

# Harry A. Miller Club News



## What IS being done at the Milwaukee Mile?

In the Winter 2023 club newsletter, we first communicated that because of the financial investment being made to the Milwaukee Mile, we had to move locations for 2023. That was **Phase 1** and improvements totaling just over \$3 million dollars included replacing expired components of the existing barrier impact wall system, installing new stretches of barrier impact wall, replacing existing turf with asphalt, modifications to existing pedestrian and vehicle gates, installing new energy absorbing sand barrels, and repairing concrete bases of the existing outer catch fence system were completed.

Fortunately for fans of the Milwaukee Mile, but unfortunate to the Harry Miller Club, **Phase 2** was approved to be completed prior to the Indy Car race event scheduled for Labor Day weekend 2024 which included replacement of segmented concrete walls with reinforced concrete barrier walls, installation of additional SAFER barrier wall systems, installation of new catch fence systems, repair of the existing catch fence system with steel reinforcing posts and rehabilitating asphaltic surfaces.

Sources at the Milwaukee Mile tell us that most likely we will be back at the Milwaukee Mile for our 2025 event, and we hope to see you there!



*Roger Penske and Joseph Newgarten at Carroll University in Waukesha, WI promoting the upcoming Indy series at the Milwaukee Mile. (Photo credit: Rich Zimmerman)*

### Message From Club President – Tedd Zamjahn

Hello fellow Harry Miller Club members.

As all of you are aware, and Carrol references in the article above, there continues to be ongoing repairs at The Milwaukee Mile for both NASCAR and the exciting return of Indy Car racing in Milwaukee scheduled for Labor Day weekend 2024.

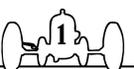
Because of the repairs, we will again be in Indianapolis at Lucas Oil Raceway Park for one more year but preliminary discussions with track officials have left us feeling optimistic about returning

to Milwaukee in 2025.

Our event at IRP this year will run on Friday and Saturday, June 21 & 22. It is my hope that we match last year's excellent turnout for this year's event.

Please remember to send in your application early to ensure a spot at our event.

See you in Indianapolis,  
Tedd



# Miller Chassis 1922-1929 – A Restorer’s Guide

	Miller 183 (Durant 1922)	Miller 122 (Narrow frame 1923)	Miller 122 (Narrow frame, high cowl update 1924)	Miller 122 (Wide frame 1923)	Miller 122 (Wide frame 1925)	Miller 91 (1925)
Frame drawing	Peters	2049-C	2049-C	2688-D	Unnumbered 3/3/25 Smith	3441-D 3646-D
Frame height	5 ½	5 ½	5 ½	5 ½	5 ½	4 ¾
Front horn length	15 ½	14 ½	14 ½	14 ½	14 ½	14 ½
Front horn drop	4 ¾	3 ¾	3 ¾	3 ¾	3 ¾	3 ¾
Rear kickup	5	4 ¼	4 ¼	5 ¼	4 ¼	4 ¼
Rear horn length	17 ¼	15 ¼	15 ¼	16 ¾	15 ¼	15 ¼
Rear horn drop	5	4 ¾	4 ¾	5 ¾	5 ¾	4 ¾
Front axle	Missing, revised for 183 Conv't, 6/21/23 2064-A 2455-A	2064-A 11/1/22	2064-A 11/1/22	2490-A	2751-B	3730-B
Front spring horn	1845-A	1845-A	1845-A	Peters	Peters	3619-B 3445-B
Front spring*	Missing	2051-C	2051-C	2725-B	3147-B	3739-B
Front spring rear mount	1882-A	1882-A revised	1882-A revised	2595-B	2595-B	2527-B
Rear axle	Missing	2065-B	2778-B optional	2478-B	2478-B	3492-B
Rear spring front mount	1881-A 7/30/22	1881-A 11/15/23	1881-A 11/15/23	2528-B 8/5/23	2528-B 8/5/23	2528-B 8/1/25
Rear spring*	Missing	2051-C	2693-A	2740-B	2693-A	3738-B
Rear spring horn	1846-A	1846-A 7/20/22 for short spring	1846-A 11/6/23 for long spring	2491-B	1846-A 11/6/23 for long spring	1846-A 8/2/25

\*There are numerous variations of the number of leaves in springs, but the variations all retain the same spring length for the specific design.



