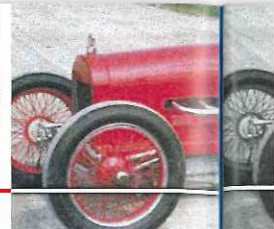


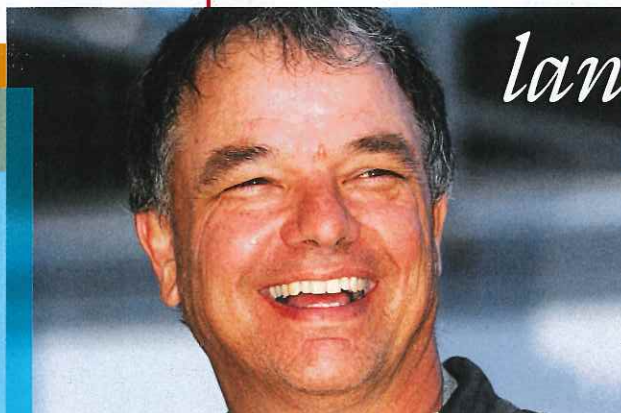


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# national sprint car hall of fame

KNOXVILLE, IOWA



## lance Dewease

"If it wasn't for him, I wouldn't be where I'm at," Dewease said of Dyer. "He took a shot and gave me my first big break with a good car and a good owner. For seven and a half years, it was a great relationship and I owe everything to him. He belongs there too. He's done a lot more than people

realize for this sport."

Starting midway thru the 1999 season, Dewease moved into the Joe Harz 88H and the success continued as he was the Speedweek champ again. He won 46 races in only two and a half years including his second wins in the Tuscarora 50 and National Open in 2001. His third Speedweek crown came in 2001 as well. His sixth and final Port Royal title came in 2000.

From the Harz 88H, Dewease moved into yet another famous Pennsylvania car -the Al Hamilton 77. The car may have changed again. The driver and the success did not. The National Open and Tuscarora 50 once again belonged to Dewease in 2002. He also won the Selinsgrove Speedway National Open in 2002. His one and only Lincoln Speedway championship came in Hamilton's car in 2002. When Hamilton was inducted into the Hall of Fame in 2003, Dewease won the feature that night at Knoxville. Dewease won 44 races for Hamilton.

"My two and a half years with Joe Harz was really good," Dewease said. "Me and my mechanic Timmy Elwell got along really good. Everything clicked and we had some really, really good years. I remember one year we had 23 wins, but could have very easily been in the 30's. We were leading a number of races at Port Royal and had flat tires. We were really, really fast."

"My years with Al probably didn't go as well as we wanted them to," Dewease said. "But, we were still consistently fast. We just didn't get the wins. I think the one year we had 20-second and thirds and 18 wins maybe."

Dewease appreciates every opportunity he's had over his 30-plus years of sprint car racing.

"Every owner I drove for I have great respect for," Dewease said. "They all helped me get to the point I'm at in my career. Probably some of the best people I drove for are some of the lower buck teams I drove for. They were just there enjoying it. We tried to win races for

them. Some of them never won a race until I hopped in the car. That was always neat when you could do things like that."

Fred Rahmer and Todd Shaffer were among Dewease's biggest rivals. "Todd and I started racing at the same time and raced together a long time and at Port Royal," Dewease said. "I raced against Fred my whole life and I raced against Donnie Kreitz my whole life, too. Those three guys raced the same time period I raced. Realistically, Fred was probably my biggest rival because I raced against him everywhere."

After Hamilton's car, Dewease drove the Pete Postupak 25. Another Tuscarora 50 championship came in 2006. They won 28 races together.

"Pete was a great guy that just wanted to go racing," Dewease said. "We did the best we could with what he gave us. We had some good years together. We were the leading feature winner one year."

Dewease won 28 races in Postupak's car before he jumped into the Donny Owens 30c. He won 35 more races and his sixth Grove title driving for Owens in 2011.

"Donny was there at the right time," Dewease said. "His driver at the time actually went to him and told him to put me in the car and my brother was working there at the time. We have a great relationship and we're best friends. That's who I work for now. He's still involved with my racing as far as helping out, he just doesn't own a car anymore."

Of his 300-plus victories, his success in the Williams Grove National open sticks out. "It will always be my first Grove National win or any of my Grove National wins," Dewease said. "That race means a lot to me. Winning the Tuscarora 50 last year (2017) was a really special moment being that it was the first one to pay \$50,000 to win. The first Grove National always sticks in my mind and the one in Al's car when I came from 13th."

