

# Harry A. Miller

*“The Greatest Creative Figure in the History of the American Race Car”*

1875 1907 1915 1917 1918 1920 1922 1923 1924 1924 1924 1926 1926 1929 1930 1931 1932 1933 1935 1937 1943

Born in Menomonie, Wisconsin on December 9.

Settles in Los Angeles and begins making carburetors and pistons out of custom high-silicon aluminum alloy

Works with Duesenberg Brothers to produce Bugatti U-16 aero engine for the US Government.

Race drivers Tom Milton and Ira Vail commission Miller to build a 3.0 Litre DOHC 32 Valve Straight Eight engine.

Designs a new 2.0 Litre, 122 CID engine that wins Indy 500.

Milton's single-seater equipped with a Miller 183 runs 151 mph at Muroc Dry Lake.

Harry Miller rocks the world with his beautiful 122 front-wheel-drive racing car.

Launch of Miller 91, a 16 valve straight-eight with gear driven blower

Miller sold his business for \$150,000 to retire in luxurious comfort.

Hard times force Miller back into business. He opens a new shop in Los Angeles and hires most of his old crew.

Miller builds the world's first modern four-wheel-drive racing car.

The Miller 220 is scaled up slightly to create the ultimate four-banger, the Miller 255.

Dies of a heart attack on May 3 in Detroit, Michigan

Miller builds 10 race cars for Ford. After only 4 cars qualify and none finish, Ford pulls the plug on the project.

Miller builds Mercedes-type aero engine for Bob Burman's Grand Prix Peugeot

Produces line of 289 CID, 4 cylinder SOHC alloy-block engines for showman Barney Oldfield.

Jimmy Murphy wins Indy 500 with Harry Miller's 183 engine in a Duesenburg racing chassis.

Miller's customers are skunked at Indy by the first supercharged Duesenberg. Miller soon develops a centrifugal blower setup for the 122 CID.

Miller introduces marine racing engines. "Miller Marine" units appear as 4s, straight 8s, V-8, V-16, and a monstrous 3300 CID W-24 unlimited marine engine.

Miller's new plant produces the infamous Miller 220 (later Offy 220), an immediate dirt track winner.

Harry Miller builds an ultimately successful Gold Cup marine V-12 in New York.

**December 9, 1875 – May 3, 1943**