at Thursday Night's Banquet**



## The Miller 8-cylinder 183 Chassis – Part 3

Most of the Miller-Durant two-seat 183s described in “The Miller 8-cylinder 183 Chassis – Part 2” (published in the Winter 2023 Club newsletter) were converted after the end of the 183 formula (1920-1922) to single-seat dirt track racers, with either new or modified bodies. Sig Haugdahl (#23), George Tator (#4), and Bill White (#3) (Photo 1) were just a few of the owners of converted 183s.

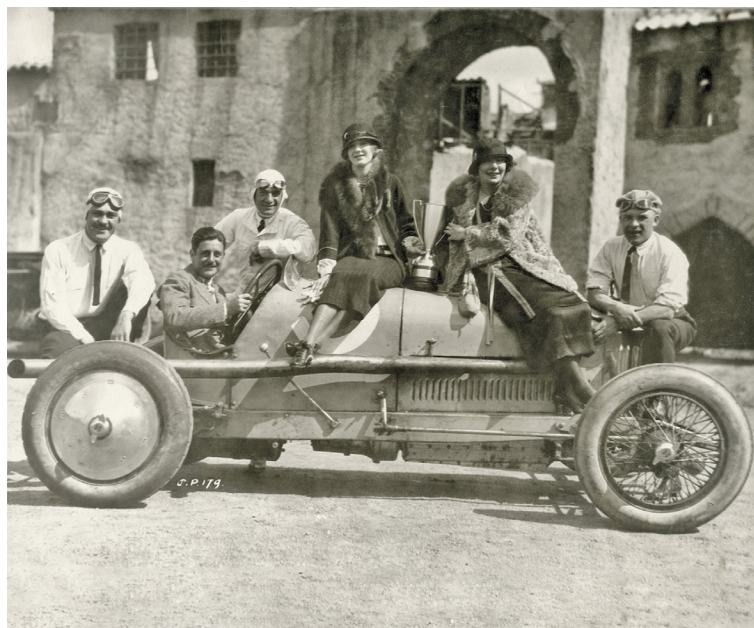


Photo 1. Bill White's bob-tailed single-seat ex-Miller-Durant in early 1924, with famous racers and Hollywood personalities: Duray, Haugdahl, De Palma, Jack Pickford, Marilyn Miller.

But Miller continued to build 183 engines for land and water and the last factory-built 8-cylinder 183 racing cars were single-seat dirt-track cars built in 1924: Sig Haugdahl's (Photo 2), Tommy Milton's

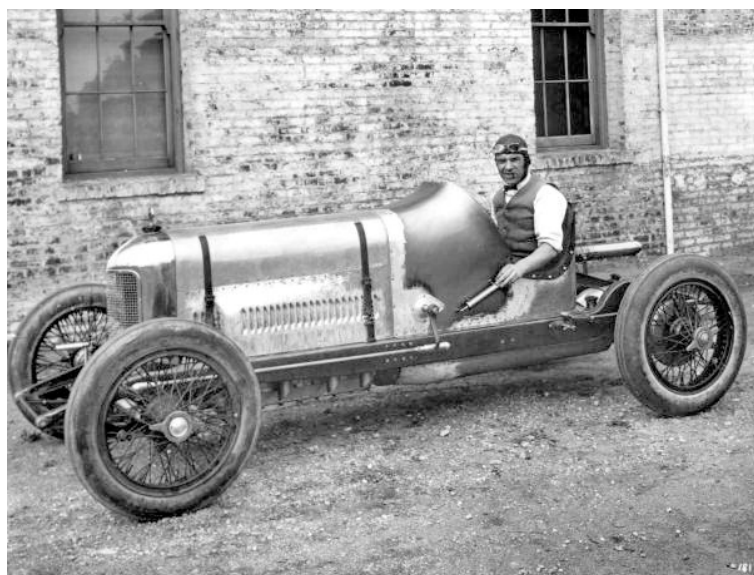


Photo 2. Sig Haugdahl's 183 dirt-track car at Miller factory, 1924.

