

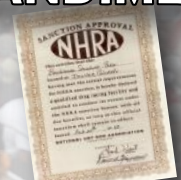
FAN GUIDE

HISTORICAL ISSUE



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HISTORICAL PHOTO VAULT OF BANDIMERE SPEEDWAY MEMORIES





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The Bandimere Speedway Fan Guide is produced and created by Bandimere Speedway and released quarterly.

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Frances Bandimere (1912-1965)

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PRESENTED BY



The Bandimere Speedway Historical Issue turns the clock back to some of the great memories of the facility. From the 60's to today, several others tell their story in the latest issue of the Bandimere Speedway Fan Guide!

LEGACY TEAMS

PAGE 10

Bandimere Speedway's the defending champion at the Division 5 E.T. Finals, now to be hosted at the new Flying H Dragstrip in Odessa, MO. Read about how the champions will be defending their title as Bandimere Speedway sends two legacy teams to fight for Wally's!



PRUETT REMEMBERS THUNDER MOUNTAIN

PAGE 44

Leah Pruett relives some of her best memories at Thunder Mountain from racing a Jr. Dragster, to getting her first big break at the Mile-High's to becoming an event champion.



PAVING THE WAY FOR SPEED

PAGE 24

From the 1960's to today, check out how Bandimere Speedway innovated, was challenged, conquered and paved the way for speed for over 65 years.



MEMORIES OF A LIFETIME

PAGE 18

John Bandimere Jr. relives 65 Years of Speed and heads down memory lane to observe the transition of drag racing from the 60's to today and how Thunder Mountain adapted, evolved and was challenged over the years.



NITRO KNOCKOUTS

PAGE 42, 56

Check out the latest surrounding the Nitro Knockouts including the history behind the program and the 2024 racing schedule as the Nitro Knockouts hit the road to go racing.



ROCKY MOUNTAIN RACE WEEK BIDS FAREWELL TO THE ORIGINAL HOME OF RACE WEEK

PAGE 66

The team at Rocky Mountain Race Week look back on it's inspiration for creation as one of Bandimere Speedway's most unique and challenging events on the yearly schedule pays tribute to Thunder Mountain.



QUARTER-MILE MEMORIES

PAGE 58

Fans share their favorite personal moments at Bandimere Speedway as the Thunder Mountain chapter closes and memories are locked forever.



GLORIFYING GOD THROUGH RACING

PAGE 50

Glorifying God through racing is the topic this month for Ken Webb and the Racers for Christ team. Racers for Christ continues to thrive as a ministry as they serve racers and fans on and off the track. Read about the latest going on at Team RFC



WHAT YOU MAY HAVE MISSED

PAGE 68

The Historical Edition is the second release of the Bandimere Speedway Fan Guide in 2024. Check out what you may have missed with bits and pieces from previous issues!



CATCHING UP WITH CARRILLO

PAGE 12

The Santiago's Top Fuel Dragster driver who grew up coming to Bandimere Speedway goes down memory lane on his favorite moment racing at Bandimere.

LOOKING BACK ON 65 YEARS

MAGAZINE

The Historical Edition of the Bandimere Speedway Fan Guide is showcasing photos from the then and now all throughout the magazine! Be on the lookout at the bottom of several pages for cool and some, never before seen photos of the track's historic 65 year run at Thunder Mountain.



LOOKING BACK



ON 65 YEARS



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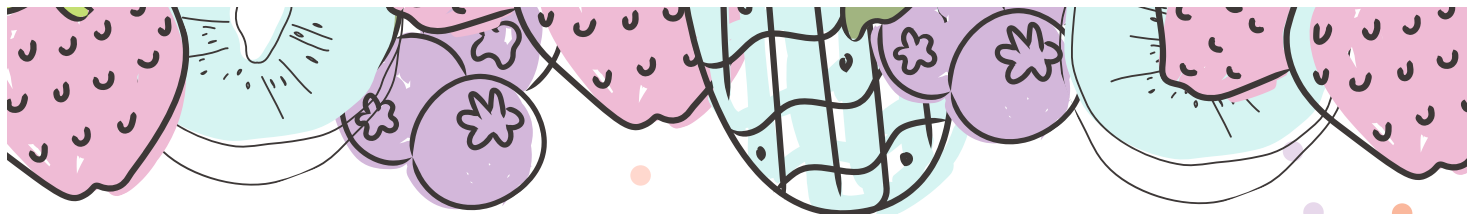
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Team Bandimere to take "legacy teams" to Division 5 E.T. Finals

Bandimere Speedway will take "Legacy" teams to NHRA Summit Division 5 ET Finals

Bandimere Speedway has a long history at the Division 5 E.T. Finals held in 2024 at the new Flying H Dragstrip in Odessa, Missouri. Under the unique transition year for Bandimere Speedway, who also acts as returning champions, Bandimere Speedway has been granted "legacy" teams to allow for racers in the local area to compete once again in this famed and coveted event.

Racers who were on the 2023 ET Finals team roster will be first eligible for a spot on the 2024 roster. Those who wish to participate are asked to contact Debbie Bandimere via email, debbie@bandimere.com. For Jr. Street and High School, certain exceptions may apply.

Bandimere Speedway will fill the teams as current rostered racers from 2023 express desire with open spots afterwards to be filled with interested racers who did not qualify from the 2023 roster. Bandimere Speedway will then fill the teams to a full forty combining Super Pro, Pro, Sportsman, Motorcycle, Jr. Street and High School categories to create the teams. Bandimere Speedway is currently the back-to-back overall team champion at the event.

E.T. Finals is held every year for all seven divisions of the NHRA and allows bracket racers the opportunity to seize chances at the coveted Wally at the divisional and national levels.



