

Harry A. Miller Club News



Miller Club Back at the 'Mile' for 2025

Message From Club President – Tedd Zamjahn

I hope you enjoyed your summer as much as I did.

Although the weather was hot, our 2024 event at Indianapolis Raceway Park was an enjoyable and a successful event. In preparation for 2025, both Carrol Jensen and I had positive talks with the current CEO, Shari Black, of the Wisconsin State Fair Park about our beloved Milwaukee Mile and I am very excited to announce we will be back in Milwaukee the weekend of June 26-June 28, 2025 to celebrate our 30 year anniversary.

More details will be forthcoming as decisions on our hotel location and events are finalized and we will keep you updated as we move forward.

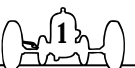
Best wishes as we move into autumn.
Tedd

The 2024 Harry Miller Meet Goes on the Road... Again

It was a bit like the movie, *Groundhog Day* as The Harry A. Miller Club took it on the road again for 2024. The club celebrated its 29th run of Millers returning to Indianapolis at Lucas Oil Speedway (Indianapolis Raceway Park) on June 21-22 which provided some lucky members a shorter travel time.

Straight away, mid-summer Indiana heat greeted Miller members but once we dodged rain. The big news was the opportunity to expand Offenhauser engine participation. The heralded "Offy" engine which has direct lineage to the double-overhead cam four-cylinder Miller engine was opened to approved authentic rear-engine championship cars. The move was made to increase Offenhauser's entries which

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The Harry A. Miller Meet is a catalyst for the education, exhibition and display of Miller cars. Here are three fantastic examples. the Tommy Milton Indy 500 winning 1923 HSC Special, next to the gray 1931 two-seat Miller V16 "Speedster," along with the blue Miller Durant Spl. All three examples epitomize what the club is all about. We certainly appreciate Dana Mecum and Brent Castle for bringing these perfect representatives of Miller's legacy. - Steve Zautke photo

have been slowly waning over the last decade.

The event drew some new participants who were delighted in their first meet, however, as is typical, the ebb and flow of entries showed this year with 42 cars on site for the event. Many thanks to Carrol Jensen and Tedd Zamjahn who once again flourished as the advance team in dealing with the logistical challenges of an event 265-miles south of Milwaukee in Clermont, Indiana.

The paved, mildly banked 5/8-mile track delivered again as the perfect alternative as it provided great open sight lines, and the track width provided multiple lanes to drivers for opportunities for passing in a safe manner. Along with the recent upgrades to the track and hospitality, many were again pleasantly pleased how smoothly the event went.

On Thursday evening, the "Welcome Barbeque" was on-site at the IRP main pavilion. Friday morning saw that many of the entrants had already arrived the evening prior as the pit and paddock quickly filled with gorgeous racing cars, some new cars making their first appearance. Although the expected summer Indiana heat was felt by late morning, it was not as warm as the year prior. Club president, Tedd Zamjahn ably conducted the driver's meeting once again at the north end of the pits.

Even though it is undergoing a major restoration, the Indianapolis Motor Speedway Museum brought a gorgeous pair of cars, including one of the most iconic, the 1939 Maserati 8CTF Boyle Special. The Jimmy Bryan 'upright' No. 9 Kuzma-Offy in Dean Van Lines colors also was a terrific sight.



The 1958 Agajanian Spl. Kuzma roadster of Bob McConnell, originally driven by Indy 500 legend Troy Ruttman. This car epitomizes the last 1950's with its iconic custom flames and pearl paint, along with chrome exhaust pipes and tailfin. - Jim Debosik photo



Good to see this fine example of a two seater Harry Miller's foray into the unfairly named "junk formula" of the 1930's, owned by Jeff Urwin, known as the "Shorty Catlon" car. - Steve Zautke photo





Thanks to the Indianapolis Motor Speedway Museum for bringing the Dean Van Lines Spl. originally driven by Jimmy Bryan. This car finished second to Bill Vukovich at Indianapolis in '54, sat on the pole at Milwaukee the following week with Vukovich subbing for Bryan. It also dominated the one-mile fair dirt tracks in the 1950's. The Miller Club was lucky to have such a historic race car. Jim Debosik photo

New cars included Tom Barbour's 'original' Miller/Brisko 6-cylinder Indy Car. Dating back to 1925, this car went from a single-seat Miller to a two-man car and back to a post-war car with Frank Brisko's iconic six-cylinder engine, all with a great patina too.

