

NATIONAL SPRINT CAR HALL of FAME & MUSEUM

MYRON STEVENS

Myron Stevens was a driver and builder of distinction. He began building race car bodies, frames, and tanks for the famed Harry A. Miller in 1922. According to Stevens, "I designed and built my own hammers. The wood handles had to be just right, and I went to the forge and made my own heads, so the weight and balance were perfect for me."

In 1927, 1926 Indy 500 winner Frank S. Lockhart hired Jean Marcenac (later of Novi fame), engineers John and Zenas Weisel, and Myron Stevens for his ill-fated Stutz Black Hawk land speed

record project. "I made the beach car body of 1/16" sheet aluminum and welded the seams with an acetylene torch. I used a sand bag to lay the panels on and work the curves into them. I always felt it was a great honor for Frank Lockhart to ask me to help design and build the car. I did all the metal shaping, body, wheel cover, etc., except that I had to have some help to get it finished in time, so I hired Floyd "Pop" Dreyer to help me finish some of the details."

In 1930, the second through sixth place finishers all drove Myron Stevens chassis cars in the Indianapolis 500. A year later, Myron himself drove to a fourth

place finish in the Jadson's Special (with Louis Meyer driving in relief), while another car he built won the race with Lou Schneider driving. During the early 1930s, Stevens built cars for Shorty Cantlon, Schneider, Louis Meyer, Bill Cummings, Peter DePaolo, Fred Winnai, Leon Duray, Howdy Wilcox II, Bob Carey, Ira Hall, Wilbur Shaw, Mauri Rose, Chet Gardner and others. In fact, as late as 1955, a Stevens-chassis racer won the pole at Indy.

Stevens retired to Sun City (Ariz.) and was elected to the Indianapolis Motor Speedway Hall of Fame in 1983.