Team Bandimere Champions from 2023

Jagr Anderson	Blake Johnson
Chris Asti	Vicky Johnson
Cayden Babcock	Taylor Jones
Lonnie Baker	Brad Juntunen
Bri Bandimere Herman	Nate Larson
John Beauprez	Chris Mang
Jack Brittingham Jr.	Steven Mang
David Carl	Eric Nazareus
Greg Christensen	Gabriella Niskanen
Ben Congdon	Jeff Petersen
Andrew Cortese	Ernie Raile
Scott Czarnota	Rick Rudd
Blaine Flanscha	Henry Sliwinski
Chuck Flanscha	Robby Swartwood
Lucas Flanscha	Camron Thorpe
Quinton Flanscha	Wyatt Thorpe
Josh Herman	Frank Veloz
Paul Hernandez Jr.	Gary Wamboldt
Zach Hicks	Lane Weber
Austin Hockaday	Chris Wells
Ed Holmes	Andrew Whelchel





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"As a Marketing/Com Coordinator for Denver University, I've had the pleasure of using Fineline's service for our events. Fineline worked quickly and updated our order as details were being hashed out internally. I'd totally recommend their products and services." - Scott Z

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Down Memory Lane

Long-time Bandimere Speedway racer Greg Carrillo has been involved with drag racing for just about his whole life and pays tribute to Bandimere Speedway, Thunder Mountain and the family that put motorsports on the map in Colorado. Carrillo ran a specialized decal on his Santiago's Top Fuel Dragster during the 2023 final edition of the Dodge Power Brokers Mile High NHRA Nationals at Thunder Mountain.



What does Bandimere Speedway mean to you?

Well, it means pretty much everything because when I was back in high school, I remember trying to get over there to the track...just, like smelling the nitro. Of course, racing at Denver, we knew the challenges it brought but we're up to it.

We raced the sportsman races, the Night of Fire and Thunder, we won the divisional race. The first time I ever sat in a Super Gas car, I won the Denver Division 5 race and then the Mile-High Nationals, winning in Super Comp, so you kind of worked your way up and I just always wanted to race top fuel there.

2023 we finally qualified No. 1 on Friday night, that was kind of like, I think you can go die now (laughs) you know what I'm trying to say. I mean, you did it, you're on top,



so it's exciting, we can actually say we're probably one of the top Top Fuel teams in Colorado. So, and at Bandimere, it's the place you do it at.

What will be your special memories of Thunder Mountain?

It's just special to race there with the moments of sportsman success, then stepping to Top Fuel and going second in 2022 and getting on the pole on Friday of '23, that was special.

I wanted to put a tribute you know

Watch Greg Carrillo's tribute to Thunder Mountain by scanning here.

on my car for John and the family and kind of everybody you know so people could see what it really meant for us there. It's the most beautiful track on the circuit. There's never going to be anything better than that.

What's your message to the Bandimere Family?

Thank you because, just like us racers, we bleed blood, sweat and tears into our race cars, but let me tell you something, that's all I seen out of all of the Bandimere family and people that work there. I mean, they worked tirelessly, they didn't do it for the money. They did it for the love of the sport.



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LOOKING BACK



ON 65 YEARS



Racing Superheroes

Sporty Bandimere discusses the memories and the family created by Thunder Mountain.

By Sporty Bandimere (As read during the 2023 Celebration of Champions Banquet)

I heard a song and I wanted to share just a few of the lines from that song with you and the title to the song is "Counting My Blessings."

"God I'm still counting my blessings, all that you've done in my life, the more I look in the details, the more of your goodness I find. Father on this side of Heaven, I know that I'll run out of time, but I will keep counting my blessings knowing that I can't count that high."

This reminded me of why we started the Clint Parker Superman Award, Clint was a blessing and a gift that God shared with us for 24 years. His attitude, passion, humor, generosity, and integrity gave us the opportunity to give out this special award 18 times prior to this year to others that exemplify those same characteristics. What a blessing each year to know that we have so many candidates that embody this award.

It's not if we have a worthy recipient, but how do we narrow it down to just one. Reminding us of how blessed we are to have so many great people as part of our racing family. This year has been an emotional year on the mountain, and along with the Parker's, Debbie and Cody, we thought it fitting that the mountain be the recipient of this year's Clint Parker Superman Award. The mountain is where we raced, but

more importantly, it is where we have been blessed.

Blessed to race, blessed to build friendships, blessed to have engagements, marriages, celebrations of life, and birthdays. Blessed to raise our families. And blessed to share the gospel and the gift of God's salvation.

The mountain will always be a special place, but the mountain is just dirt. What makes the mountain is the people, and that's all of you. Tonight, with gratitude and love, we want you to know how blessed we are. For all of you as racers, crews, fans, staff, and sponsors, together we are the mountain, and wherever God leads us, it's all of you that will make it special. Please allow us as a family to give all of you a round of applause to thank you for being part of the mountain.

65 years is an amazing run under any standard and we are truly thankful, but you don't make it 65 years without having great leadership. What many of you don't realize is that there's two people that are supposed to be retired and yet both work countless hours supporting the business, taking on jobs and providing encouragement and wisdom that allows the rest of us to do what we do.

MorMor (Lorraine Bandimere) you raised us, not only did you raise us, but you helped raise our kids so that we could go to the track and that we could work to be part of the family business. You ran concessions, you did hospitality events, you've worked Competitive Threads folding numerous t-shirts, you've counted... and counted... and counted Race to Read prizes, and most of all you let Dad come out to the track





and play with us. We are greatly grateful.

Dad (John Bandimere Jr,) you've taken your vision that your father (John Bandimere Sr.) had and took it to a whole new level. I am positive that Grandpa's looking down and is so proud of you, and what you've accomplished. Your passion for the sport, your passion for people and your passion for Jesus Christ is a legend all on its own and we are so

thankful. The tireless commitment to the business and sacrifices and leadership that you've given us is what has made Bandimere Speedway.

The amount of work that the two of you have done in the past years and continue to do, not just for us, but the racing community is beyond words. We want you to know that the two of you are our Superwoman and Superman, and as a family we love you and thank you for everything that you've done and continue to do.

of all, that you know how much you are appreciated and how much you are loved by all of us, so thank you.

To receive one of these decals and keychains, please visit the Bandimere office before May 31st to pick up your decal and keychain, while supplies last.



Fans during our time off will receive a decal and a key chain that are part of the Clint Parker Superman Award because again, you are all a part of that award. We hope that you'll put those decals in a place that reminds you of the Mountain, reminds you of the experiences and of the blessings that we have been so privileged to be able to be a part of, and most



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LIFETIME OF MEMORIES IN THE SPORT OF DRAG RACING

How the track has evolved over sixty-five years of operation and the memories that will last a lifetime.

By John Bandimere Jr. (As read during the 2023 Celebration of Champions Banquet)

I normally don't have my bride next to me when I get a chance to talk, so this is awesome. I can tell you right now that she is going to be saying "stand up straight, keep your shoulders up".