The rear-engine Offenhauser contingent was led by Rick Dresang's 1972 Eagle 7225 Sunoco Penske in its 1973 livery. 1972 Eagle 7229 consisted of Ted Woerner's in the colors of the 1973 STP No.40 Eagle-Offy of Swede Savage. Pete Klain's 1974 Riley-Offy was originally driven by Roger McCluskey in 1974-1975 and in its original colors

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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

**¼ page ad in Miller Event Programs
3 newsletters, and link on Miller Website

Friends of the Miller Club - \$100 and above

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

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Gary Schroeder's 1956 Kuzma-Offy Dirt Car No. 45 was a welcome addition to the Miller Meet. It was nice seeing this car in its 1960 "Detroit Mobile Coach Special" livery that was driven that year by Parnelli Jones. - Jim Debosik photo

of Lindsey Hopkins' racing English Leather Spl. The Museum of American Speed brought the 1966 Ollie Prather Halibrand Shrike-Offy. All rear-engine entries were on static display this year.

The Miller Club is blessed by having a core group of members who year-after-year attend and support the event. Leading the pack is Herb Lederer staking the flag as the most experienced entrant for the 28th time. His light-blue Dayton Steel Spl. is an excellent example of the pre-roadster era of the late-1940's and early 1950's. Dana Mecum is second in Miller Meet entries with 24, his exceptional fleet of race cars provided some club members a chance of a lifetime driving a car born by exceptional workmanship and many consider a work of art. Bob McConnell who has brought numerous entries over the years made his 16th appearance. Lou Natenshon also has made sixteen appearances with his popular 1933 Flathead Ford Indy two-seater.

Robert Dicks continued his incredible run and support of the Club with his 15th appearance. His Gary Babineau-built Agajanian/Parnelli Jones roadster has logged many laps around the Milwaukee

Mile and IRP, giving guest drivers an experience they'll never forget. Bill Hoff's beautiful red and white Miller-Ford made another appearance at the Meet, pushing his count to 14.

HMC Members with multiple entries included Keith Majka, Gary Runyon and Jeff Urwin. The Club also appreciates the entries of the aforementioned Barbour, Cory Buttler, Brent Castle, Jeff Decker, Bobby Green, Duree LeClaire, Bob Lederer, Jim Mills, Ken Muller, Steve Noffke, Gary Schroeder, Carl Schultz, John Ullrich, Greg Wilke and Tedd Zamjahn.

What about the Milwaukee Mile? It's certainly good news that thanks to the recent multi-million-dollar renovation ensuring its long-term future, the Milwaukee Mile is back. The Club is happy to announce our return of the "Miller Meet" to the 'Mile on June 26-28, 2025. - Steve Zautke



Tom Barbour's Frank Lynch Motor Co. 1946 Brisko six-cylinder turned a lot of heads. Dating back to 1925 as a Miller built race car, this car ran until 1949, campaigning in several configurations. The car showed as much personality as the colorful driver and builder Brisko did 'back in the day.' - Jim Debosik photo



The post-war era at Indianapolis, prior to the arrival of the offset roadster produced these low-slung front-wheel drive speedsters such as the Emil Diedt built Blue Crown Specials. Expertly run by former driver, Lou Moore, this design dominated Indianapolis for several years. Here is the No. 7 originally driven to victory at Indianapolis in 1949 by Bill Holland. - Jim Debosik photo



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Kurtis Indianapolis Cars (\$37.00) • Designs of Harry A. Miller (\$37.00)

Ab and Marvin Jenkins (\$39.95)

(All books add \$5.95 shipping & handling)

Write for lists of other racing history records, Miller, Offenhauser, Watkins, Kurtis drawings, etc.

Gordon E. White, P.O. Box 129, Hardyville, VA 23070 • gewhite122@gmail.com



Miller-Wood Marine Engines

In August of 1925, Gar Wood, the American inventor, entrepreneur, and speedboat racer famous for his achievements in the field of motorboat racing, announced a partnership with Harry Miller for a line of marine racing engines to be known as the Miller-Wood.

Announced were three engines: MW-215 (215 cu.in. 8-cylinder), MW-91 (91 cu.in. 8-cylinder), and MW-0 (4-cylinder outboard). The MW-215 was a new-block marine version of the 183 racing car engine and the 91 was a marine conversion of the 91 racing car engine; no information was given about the outboard (Image 1).

August, 1925 **MOTOR BOATING** 81

Gar Wood Announces

In addition to the famous Gar Wood Marine Engines, three new models to be known as the

Miller-Wood Marine Engines

<p>Model MW-215 8-Cylinder In-Line. 215 cu. in. piston displacement. Price: \$5000 f.o.b. factory.</p>	<p>Model MW-91 8-Cylinder In-Line. 91 cu. in. piston displacement. Price: \$3000 f.o.b. factory.</p>	<p>Model MW-0 4-Cylinder Outboard. Price and details to be announced later.</p>
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THIS latest development in marine engine design has been worked out by Mr. Wood in partnership with Mr. Harry Miller, of Los Angeles, designer of automobile racing engines whose achievements on the Indianapolis Speedway are universally known.

The Miller-Wood engines, while conforming in general to the Miller high speed light-weight automobile type, are built especially for marine service and embody every feature typical of the marine engine. Detailed information will be furnished on request. Super-charger can be furnished if desired.