#5 (Photo 3), Leon Duray's #2 (Photo 4), and Frank Lockhart's #27 (Photo 9).

Haugdahl's 183 dirt-track used an existing 122 narrow-frame chassis (note the prior 122 bellhousing bolt holes), transmission, axles, springs, a new 183-to-122 bellhousing, and a raised hood and cowl to fit the taller 183 engine and radiator/shell.

Research since Mark Dees and Griff Borgeson published their Miller books reveals that Duray's and Milton's cars were not conversions of existing 183 chassis but were rather new factory designed and built 122 chassis with existing 183 powertrains. Miller's drawings and drawing filing cabinet used the label, “183 Convertible”.

Milton's #5 and Duray's #2 were the same 183 Convertible design. Both mounted an existing 183 engine, transmission, and rear axle (with brakes removed), into new 122 frame rails with 122 bracketry. Up front was a unique wider and brakeless 122 axle. The body was a 122-style with a taller hood and cowl to match the taller 183 radiator/shell. The 183 Convertible was not a design intended for swapping 183 and 122 engines and no evidence has been found to support that assertion. (Although it was possible as was done in the 1923 183/122 GP cars.) It was a purpose-built dirt track design using the big higher-horsepower 183 engine in the lighter 122 chassis.

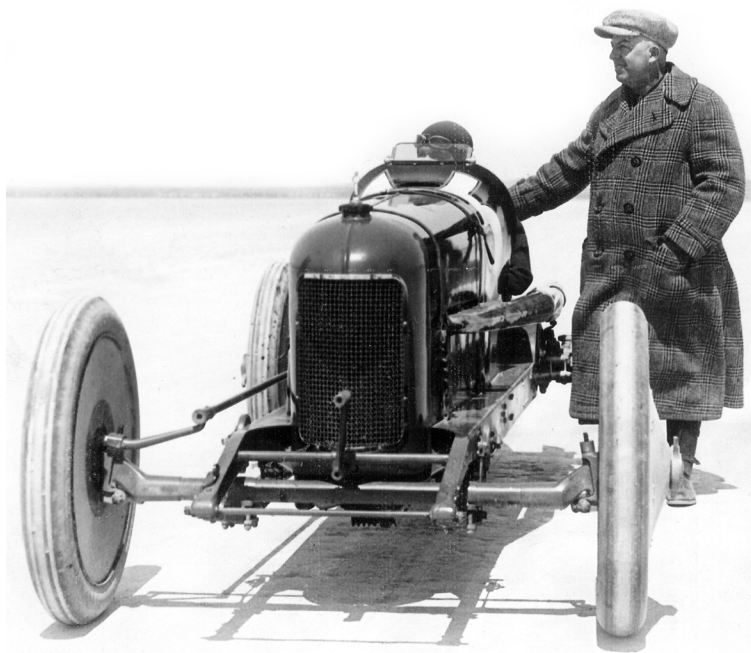


Photo 3. Harry Miller and Tommy Milton with the red “183 Convertible” #5 dirt-track car, at Muroc. LA Times, April 5, 1924, reported an AAA sanctioned and timed 1-mile world record of 151.26 mph.