You know, tonight it is a privilege, and I hope you don't mind, we put some thoughts together, Lorraine and I, and then we had the kids help us and I might read a little bit of it, but I thought tonight was fitting that we would talk about some memories. I know that a lot of people enjoy the stories and so I thought we would just share a few and so, it's a privilege for us to share some memories of some things that happened during the 65 years on the mountain.

Lorraine and I compiled these with the help from Tami, Johnna and Sparty and we hope that you will

enjoy just this little, short trip down memory lane. When we first started and we drove to the racetrack, Morrison Road was gravel, dirt road. It had several little bends in it between Alameda and the racetrack, and I don't think there's very many in the room that remember that. There might be a few but uh, it was quite, I guess you might say, adventure to drive there. The track was first called The Safety Proving Grounds of America, you've heard that many times.

The name was bigger than the track when you get right down to it, ok. There was really no restricted area when we first started, and I know that there's a few that are here today that would spend time with our kids and they would sit on a big rock that was along the pro return road.

The return road that you see today

that goes in front of the grandstands, that used to have another little area of where there was an area that could start top fuel cars, other cars way down there, it was kind of cut back into the mountain, anyway, it had a great big rock there and our kids would sit on that rock and watch the races. Probably wouldn't be able to do that today. The first events that we ran, there was just four of us that actually ran the race. The burnout area, which I think, kind of interesting was two 55-gallon drums of water with plastic milk jugs to spread the water.

At that time we had no running water, and at this time, we still have no running water 65 years later and that was kind of the way it worked. Fortunately, Larry put some lines underneath there so we have water out on the starting line now.

Daily life in 1958 when Bandimere Speedway first opened for business

- The average cost of a new house was \$12,750
- Minimum wage was \$1.00
- Gallon of gas cost .25
- Eggs cost 32-cents per dozen
- The microchip is developed and marketed in the US by Intel.

- Toyota begins selling cars in the USA.
- Pizza Hut opens for business in Wichita, Kansas.
- NASA is created.
- The Ford Thunderbird outsells the Corvette and takes home the prestigious Car of the Year award from Motortrend.

- Bandimere Speedway opens for business, 30-years prior to the installation of C470.
- The HulaHoop is created.



VHT was applied with a weed sprayer and we would go about 100 feet and that was our track prep. Now I know the Crispe boys are here and we think about what we spend, I think we went through 100 drums of VHT this year if we went through one, but you could imagine the cars just kind of pulling that VHT down the race track, that was the track prep.

Communication between the starting line and the tower, typically Larry or Sporty on the starting line, but that was a rotary phone. How many know what a rotary phone is? Not very many people, but it was really hard to hear on a telephone, it was unbelievable. So, they developed signs like oil, time trial, you know all these different things that they would go back and forth. The track offices originally were at our parts location on 1212 W. Cedar and also at our home.

The first concession stand and souvenir location was what we call today, Building number 1, that's the one right behind the tower and that was the only building that was by the race track. The popular concession item, believe it or not was a Butcher Boy BBQ beef sandwich. It



came in a kind of a special container and I think, I can't even begin to tell you how many of those containers we washed because Lorraine would never throw anything away and so we would take those home and wash them and we would recycle them. Our kids would take a cooler with 8-10 hot dogs at a time from the main location to other concession areas. Not very efficient, but it worked, and it was very exhausting experience. Lorraine brought all the water for the concessions from home in 5-gallon Jersey cans and took all the dirty dishes back home to clean them for the next weekend.

Our Chevrolet suburban was totally

loaded coming and going, trust me. The pit area was on the lower level. How many of you remember that? Good, there's quite a few here. When we got ready to start racing, we had to go out and round up our 7 horses that we had on the property and clean up all the messes before we could race. There were many nights, now again, there's some older folks here that can remember this, but the younger folks need to understand, there were many nights we had to stop racing just to get the deer off the racetrack. We had so many deer that would come down and it was amazing.

Our restrooms were steel barrel buildings, and they were painted like oil cans. Toilet paper was phone book pages. Trust me, I'm telling you the truth, ok. We did not always run races, but we had \$1 grudge runs. The kids would take the money and if we took in \$100, we thought we had a great event. I mean, that's a true story.

The timeslip building was operated by our kids and our other family member kids and also some kids, the Vandeventer girl, worked down there I know. Anyway, we always





had to go down and remove all the mice before the kids would go in. They didn't want to be there with the mice, I don't know why. But anyway, we had several families of mice down there. Anyway, all the timeslips were handwritten on business size cards. Any of you still have any of those? There's a couple of hands.

Information was transmitted from the tower to the E.T. booth by a closed circuit T.V. We had a actual cable that ran all the way from the tower to the E.T. booth and they would sit inside this building with a little T.V. and they could see the clocks with a camera that was on and they would know to write down the left and the right lane and it was quite a process. But the kids notes to the racers, they started writing notes to the racers and that really helped them with the boredom that they had down there at the track. I

never will forget, my brother is here tonight, and his son worked down there and it was so funny because I think it was him that spit through the hole where the E.T. slips came out they would give him such a hard time for that. They would always do something with each other to mess that up.

Every one of the races were recorded by hand, there were two girls that sat in the tower, one was the left lane, the other was the right lane and they wrote down all the time slips, everything that there was, and the points were calculated after the event was over off of log sheets. Sometimes it would take almost a week or 10 days before you even knew what the points were. A lot of people like Wamboldt though, he knew how to figure it all out, so he knew exactly where he was right away. There was a gentleman by the name of Dave Ford who helped

us with our clocks and he was the builder of the first ever reaction timer.

We charged the racers \$5 to add the reaction time to their time slip, and you would be surprised how many people paid for that. It was a big hit at the time and I just want you all to remember a perfect light is .500. It's not .000, ok, remember that alright. The computer today has programmed to make it .000. Just got to get that correct.

We used our personal vehicles, think about this, in parade fashion to dry the track after a rainstorm. That was the only way we had. We raced many nights, honestly until the sun came up in the morning. I wonder what that would be like if we did that now, oh my goodness. It was a good thing we had the suburban because our kids could sleep on the way home. The Village Inn





on I-70 and Kipling and Coco's on 6th and Kipling were the go to spots for breakfast on the way home, and trust me, it was full of racers every time we'd leave. How many of you remember that by the way?