Lance has been most dominant in Port Royal Speedway's Tuscarora 50, particularly in 2016 and 2017 driving for Donnie Kreitz. He's banked over \$64,000 in those two wins alone, leading over 80 of the 100 laps. In 2017, he also added Lincoln Speedway's Dirt Classic to his resume.

Lance earned a total of six track championships at both Williams Grove and Port Royal

PHOTO CREDIT: PAUL ARCH

by Todd Heintzelman

**L**ance Dewease was born October 6, 1965. The Fayetteville, Pennsylvania native now has over 328 sprint car wins to his credit.

Dewease's racing career began in micro sprints in the early 1980's before he bought his own sprint car. His first win came at Hagerstown (Md.) Speedway in 1986.

"We were racing micros and we wanted to move up," Dewease said. "There were two options -super sportsman or sprint cars. The sportsman were a very large class and they only raced at Silver Spring, so we looked at sprint car racing and decided to try our hand at that. My first sprint car was a Bobby Allen car that Richard Lupo drove and won a lot of races and the following year, I bought the car."

"The first race that I won was in a 35 car that Harry Ernest owned - it was a combination of my stuff and his stuff," Dewease said. "Then I won in the 90 car the same way, we kind of combined equipment to go racing. I've been very fortunate -other than my very first year - I've won every year in sprint car racing."

Since his first sprint car win at Hagerstown, Dewease has maintained success there despite limited sprint car races at the track. He's won five Pennsylvania Speedweek races -including the last two - and four Octoberfest 50 races.

The 1991 season saw Dewease get his first big breaks. He drove Bob Weikert's famous No 29 to victory at Port Royal Speedway, and then moved into Walter Dyer's 461 on Labor Day weekend. He'd win 132 races in the 461 over the next seven and a half years. He won first career track championships in that time frame at Port Royal and Williams Grove Speedways. He also picked up his first Tuscarora 50 at Port Royal in 1994 and his first Williams Grove Speedway National Open win in 1996. He won his first of three Pennsylvania Speedweek titles in 1997. He'd win five Port Royal track titles for Dyer and two at the Grove. Dewease won the only two Speedweek races ever held at Penn National Raceway in '95 and '96.





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## Lance Dewease continued from page 16.

Speedways, along with one at Lincoln Speedway. He ranks second in all-time victories at both Port Royal (107) and the Grove (87) (entering 2018). Should Dewease win three Grove races in 2018, he'll tie Fred Rahmer for most sprint car wins there all-time. Dewease, who rarely called Lincoln home, has 41 career wins there, along with 19 at BAPS (formally Susquehanna) and 14 at Selinsgrove. He's won at 26 different speedways including a single win at Knoxville Raceway.

Dewease always made it tough when sanctioning bodies came into central Pennsylvania winning 13 times against the World of Outlaws and 35 against the All Stars where he was the Eastern Region champion in 2011 and 2013.

Dewease is well respected in the pit area. "When I came back to Port Royal in 2011, Lance was one of the first people I called to get his ideas on areas that needed to be addressed from a driver's viewpoint," said Steve O'Neal, promoter at Port Royal Speedway.

Dewease joins his car owner Donnie Kreitz (2015) and mechanic Davey Brown Sr. (2001) as Hall of Fame members. 2018 is the third

year for Dewease driving for Kreitz with 83-year-old mechanic, Brown, turning the wrenches.

"It's a perfect situation," Dewease said. "We weren't sure what we were going to do. We discussed stepping away, maybe, and then I made the phone call and in five or 10 minutes, we worked it out. The whole deal works well for all of us. Everybody enjoys it. Davey and Donald are great people to be around and work with. What makes this deal so good is we've all been around it so long that we know the ups and downs. We could show up and not be good and nobody takes it to heart. You just get ready to race the next race."

"I always knew Lance was a great driver and could carry the car," Kreitz says. "He's one of those rare talents that can do it on a wet track or a dry track, which is hard to find. He can go fast, but not put himself or the car at risk taking a lot of unnecessary chances. That's a hard combination to find. It's cool that we can all keep going here at the end of all our careers probably. Davey's still going and we're fortunate to have Lance."

Lance keeps plenty busy outside of the cockpit. When he's not racing, building shocks or golfing, he spends time with his family including 11-year-old son, Cole, and wife Renne.



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