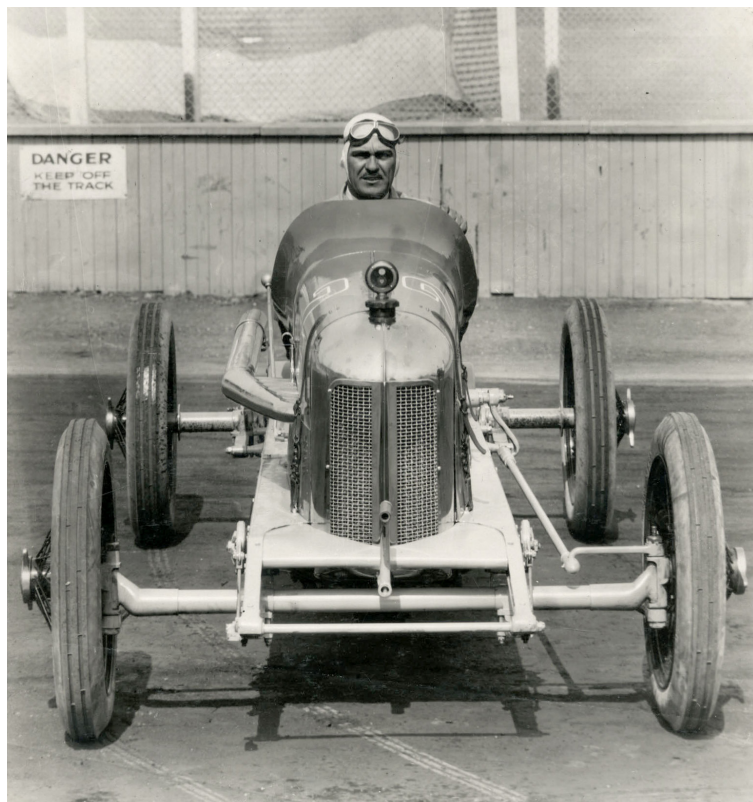


Photo 4. Leon Duray's "183 Convertible" #2 dirt-track car.

Drawing #2445-A, dated June 23, 1923, of the 183 Convertible front axle assembly, revised on drawing #2064-A, dated November 13, 1924, are the only chassis drawings known extant of this design. But the information on them is critical: they show the front spring spacing of the 183 Convertible at 24.5", which is the same as the earlier two-seat 183 chassis, as compared to the 122 narrow frame chassis at 19.3125" and the 122 wide frame chassis at 21.5".

The restored Milton 183 Convertible has its original frame rails and bracketry but sometime in history while still being raced, the chassis was shortened to a 95" wheelbase, the chassis width narrowed from 26" to the standard 122 wide-frame of 23" and the front axle replaced with a standard width 122 wide-frame front axle, likely to fit a stock 122 engine and transmission. (On the rear axle,



Photo 5. Milton's "183 Convertible" as found by Tiny Gould

the spring seats are movable.) The left frame rail was also modified to accommodate a left-side carbureted engine, further evidence of a 122 engine being fitted, which also accounts for the forward set of 122 bellhousing bolt holes (Photo 5).

This wider frame rail spacing is also clear in photos (Photos 3, 4, 7), and you can also see the stock 183 engine front crossmember (Photo 3) and the wider axle track of the 183 cars (56"). Other photos show the 183 transmissions and 183 rear axles in place.

183 Convertibles had no brakes on any wheels, with Milton's car showing no external brake lever and Duray's external brake lever working uniquely through the cowl. Both used a transmission brake specifically designed for the yoke coupling. This is still in the restored Milton 183 Convertible (Photo 6).

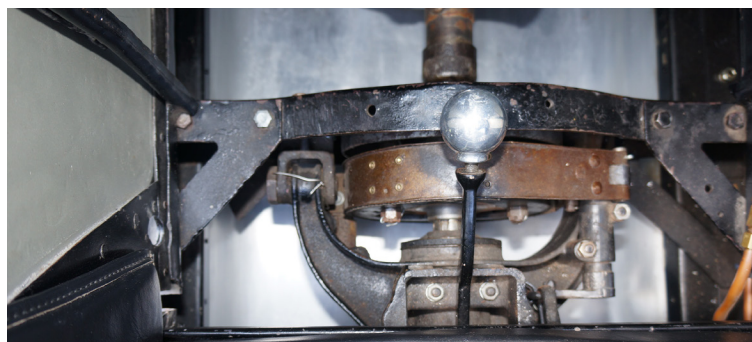


Photo 6. "183 Convertible" transmission brake.

Photos 7 and 8 show the 183 Convertible's use of 122 wide-frame rails and aerodynamic spring brackets. Of note is how much wider the body flange is as compared to other single-seat Millers, extending from the stock 18" wide body out to the 26" wide frame rails (Photo 7).