I know the Greeley guys remember that because Kamada, Pam and Bruce, they were the instigators of breakfast all the time. If it was a hard rain, we had to deal with the mud that came from the parking area. And a lot of people, how many of you remember that mud that would come down? I'll tell you what, it would come down, and it was such a mess, I can't even begin to say, my back is still bad today from shoveling that mud off of the racetrack.

The first hospitality suite was on the second floor of the spark plug tower. The outside stairs were fire escape stairs from a school in Sugar City, Colorado, that's where my dad owned property with his family years ago. They still have some family down there today. But they were scary. Those same stairs are now in the office to access the basement to go from the office down into the basement.

Inside the tower, the stairs wrapped

around a center pole, you know how sometimes to save space they'll put stairs around a pole and you can just go right straight up, kind of like a firehouse type thing. Anyway, if you didn't watch yourself real close, you could knock yourself out by hitting your head on the cement as you are going up through this hole. Anyway, the thing the kids remembered more than I did, is that my dad had an electrical short in the basement of that tower and he was not thinking and he grabbed the main conduit, and when he grabbed it, it started to electrocute him and he couldn't let go. And fortunately, Tommy Bricker who worked for him was there and took a broom, pushed him away from the deal and knocked him loose and kept him from being electrocuted. I think we would have lost my dad at that point in time if it wouldn't have been the case.

Now Johnna and Larry had become sweet on each other, and she had her girlfriends come out to meet him, thought this would be a real fun time right. Not sure what happened but he missed one of the steps in the tower and he fell right in front of all of them. He sure knew how to make an impression on her friends. He'll never live that one down. They wanted me to tell you about an incident that happened with the wheel chair. I uh, saw a guy struggling, so I went over and I grabbed the wheel chair and I grabbed it and said, I was helping him, you know how the staging lanes go down, well you come down like that and so I was helping him and I thought he was in total control and I let go. And that guy started to pick up speed and I was running after him and I couldn't catch him and he ran into a fence and fell out of his chair. Fortunately, he wasn't hurt and we were able to laugh about it but my kids will never



forget that, I'm telling you.

The first real grandstands that were ever at the racetrack are the ones that are on the East side of the race-track right now. When they were delivered, only Lorraine and I were available to unload them. They were heavy. Not the kind of work a woman should do, what a great partner I have. You can't imagine how hard that was for her to do.

The wind damage we've all endured over the years are memories that all of us will never forget, but those very same grandstands blew over on to the racetrack like a corkscrew and made the front page of the Rocky Mountain News, blew them right out onto the track. The most memorable was my mom and dad's and brother's home, they had a motorhome that they lived in at the racetrack by the main office and

they came back to the racetrack after the big wind storm and there was no more, just the frame of the motorhome was there. I think they found the bathtub and sink and stuff in Morrison. It was amazing and so we've definitely all experienced that. I think the wind we had where the sign blew over into the Swartwood's rig was probably just about as dangerous as anything we ever had. As most of you know, I have a special relationship with John Force.

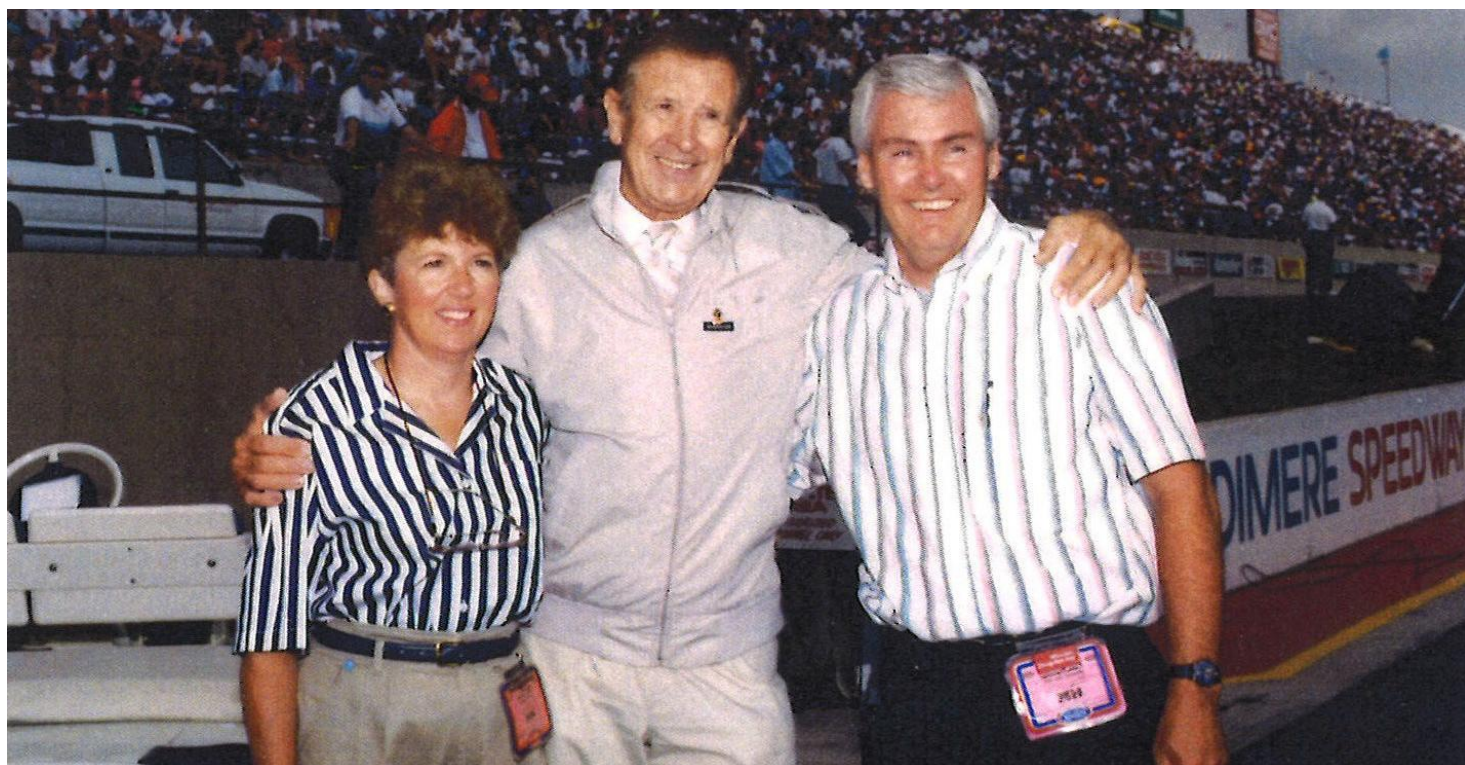
A lot of people don't realize that I booked him in many times to run, he was on fire every run that he ever made. And this one time I booked in his Uncle Louie and him. Louie was a wheel stander, had a wheel stander. Anyway, they had no money and they had no place to stay, so they came and slept in our basement and that was kind of the beginning of a relationship that I had with

John.