Front frame horn spring brackets.



Front spring rear brackets.



Front spring rear brackets.



Rear spring front brackets.



Rear spring front brackets.



Rear horn spring brackets.  
(183 and 122 short spring bracket  
1846-A not shown.)



In the early years of Miller restorations, due to less obsession with accuracy and minimal access to drawings and photographs, the correct axles, frame rails, spring mounts, and springs were not always used to restore a specific car. There were further misconstructions originating from the belief that 122 and 91 chassis were the same, which resulted in 91 components being used on 122 cars and 122 components being used on 91 cars.

Today, Miller restorers are highly obsessed with accuracy, and restorations include a near-microscopic analysis of every available photo and a thorough search of the Goossen Archive for all correct drawings.

Miller continuously updated the axles, frame rails, spring mounts, and spring lengths due to the personal requests of buyers and the feedback from drivers and owners. It was only on the 91 rear-drive model that the design standardized (all the design variation went into the front-drives).

The table on the previous page uses the frame rail as the basis to show progression of designs over time. It also shows the matching spring mounts, springs, and axles for that frame (the unique 183 Convertible and 183 dirt-track designs are not included). This is what the cars would have had when finished at the factory (personal driver/owner preferences notwithstanding).

Miller race cars, like all others, were involved in crashes and driver-requested upgrades from the day they rolled out of the factory. So, it is possible to see in photos, later components being used on a car constructed years prior. It is for this reason that photographs are the gold-standard reference in restoration, not drawings or articles.

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### 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

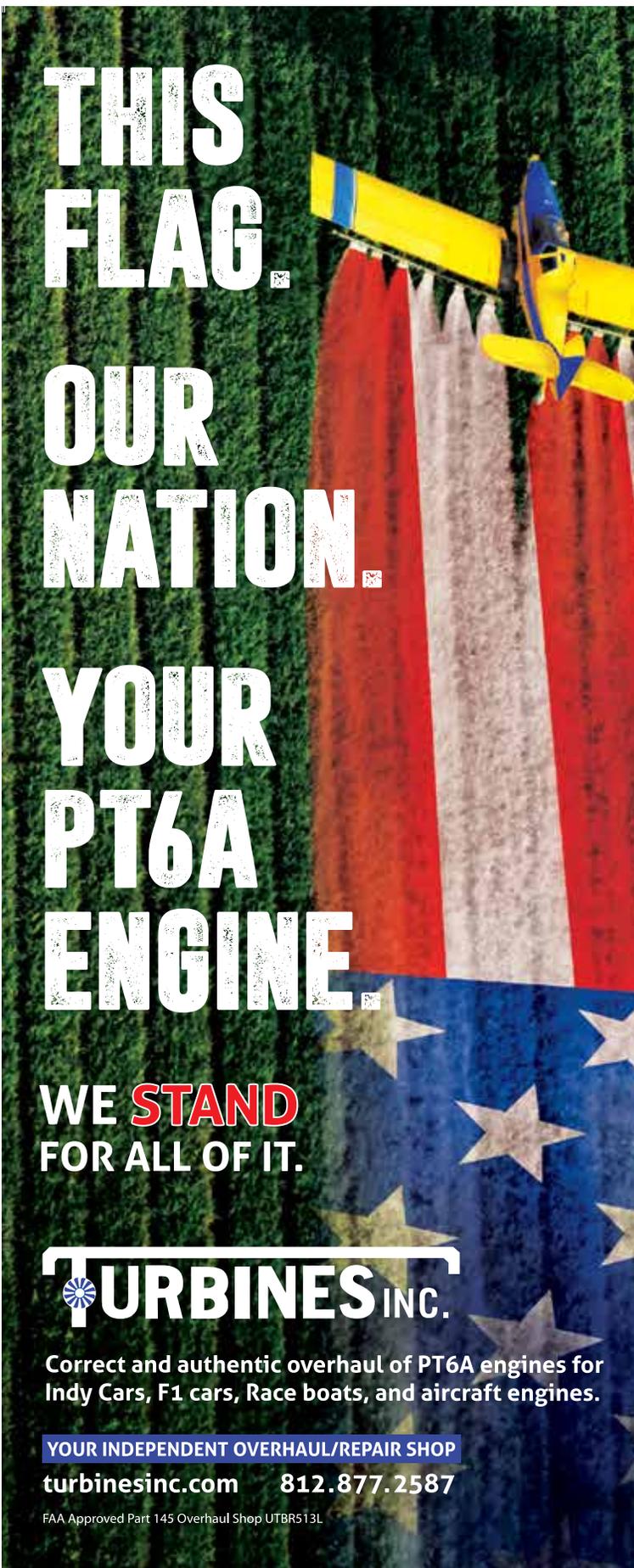
\*\* ½ page ad in Miller Event Programs  
3 newsletters, and link on Miller Website