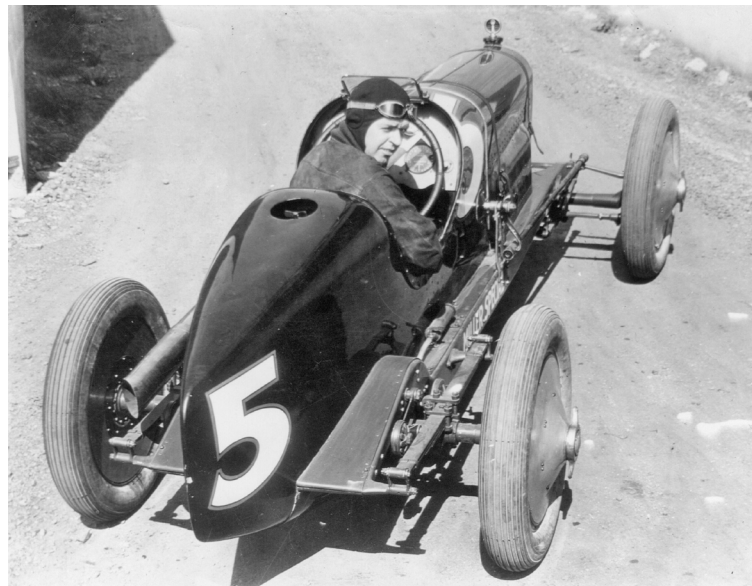


Photo 7. Milton's 183 Convertible #5 dirt-track car.

Duray made a change in typical Miller rear spring mounting, opting for an underslung rear end with a fixed front mount for the rear spring (the stock bracket inverted without a shackle), an axle-locating benefit in dirt. (Photos 4, 8.)

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Photo 8. Zeke Meyer in Duray's 183 Convertible, at Pottstown 1925.

The last Miller 183 dirt-track car was designed and built by Lockhart at the factory in late 1924. Lockhart wanted a Miller very badly, so Harry "...made him buy it and earn it both by working in the factory and paying him to build his own car, part by part, so that he would never have any trouble." (Popular Mechanics, June 1926, p.910) This was not a 183 Convertible design but rather an ultimate one-off dirt-track special with its own drawings. A unique 122 chassis combining the best elements of the prior versions was designed, labelled "183 Motor, 122 Chassis, Dirt-Track", dated September 16, 1924. Stock 122 rear and front axles, brakes, transmission, and bracketry were used, but with special rear springs of unique length and offset. The same 183-122 bellhousing as on Haugdahl's was used. Although in appearance similar to stock 122 bodies, this body was totally unique with a 4" longer hood, the cowl and seat set equivalently further back, and a 5" shorter tail. Two sets of 183-spaced front crossmember and bellhousing bolt holes show that Lockhart first tried the powertrain at its normal location, then moved it back 3 3/8" for improved weight distribution (Photo 9). Other than his V16 Land Speed Record car, this was the only racing car totally designed by Lockhart.

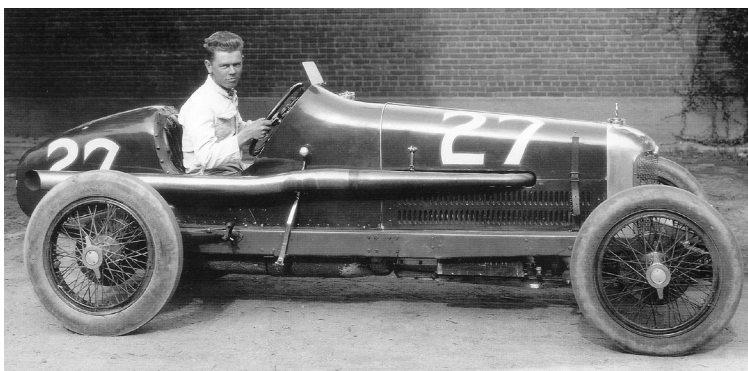


Photo 9. Lockhart's brand-new 183 #27 dirt-track car.

Through 1925-1926, Lockhart campaigned this state-of-the-art car successfully on the West Coast (Bakersfield track record), Colorado, Texas, and Midwest dirt tracks until he got his professional break at Indy in 1926. The car was thereafter owned and raced by Ira Vail, Russ Snowberger, Milt Marion, and others. It was found by Tom Barbour who is restoring this incomparable finale of the factory 8-cylinder 183 racing cars.