I introduced him to Linda Tigmeyer who ran Wendy's at that point in time, that was his first sponsorship and then I introduced him later on to Bob Harmson and he got a sponsorship with Jolly Rancher so, that's kind of how that relationship started. A lot of people are not aware of that, it's not a big deal, but I'll tell you what, he never had much money at the very beginning. His name John Brute Force is earned, and every run that he ran, he was on fire, every one.

All of these and many more memories come to mind, but the best memory that we have is you, and the relationships that we built over 65 years. I know we've already talked about that just a few minutes ago but you know something, racecars and racetracks come and go, but





Lorraine Bandimere (left,) poses with husband John Bandimere Jr. (right,) and Wally Parks in the early 1990's during the Mile-High Nationals.

relationships last forever. I hope you remember that. Many times, you have heard me say how important it is to have a personal relationship with the Lord, it is important. I wish I could make that decision for you, but I can't, because it tells us in the good book, it says no one can come to me unless the Father who sent me draws them. And you know, I'm convinced in my heart that during this 65th year we've gone through, there have been a lot of emotion, and without a question I know that the Spirit has drawn a lot of you towards Him.

I really enjoyed Blake Johnson's comment, his Lord and Savior. Do you know what that means? It means that that boy is on his way to Heaven. He doesn't have to worry about whether he wins races or not, that's the most important part of life.

In Romans 8:39 it says neither height or depth or anything else in all creation will be able to separate us from the love of God that is in

Christ Jesus our Lord. My prayer is that none of you miss developing a personal relationship with Him. Trust me, I can't do it for you, but I can certainly plant seeds and I can tell you about it.

We are all feeling mixed emotions about the closing of Thunder Mountain and all of us are praying for a new place to continue the racing relationship that we have developed. We want to be where the Lord wants us, so continue to pray with us that His will will be done. I know that you'd like me to tell you that there's something special and there is some special things that are on the horizon, I can just say that. I'm not sure how they're all going to work out. I would like to say, before I say anything else here and we are done,

I would like to say a big thank you to Sporty, Debbie and Ronnie, Brianna and Johnna, Larry, Tami and the staff, everybody for putting this evening together. You have no

idea what it takes to do this. I mean I have watched them do it, they just make it beautiful and memorable don't they? Give them a hand, would you.

Let me end with something that Johnna gave to me just before ya'll started coming tonight. Here's to the months that turned into years, with friends that turned into family. I want to say it to you again, listen to it close. Here's to the months that turned into years, with friends that turned into family. We do consider you family, I don't know if you consider us family but we do you. Thank you so much, we love you all.



PAVING THE WAY FOR SPEED



Bandimere Speedway's long history spans over six decades and has gone through transformations that altered the history of racing in Colorado and drag racing forever.

1957: John Bandimere, Sr., with help from Jefferson County Commissioners, locate the parcel of land that would soon become the "Safety Proving Grounds of America" – a performance park and education center. Building permit is issued.

1958: John Bandimere, Sr. breaks ground on his project. His vision of this property included an oval track, drag strip, garages to teach youth about automotive repair and performance, and high-altitude testing facility for Detroit manufacturer's. An "SPGA Lifetime Membership" is offered, allowing access for testing for \$75.

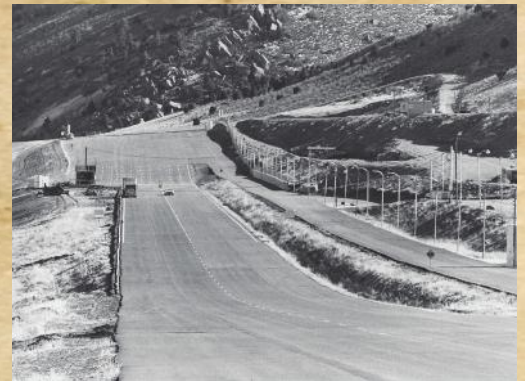
BANDIMERE SPEEDWAY OPENS FOR BUSINESS IN 1958.



John Bandimere Sr. and staff building the iconic and original first spark plug tower that would stand for nearly 30 years before renovations.



"SPGA" or the Safety Proving Grounds of America is established on the side of Rooney Road in the Rooney Valley.



One of the earliest known photos of the facility completed and ready for drag racing.

For a long time Bandimere Speedway never functioned on Sunday's.

Bandimere forced to hold first Sunday program ever

Bandimere Speedway will run its first-ever Sunday drag racing program in its 16-year history this weekend as Saturday's races have been postponed one day due to weather.

Also, instead of races being run in the evening as scheduled, gates will open Sunday at 9 a.m. with eliminations starting at 2 p.m.

Ever since owner John Bandimere Sr. opened the Morrison strip in 1963 he has insisted, because of religious beliefs, that there be no racing on Sunday. But as the track's reputation grew and larger events attracting competitors from all over the country were booked, Bandimere conceded at least the possibility of a change.

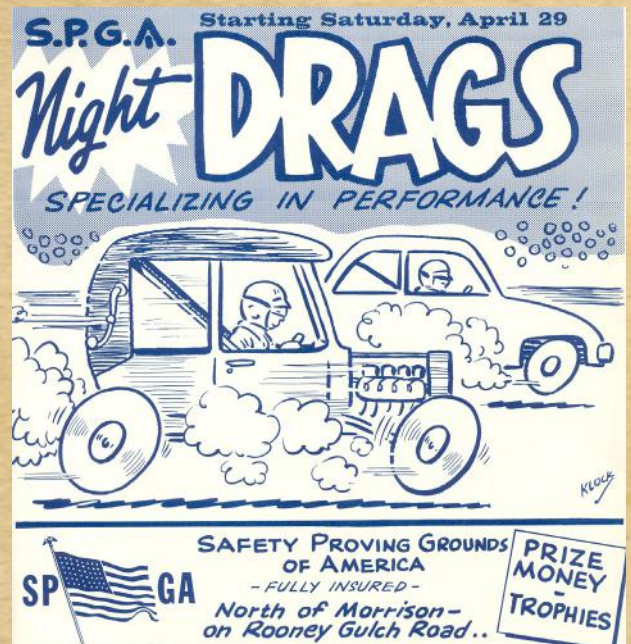
In an interview at the start of this season he said he was prepared to run a Sunday race, but only as a rain date, so as not to hurt drivers who came a long way to race in Denver only to have an event cancelled.