#### 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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# Jim Packard – On the Verge of Stardom



*Jim Packard shown here at speed, tires off the ground, and had a reputation as a charger. Packard was known for his love of riding the cushion, shown here on his way to victory at Springfield. Ken Coles photo*

**I**n the turbulent 1950's and 1960's, auto racing saw quite a few rising stars, many of whom on the verge of stardom, faded too quickly. Jim Packard was one such rising star. A native of North Carolina, Jim moved to the Midwest in the 1950s, settling in Speedway, Indiana with one goal; the Indianapolis 500. He was following the trail set by many before and after, seeking stardom in the United States Auto Club, the pinnacle of motorsport.

Jim's wife, Betty, picks up the story. *"Jim became infatuated with open-wheel cars while he was serving in the U.S. Army in Germany. He got out in 1955 and came to Indy and went straight to Pop Dreyer's garage, saying to him, 'You're the best sprint car builder in the country, and I want to drive for you.' He'd never been in an open wheel car in his life. But he worked with Pop for almost the entire season as a helper, mechanic, and welder. He lived in a trailer across from Pop's shop. At Salem, the last race of the 1956 season, Pop gave him a helmet and told him to get in. The next year, Jim bought his own midget and toured the Midwest circuits. Then he went to Florida and won in the winter meet (setting the qualifying record at one track). He drove the rest of 1957 and most of 1958 for Ed Lowther in ARDC. Jim got his first champ car ride at the final two races of 1958. Tommy Hinnershitz was his champ car mechanic for 1959 and Buster Warke for 1960."*

Packard excelled on the dirt; he was one who loved to ride the cushion. Betty adds, *"Jim always loved having a rooster tail of dirt from the back of the car as he rode the high rail. As a result, there are still lots and lots of photos of him around."*

To say Packard was an All-American boy is an understatement. Some fellow drivers quipped that he was too nice to be a race car driver because he didn't drink, smoke, and rarely swore. He quickly became a fan favorite, including one future legendary television motorsports announcer, Bob Jenkins, who told Betty that he was a big fan and appreciated that Jim always took time to chat with him.

Packard showed his prowess in the highly competitive midgets, winning features in ARDC including a USAC feature at the Cincinnati Speed Bowl. Betty remembered, *"When he came home after the Cincinnati win he joked 'the only reason I won, was because the other guys were too afraid to pass me.'"*

Running a champ car for Lee Glessner, Packard got daunting top-10 on the high banks of Daytona, not an easy feat since he was in an upright dirt car. On the same weekend, he went on to get a top-5 in the Formula libre race. Packard was also running the USAC sprint car circuit against the toughest competition it had ever seen. Packard finished fifth in several features, but the drivers ahead were hall of fame drivers like Branson, Foyt, Larson Hinnershitz, and Sachs.

In the days of 50-60 roadsters trying to break into the 33-car at Indianapolis, young drivers like Packard were usually in older equipment. In '59, Jim missed the field in a five-year-old car. The following year, he again failed to crack the starting field for the "500." However, on the dirt in Doug Stearly's ex-Lindsey Hopkins-owned Lesovsky, Packard overcame the age of the car and started to see results. On the toughest track on the circuit, Langhorne, Packard



Jim and Betty Packard in victory lane after Jim's big win in the Springfield 100 on August 20th, 1960. Dick Wallen collection.

who started fifth battled with the leaders all day and followed Jim Hurtubise across the stripe to finish second. It all came together later that summer at Springfield, as Packard won the 100-mile race over Sachs and Elmer George. He added a sixth-place finish at Milwaukee and thrilled the fans at DuQuoin riding the cushion and even banging the wall several times. Unfortunately, late in the race he had to pit after losing a tire while leading, ending up in fifth place.