Image 1. Motor Boating, August 1925

The MW-215 used a new block casting with larger diameter cylinders to allow an enlarged bore of 2.9219" (versus 2.6875" of the racing car engine). Two of these blocks are known to exist and the difference between the 215 and the 183 blocks are easily visible (Image 2).



Image 2. 215 block on left and 183 block on right.

Two MW-215 engines were used by Gar Wood in his 1925 Gold Cup boat, Baby America II, entered by the Detroit Yacht Club and driven by George Wood.

The boat was designed and built by Gar Wood, Inc., with a length of 26 feet and a beam of 5 feet 1 inch. The two Miller engines each turned a 13 by 16-inch propeller at 4500 rpm (Image 3).



Image 3. Baby America II with twin MW-215s in the 1925 Gold Cup. © Rosenfeld Collection, Mystic Seaport Museum, Inc.

Although maximum displacement for Gold Cup engines was 620 cu.in., Miller's engines produced substantially more power per cubic inch than any other racing engine and so the combined displacement of 430 cu.in. was not thought to be a disadvantage. Each MW-215 was rated at 190 hp at 4500 rpm, for a total of 380 hp. The winning entry from the Columbia Yacht Club, Baby Bootlegger, a larger boat with length of 29 feet 10 inches and beam of 5 feet 11 inches, used a Packard 1M-621 inline 6-cylinder 621 cu.in. marine racing engine rated at 260 hp at 2500 rpm (max 300 hp at 3000 rpm).

Twenty-five racing events, including the Gold Cup, were held at Manhasset Bay, Long Island Sound on August 29 and 30. It was reported that 2000 yachts and 20,000 people attended, with an estimated value of each yacht at \$5000, for over \$10 million dollars' worth of spectator boats on the bay for the two days.

The Gold Cup race had seven entrants, of which only four made it to the final heat: broken propellor shafts and engine trouble were common causes. Three 30-mile heats were run, and points accumulated for the final ranking. At the end of the first heat, Baby America II ranked sixth; at the end of the second heat, she was one of three boats to finish and now ranked fourth; at the end of the third heat she came in third, which was also her final ranking: third in the

1925 Gold Cup. Her best average speed was 43.9 mph, versus Baby Bootlegger's 48.4 mph.
 The Miller-Wood engines were again advertised in the September 1925 Motor Boating; this is the last advertisement found (Image 4).



Image 4. Motor Boating, September 1925

Research to-date shows no other racing boat application of the MW-215, and although it was reported the boat was available for racing the 1925 Gold Cup, the history of the two Baby America II engines is lost. All that is known is that two blocks survive. According to Packard historian, Robert Neal, "The MW-215 was poorly received, and the author has found no records of any other than the two installed in Baby America II. Evidently Wood got no response from his very limited advertising of 1925 and by late 1926 Harry Miller was advertising the 91 and 215 engines as Miller marine engines (Image 5). A number of 91s were sold but no Miller 215s have turned up either."

Harry Miller Marine Engines				
MODEL	91	215	310	620
Number Cylinders	8	8	8	16
Bore	2.187	2.922	3.406	3.406
Stroke	3	4	4.250	4.250
Displacement	90.2	214.6	309.8	619.6
Power	150	190	200	425
R.P.M.	6500	4500	3500	3500
Price	\$6000	\$6000	\$3000	\$7500

Prices include Reverse Gear and Starter
 Superchargers included on 91 and 215 Engines

Harry A. Miller, Inc., Los Angeles
 2652 Long Beach Avenue

Image 5. Motor Boating August 1926.

Of great interest in the Miller advertisement is the note that superchargers were included on the 215 engines, which would imply the MW-215s were also supercharged. This has not been found to be mentioned in any other period literature nor in the Miller drawing

archives, and no photographs of the MW-215s have been found.
 The 91 marine engines (and 122 marine engines) were more successful, and Mark Dees documents several applications in dedicated chapters for these engines in The Miller Dynasty.
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Harry Miller Club Member Dave Wilton from Prescott AZ has some great Miller books for sale. Please contact him via email at wiltonsr1934@gmail.com if you are interested in any of those listed below, pictures are available.

- 1 New MILLER \$ 25.00
- 1 New THE LAST GREAT MILLER \$ 50.00
- 1 New THE GOLDEN AGE OF THE AMERICAN RACING CAR \$ 25.00
- 1 New MILLER DYNASTY (first issue with supplement notes) \$ 350.00
- 2 New MILLER DYNASTY (sealed 2nd issue) \$ 200.00 each.

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2024 at IRP



The 2024 Harry A. Miller Club group shot on the front straight of Indianapolis Raceway Park. Harry Miller built masterpieces grace the front row. A nice turnout of 42 cars were present for the event, the Harry Miller Club thanks the members and volunteers for their participation and Indianapolis Raceway Park for their hospitality. – Steve Zautke photo

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 December 15, 2024.