The cancellation altogether of Saturday's program would have caused just such a problem. Fred Goeske, the Chicago owner of two rocket cars scheduled for an exhibition at Bandimere, came all the way, even towing in one rocket that was partially wrecked in a recent crash.

A track spokesman said Friday that even though the facility might be dry by Saturday, expected cold weather might be hard on spectators.

Held to this on religious beliefs, the track began a routine Sunday program in the mid-1980's understanding that staying open for Sunday was becoming a must for attendance and to operate the business successfully.

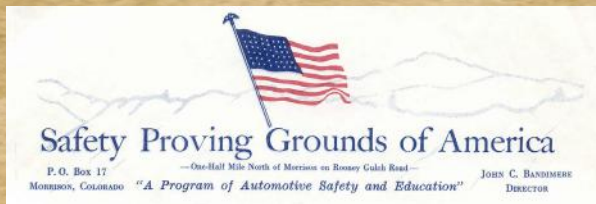
On-site Chapel was added and more programs like the Racers for Christ program began to introduce people to the ways of faith.



An original flyer from the "S.P.G.A. Night Drags"



The 50's and 60's The beginning



An original letterhead for "SPGA"

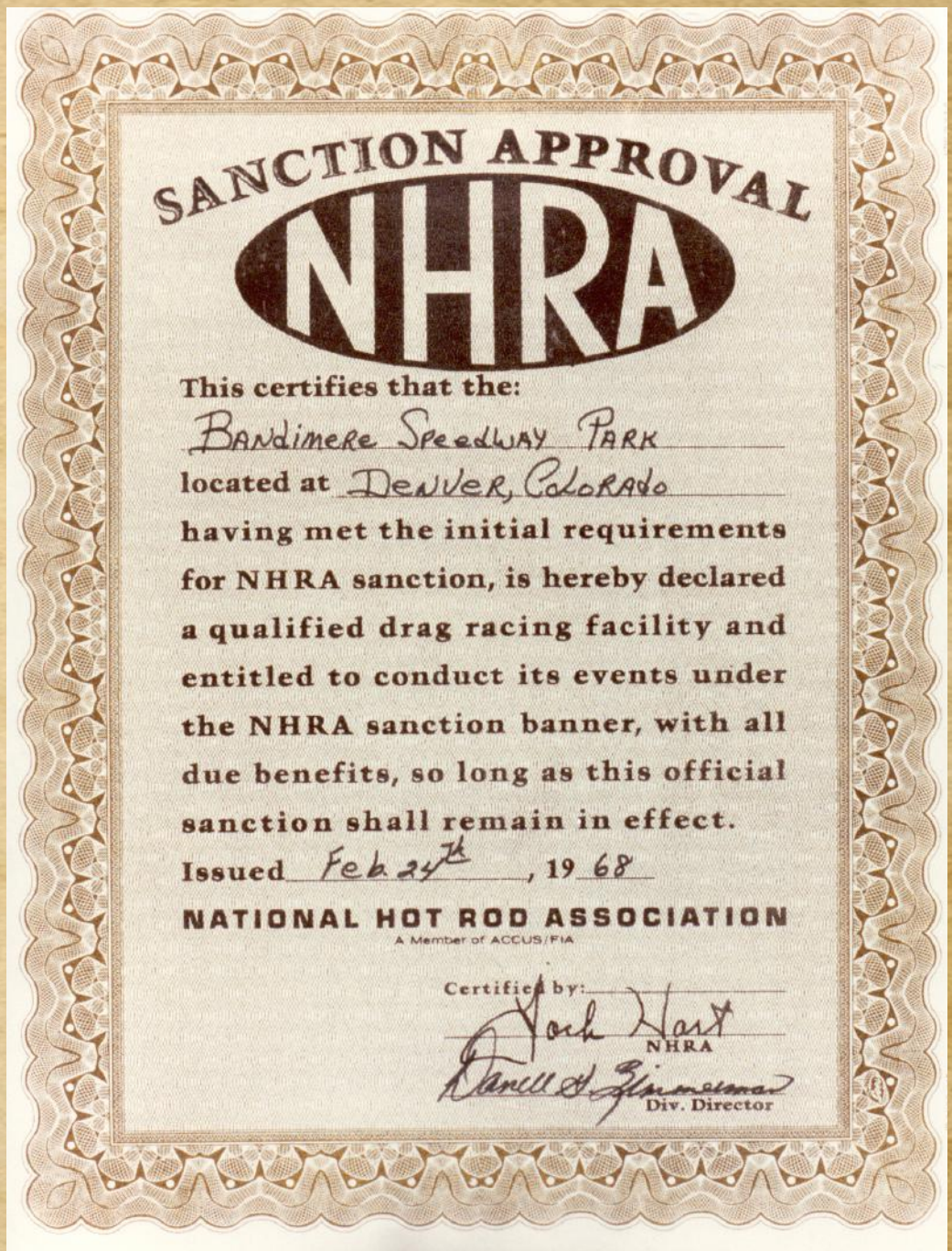


Different styles of logos are utilized throughout the 60's including the two (above and below) that feature the original red, white and blue stylization and the original "Bandimere Speedway Park" theme.



Designed by "Mike the Mad." Helmet guy is introduced as a mascot for Bandimere Speedway.

1968: Bandimere Speedway receives sanctioning from the National Hot Rod Association.



The 70's The decade of growth

The decade that brought bracket racing and muscle cars to the spotlight at the drag strip, the sales of these V8 beasts in the late 60's and into the 70's would pave the way for drag racing popularity.

While many models of race cars you see today were only considered economy cars back in the 70's like the Dodge Dart or the Chevrolet Nova, plenty of power would erupt

and take over the strip of Bandimere Speedway. As John Bandimere Jr. took over a more dedicated role in the race track operations, events and their consistency and quantity grew significantly. The 70's would also be a decade where NHRA drag racing was introduced to Colorado as the late-70's saw the Sportsnationals eventually become the event beloved today that you know it as the Mile-High Nationals. These events bring

the professional categories and fans from across the globe to the epicenter for drag racing for one weekend of nitro burning fun.