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## 2023 Miller Meet Guest Speaker - Lyn St. James continued from page 1

North America. This great organization supports the efforts of women in all aspects of motorsports, not just drivers. Its members include business owners, team owners, women in operations of tracks and sanctioning bodies, as well as mechanics and engineers.

With all of these activities and others, Lyn has an amazingly busy schedule. Despite retiring from professional racing about 20 years ago, a Google search comes up with over 8 million hits on her name, with even more photos, and it is hard to find one without that bright smile. A few of her recent honors include:

- 2022 Automotive Hall of Fame Inductee
- 2021 Spirit of Ford Recipient
- 2020 Sebring Hall of Fame Inductee
- Sports Illustrated for Women
- "Top-100 Women Athletes of the 20th Century"
- Working Woman Magazine
- one of "The 350 Women who changed the world between 1976-96"
- 2010 Automotive News
- "One of the Top 100 Women in the Automotive Industry"
- 2009 SEMA Businesswomen's Network Athena Award
- 2008 Automotive Hall of Fame Distinguished Service Award



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## Message From Club President – Tedd Zamjahn

**Hello fellow Harry Miller Club Members.**

I would like to fill you in on all the activities that your Board of Director has worked on to make our 28th annual Miller Meet a success.

With the change of venue and city, much effort has been put in planning an exciting meet. With the help of Mike Lashmett of Vintage Indy Racing, we have secured our Wednesday night barbecue at Duman's TURN4 Restorations, just minutes from the track. After a day on the track on Thursday, our banquet will be held at the Dallara Indy Car Factory in downtown Speedway. I am excited to announce our guest speaker will be Lyn St. James. Undoubtedly this will make for a very entertaining evening. After Friday's track day, Ray Skillman will graciously opened his classic car garage featuring many open wheel race cars.

After much discussion with the very helpful staff at Lucas Oil Indianapolis Raceway Park, it has been decided that with the installation of new asphalt in the infield, we will not be able to drive the required stakes for our tents. So unfortunately, we will not be able to have tents this year. We will do our best to accommodate trailers and personal pop-up tents (look for more details elsewhere in the newsletter). I'm sure we all agree that some flexibility and understanding within our club will be necessary with the change of venue for this year.

I will be arriving the night of July 4th and will be available to help in any way starting on the morning of July 5th. If you need to contact me, my cell is 414-403-7697. Looking forward to seeing you all at IRP in July.

*Tedd Zamjahn*

## Have You Considered Club Sponsorship?

The Miller Club appreciates all of the support provided over the years to help sustain our annual event. This year's location in Indianapolis is a little more expensive than normal and we would appreciate any additional support. There are various levels of sponsorship participation, which are outlined below. Please consider one of these opportunities, or if you know of a related business that would like to take advantage of the promotional benefits offered, we would be happy to provide additional information.

### **Executive Sponsorship - \$5000**

\*\*Full page ad in Miller Event Programs  
3 newsletters and link on Miller Website

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

\*\* ½ page ad in Miller Event Programs  
3 newsletters, and link on Miller Website

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

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

\*\*Name listed in Miller Event Program and (1) newsletter

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# Jack Ensley, Bob Sweikert and the Maestro



*Analice O'Connor, wife of driver Pat O'Connor and Mrs. Jack Ensley share a ride in Jack's D-Type Jaguar in front of Gasoline Alley at the Speedway in 1957. IMS Collection photo*

The world of auto racing yesteryear was filled with many colorful characters and Jack R. Ensley was certainly one of them. Born in 1906, Ensley was a native of Edinburgh, IN but also lived for a time in Los Angeles where he attended the University of Southern California. Jack initially hit the public spotlight by winning a dance contest with future Hollywood star, Joan Crawford.