After his big win, Packard became a star. Betty remembers, "When the promoter called Jim and asked him to run, he offered Jim appearance money to run. It was the first track to ever do so, and Jim was pretty impressed. But at that moment he was the hottest thing in USAC (in the previous weeks he had won Springfield and a sprint car race in Allentown and led DuQuoin until he blew a tire on the 92nd lap), so it was well deserved. Jim told them he did not have a midget ride that year, having concentrated on sprints and champ cars. But he was told that they had arranged with the owner of the car that Parnelli was driving for Jim to drive the car that night. Parnelli was one of our very best friends, and Jim hated to take his ride but did agree. However, it was the only time in our marriage that Jim asked me if he could run a race. The date of the race was my birthday, and we had planned a lovely celebration. So, he asked me if I would mind if he went to Fairfield and we could delay the celebration. I knew that racing was more important to him than a birthday celebration, so of course I said yes. Because I was pregnant, the doctors didn't want me to travel long distances, and Parnelli took him to the race. Parnelli's closing words to me were, 'I have to make sure he takes good care of my race car.' The steering broke in qualifying, sending Jim over the fence and flipping until the car hit a tree outside the grandstand. Parnelli had to bring his driver's bag back to me the next day."

With stardom within reach, the dream was shattered. It was not

*continued on pg 6*



At Indianapolis in 1960, Jim struggled to find speed in the aging No. 71 Scalvi & Amos Kurtis. However, the team waved off a run that would've made the show. IMS photo

easy for the young widow. She remembered, "If I was out for dinner and A.J. (Foyt) was in the same restaurant, my bill always was always taken care of." Betty received help from the racing community, but it was still very tough. She added, "Jim III (our son) and Eddie Sachs Jr. have become soul mates...understanding what it's like for everyone else to know your dad but you. My daughter Lisa, who has six children, says she remembers her dad, but I think that is wishful thinking. Anyway, all the grandkids have become very interested in racing."

Betty adds, "In 1965, George Bignotti called me and asked me to be the team office manager for Mecom Racing, a team he had just been hired to put together and run at the 500. I worked around my school schedule and the kids - sometimes at midnight. But I paid all their bills, kept all the books, kept the drivers in line, made appointments, ordered parts, entertained sponsors, etc. Our drivers were Rodger Ward, Jackie Stewart, and Graham Hill. Graham won the race that year, and it was exciting. I am one of only a very few to have a '500' winner's ring from 1966, something that John Mecom had made for team members. I stayed with the race team for the entire three years that John Mecom owned it. My association with Jackie and Graham also led to my service with the Lotus team and Colin Chapman, who would pay all my expenses to fly to the F1 races and keep his lap charts. I have had quite an extensive racing life. I raised the children while first teaching high school journalism and then later becoming editor of a national magazine. After nearly 15 years, I married an Army captain



A pensive Jim Packard sits in the Stearly Motor Freight Spl. in 1960. Steve Zautke collection.



A photo of Betty today. Betty Packard-Voris collection. Photo courtesy of Daytona International Speedway

(Steve Voris) and traveled with him for 12 years of his career. When he retired, we bought a house here in San Francisco, California. We've been married 49 years, not bad for a second one. "

Thanks to Betty Packard for her assistance with this article. -  
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Write for lists of other racing history records, Miller, Offenhauser, Watkins, Kurtis drawings, etc.

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# Millers at Milwaukee to spend one more year in Indianapolis! June 21 and June 22, 2024



Brian Hart Photography

## 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 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

New members may complete the membership application found on the Harry Miller Club website: harrymillerclub.com, or call 414-403-7697. The fee for new members and renewal, is \$50 US and \$60 Canada.

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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 July 15, 2024.