Two original events are still active to this day, the High School Drags and High-Altitude Bracketnationals, debuted in 1973.

National DRAGSTER July 23, 1976

Renck Nabs Pro Comp Honors At Bandimere

By Steve Ciancio


BANDIMERE SPEEDWAY, Morrison, Colo. — Ed Renck has Pro Comp in Colorado by the throat, as he won the second race of the Colorado Pro Comp Championship Series here at Bandimere. This was Renck's second Pro Comp Series win, after winning the series opener May 9 in his hometown of Pueblo.

The balance of the field never got within a good light, or three tenths of a second from Renck as he blasted to the final round Low E.T. of the Meet at 7.35.

Renck's domination really began in qualifying, where his 7.49 put him in the number one spot. Denny Lucas, from Montrose, Colo., was second at 7.74, and Brian Raymer had the number three spot with a 7.75.

Following the AA/DA's, in number four position, was Dallas Schneider's BB/FC Chevy-powered Monza at 7.86, and Californian James Rasmussen's Chevy AA/DA picked up fifth with a 7.94. Gary Shane (Guess & Shane AA/DA) trailed at 9.32, and Glen Rowe's front-motored dragster along with Peggy Pierce's BB/FC Vega rounded out the field.

Renck got the ball rolling in round one with a hole-shot win



BANDIMERE SPEEDWAY, Morrison, Colo. — Ed Renck's Pueblo, Colorado-based AA/Dragster Alcohol entry scored its second straight win in the Colorado Pro Comp Series at Bandimere Speedway, as a final round meet's best of 7.35, 186.33 tied in Denny Lucas' AA/DA effort of 7.82 seconds. Photo by Steve Ciancio

Colorado Motorsports Hall of Fame driver Ed Renck is featured in National Dragster for the category of "Pro Comp" ran throughout the 70's and in it's first full year, contained six categories: AA/Dragster, A/Fuel Dragster, B/Fuel Dragster, BB/Funny Car, A/Funny Car and AA/Altered.

1977: John Bandimere, Jr. takes a more active role in management of the track. Larger and more frequent events are necessary to keep track open. Bandimere Speedway hosted the NHRA Sports Nationals. This is the first NHRA national event in Colorado.



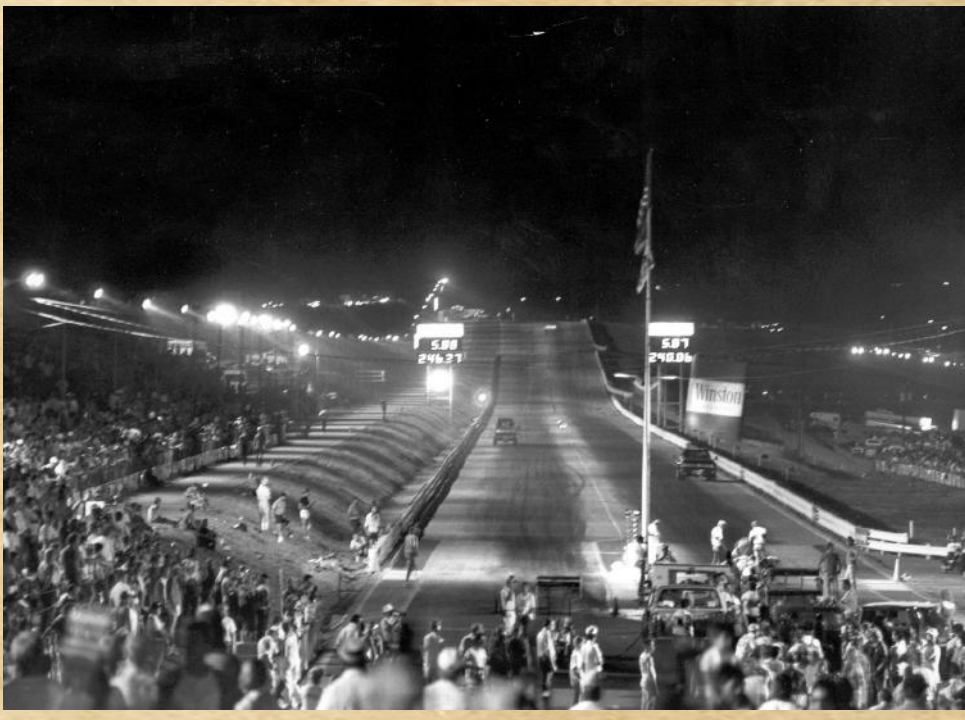
Known as some of the most back-breaking work of their lives as a truckload of grandstands arrived needing immediate unload, John Bandimere Jr. and Lorraine Bandimere unload the entire set of east grandstands in the early 1970's. These grandstands are the same grandstands that were sold out for the 2023 edition of the Dodge Power Brokers Mile-High Nationals.



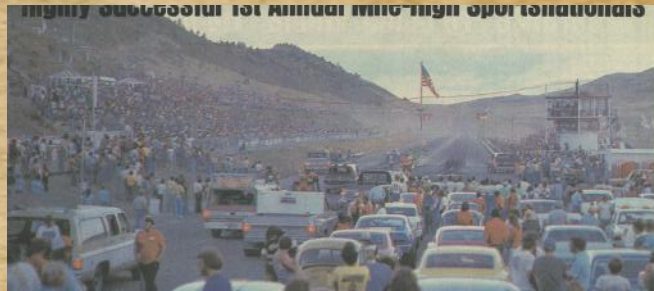


At it's beginning the state of the art "Spark Plug Tower" was introduced to the racing community with a balloon release in the 1970's.

Bandimere Speedway begins record-keeping of points champions in 1978 for bracket racing categories, including that same year where Joe Blackburn and Dwayne Scheitlin score track champions in Pro E.T. and Sportsman.



The Sportsnationals would quickly become the NHRA Mile-High Sportsnationals and shortly after, the NHRA Mile-High Nationals in the late-70's and officially marks the first time professional categories compete for points at Bandimere Speedway.