Eventually moving back to Indiana and relocating to Indianapolis, in 1953, he opened a night club called, "the Jaguar Room" at 2421 N. Meridian Street. The club was notable for its live jazz entertainment, comedy acts and celebrities that were known to frequent the club. Before long, many popular singers and groups were performing there, including Mel Tormé. Jack convinced Tormé to perform at his club with a promise of sports car racing lessons, but the added charm of performing in the month of May sealed the deal. Tormé had the opportunity and did spend considerable time at The Indianapolis Motor Speedway as a railbird and meeting many of the drivers. Jack was known as a playboy, at his Club, it was noted not only did his future wife work there, but his ex-wife was also the hostess.

In 1950, Jack started racing sports cars. Winning the SCCA national championship in Class B Modified for three consecutive years (1952-1954). What car did Jack drive? A Jaguar XK120 of course. Jack also piloted an Cad-Allard, later shifting over to a Cadillac-powered Kurtis-Kraft 500S. Jack continued to race sports cars with success and had many friends in USAC, being as comfortable in the paddock at Road America as Gasoline Alley at IMS.

Prior to the Jaguar Club, Ensley had an "after hours" club, called "Showboat" on North Keystone Road which was raided several times. Also called a gaming house, these raids caused Ensley and his lawyers to battle with then-sheriff James Cunningham over the validity of the raids.

In 1956, Ensley teamed up with Bob Sweikert in a D-Type XKD

Jaguar to finish third in the 12-Hours of Sebring. A tough task as the duo finished behind a pair of factory-backed Ferrari 860 Monzas. Sweikert fell in love with road racing. The Indiana-native who was brought up driving on the rough and tough midgets and sprint cars circuits of the Midwest was enamored.

In a Time magazine article from April of 1956, "In his sleek grey Jaguar-D, Sweikert learned fast; he decided to use an old Indianapolis trick: he had the Jag's torsion bars adjusted to allow him to skid through turns without riding the brake pedal. He paid careful attention to hints handed out by World Champion (and eventual Sebring winner) Juan Manuel Fangio. And he made a point of not pushing it to mechanical breakdown. As a result, he finished third.

More important, when he finished, he was at least a limited convert to Grand Prix road racing. "I liked it at Sebring," said he. "Those drivers are all gentlemen. If you came up behind a slower car and they saw you—they have rear-view mirrors, which we don't at Indianapolis—they moved out of the groove, let you go by and gave you a wave. Up here we're courteous and we're gentlemen but moving out of the groove?"—his face showed dismay—"we don't do that."

The following year Ensley teamed up with "500" veteran Pat O'Connor to run Sebring. Running the same D-Type Jag, the duo didn't achieve the success as the year prior, retiring early due to rear axle failure.

Sweikert invited the legendary Juan Manuel Fangio known as "The Maestro" to Indianapolis. Unable to do so in 1956, and in '57 the occupied Fangio won his fifth World Championship. The following year the 46-year-old Fangio was semi-retired; only competing in a pair of Formula One races, freeing up Fangio to finally give Indy a try. Fangio arrived at the Indianapolis Motor Speedway on April 28th. Sadly, his friend, Sweikert was gone, killed in a sprint car crash in June of 1956. Collaborating with an interpreter, the 47-year-old Fangio drove the Dayton Steel Foundry Special Kurtis KK500G in practice, never worked up the qualifying speeds. "The car is not in optimal condition to allow Mr. Fangio to maintain his reputation as a world champion driver," said Fangio's spokesman on May 15th, ending his Indianapolis 500 trek. His ongoing issues with minor mechanical gremlins and what Fangio thought was lack of horsepower, regarding the RPMs needed to make the race, Fangio withdrew his entry. Even an invitation by Lew Welch resulting in a test run in the NOVI could change his mind. Fangio was later quoted, "Operation Indianapolis resulted in a great deal of disappointment, but that is only part of the story. What really counts is the fact that I found I do like speedway racing and am certainly looking forward to another try. But there is something that attracts me a good deal more than the track and the cars and it is the sportsmanship prevailing there-this is the main reason why I consider my otherwise disheartening Indianapolis venture one of the most enjoyable experiences in my life."

Ensley was intrigued by the Speedway too. In 1958, Ensley was



entered in the four-year old Ansted -Rotary Kurtis KK500D. Ensley took his 130-mile-per-hour phase on the same day as A.J. Foyt. Chief Steward Harlan Fengler passed Foyt, however held Ensley's approval held "in abeyance." Fengler stated that Ensley did "fairly well" but added, "not as well as he should to warrant approval." Ensley was 51-years old as a rookie in 1958 although listed as younger. Ensley stepped out of the Harry Stephens-wrenched car and rookie Art Bisch qualified the split grilled Kurtis on the third day at 141.376-mph. However, the #17 Ansted Rotary Kurtis was bumped by Al Keller.

1959, Ensley was entered in the Safety Auto Glass Special. This was the same Kurtis KK500C that Sam Hanks finished second in the '56 "500." Ensley made his initial shake down run on May 5th. But Ensley once again struggled to gain speed. Then on May 16th, it was reported Ensley was confined to his home with bronchial pneumonia. Soon Ensley vacated the #17 and Johnny Kay and later Shorty Templeman took over the car.

Ensley moved to the unassigned #92 McKay Special KK500G2 that Jerry Unser famously jumped over the wall in the Turn 3 debacle the previous year. Unfortunately, Ensley never found the speed necessary to make the field.

In 1960, Ensley was back, this time driving the City of Indianapolis Special, the former-Peter Schmidt Special that Eddie Sachs put on the front row the previous year. Ensley paid Schmidt with five cashier's checks for \$5,000 each. Howard Moore was the head wrench on the Kuzma laydown, as a young Dave Laycock also crewed on the car. Ensley was listed as 48 years old in the newspapers but was in fact 54 years old. Ensley struggled getting to competitive lap times, Duane "Pappy" Carter soon got into the car and immediately picked up speed. The car was renamed, Thompson Industries Special as Indianapolis businessman, Shirley Murphy purchased half-interest in the car. The car was striking in its overall red and silver-leaf lettering and white trim.

What success Ensley lacked at the Speedway he made up as a businessman. His successful Fifty-Sixth Street Golf Center which he opened in 1960 was a popular hangout for the local kids. Former "500" crewman and Town of Speedway native, George Petrovich remembers, "We loved going up there when we were kids. They had a miniature golf course in which one of the holes had a concrete Indy 500 track. You'd hit the ball and it went around 'the track' and the hole in middle was under the old-style pagoda." Ensley who also operated a foreign car agency later opened another golf center in Anderson, IN.

In October of 1968, for his 62nd birthday Jack received what was reported to be an ex-Parnelli Jones Lola T-70, from Mrs. Ensley who purchased it from George Bignotti with "money saved from household expenses." Jack had done well, as he lived on North Meridian Drive, a few doors down from the Governor's mansion. However, suffering from cancer for a few years, he and his mechanics had rigged up an oxygen mask in his race car for his final SCCA race at Indianapolis Raceway Park in 1969. Incredibly he finished second behind Frank Kahlich of Milwaukee. Jack thought he won, and let the officials know his displeasure. Sadly, in January of 1972, Jack passed away from cancer at age 65.



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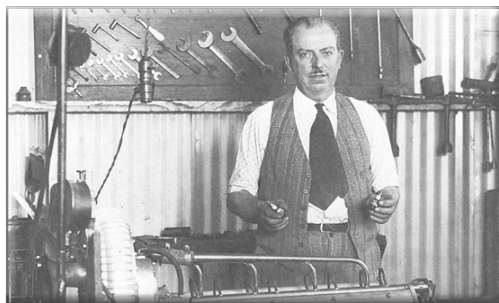


# 28th Annual Millers at Indianapolis



© Rich Zimmermann

## 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 1920s, winning 39 Indianapolis 500 races!

### To Join the Harry A. Miller Club

Membership is \$50 US, \$60 Canada. 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 539  
Big Bend, WI 53103

**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](http://harrymillerclub.com), or call 414-403-7697. The fee for new members and renewal, is \$50 US and \$60 Canada.

## 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: Carrol Jensen.

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 August 15, 2023.