MILE-HIGH SPORTSNATIONALS - Denver, Colorado - NHRA and Bandimere Speedway combined all the right ingredients this past weekend, and the result was a slightly successful recipe concocted for the first annual Mile-High Sportsnationals. High-caliber NHRA-style bracket racing with an on-air lights Saturday night finish, had an enthusiastic throng of "Mile-High" spectators on the edge of their seats cheering for more. It was the "shot in the arm" the doctor prescribed for the first NHRA night, little was left to be said except "Super."

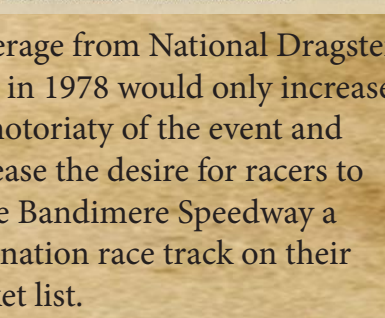


MILE-HIGH SPORTSNATIONALS - Bear Barrilleaux was all smiles after winning his first NHRA "Oscar," as the Beaumont, Texas 80 Modified Compact Pro won today's Modified Eliminator from start-to-finish. event Super Stock racing; and young Steve Hahn bagging a fine Stock title.

NATIONAL DRAGSTER Vol. XIX No. 24 \$1.00 Drag Racing's Leading News Publication September 8, 1978

when Dale Armstrong was a truly spectacular AA/DAT driver all the way, with Severance's Fordor Chevy raising over Armstrong's close 7.81, 138.56 mph runner-up effort with his Donovan-powered entry.

COMPETITION - Mesquite, Texas' Bobby Cross, wheeling the Cross & Corrine C/E/Oscar Dragster, picked up where he left off at the NHRA Sportsnationals and was annexed his second 78 Comp. Eliminator "Oscar." Bobby was the class of the 16-car field, qualifying with 11.11 under 9.24 and running 9.36, 9.35, 9.18 and finally a meet's best of 9.17, 163.18 in the final round to trip fellow Texan Randy Pumphrey and his B/E/Oscar Dragster from Lubbeck. Randy gave it his best, producing a fine 9.27 under 9.13, 159.01 mph in a losing cause.



MILE-HIGH SPORTSNATIONALS - Mesquite, Texas' Bobby Cross and the Cross & Corrine C/E/Oscar Dragster totally dominated Competition Eliminator of the first annual Mile-High Sportsnationals, in winning his second straight NHRA national event title of 78, Bobby posted strong 10.19 under the ambush corrected index.

PRO COMP - Being the premier category, the Pro Comp Eliminator racers lined up to their hot lighting and then some. The Bandimere track record was bettered dozens of times, and Prineville, Oregon's Joey Severance finally laid to rest with a historic 5.98, 138.87 mph final round winning effort over the NHRA national event title.

MARCH MEET GETS RAIN - POSTPONED TO MARCH 24-26 - The 1978 NHRA national event at the Motor City Raceway in Detroit, Michigan, scheduled for March 24-26, has been postponed to March 24-26 due to rain. The event will now be held at the Motor City Raceway in Detroit, Michigan, from March 24-26, 1978.

Coverage from National Dragster back in 1978 would only increase the notoriety of the event and increase the desire for racers to make Bandimere Speedway a destination race track on their bucket list.

Farid Farkoul's B/EA Nabs Englishtown Title - Farid Farkoul, a driver from Englishtown, New Jersey, won the B/EA title at the Englishtown race track. He drove a modified car and won the race with a time of 5.99 seconds and a speed of 246.37 mph.

NATIONAL DRAGSTER - A leading drag racing publication, National Dragster, covers the sport of drag racing. It features news, results, and commentary on various drag racing events and categories.

NHRA Adds All-Sportsman Event - Mile-High Sportsnationals! - The NHRA has announced the addition of a new event, the Mile-High Sportsnationals, to its calendar. This event will feature a variety of drag racing categories and is scheduled to take place at Bandimere Speedway.

March Meet Gets Rain - Postponed to March 24-26 - The 1978 NHRA national event at the Motor City Raceway in Detroit, Michigan, scheduled for March 24-26, has been postponed to March 24-26 due to rain. The event will now be held at the Motor City Raceway in Detroit, Michigan, from March 24-26, 1978.

The 80's

Decade of Transformation

One of the most important decades in Bandimere Speedway's history was the 1980's. Necessary upgrades to meet the standards of NHRA and national event host tracks, John Bandimere Jr. pushes for significant upgrades and in the late 80's executes a multi-million dollar renovation to add a full-fledge suite and tower for hospitality, new grandstands on the west side for fans as well as track upgrades to eventually

host and service some of the largest drag racing events in motorsports history. Compulink, the standard for all drag racing timing systems is developed and utilized for the first time ever by John Bandimere Jr., local racer Bob Brockmeyer and facility operations Larry Crispe. Bandimere Speedway would finish the decade with the beginning of a partnership that still stands today as the "Mopar Parts Mile-High

Nationals" would debut under the newly renovated venue in 1989. The partnership between Mopar and the Bandimere Family has spanned over 35 years, making it the longest sponsored event by a single company in all of motorsports.



Those caught up with Bandimere Speedway history know that the windstorm in the late 80's was one of the worst ever seen on the mountain. With a massive renovation to deal with, Bandimere crews saw gusts so strong that they twisted the east side grandstands like a pretzel! Some photos illustrate just how bad the damage was.



In 1989, Bob Glidden won his 6th of his seven Mile-High National wins in Pro Stock. All of Glidden's first six Mile-High National wins would come in the 1980 decade, representing the most pro wins in a single decade in Bandimere Speedway history.



As the late-80's renovations began the 1988 Mile-High Nationals had to be put on hold as the facility underwent a multi-million dollar renovation to ensure quality racing another 35 years.

Bandimere Speedway bids farewell to the original spark plug tower as the multi-million dollar renovations replace the tower with the larger corporate suite tower seen today.

John Bandimere, Sr. inducted into the Colorado Motorsports Hall of Fame in 1980.



Racing continued even through the construction of the new tower. Racers would continue down the staging lanes to be accompanied by cranes and a frame



during the late 1980's as the tower was being built. The tower was finished in the build of 1989 and would soon be joined by the "TEC" or "Top Eliminator Club" in 1994.

1986

Bandimere Speedway mourns the loss of founder, John Bandimere Sr. who passes away at the age of 78



Bandimere Speedway is pictured from above prior to C470 being put in in the late 1980's. (photo above)



Construction crews mill into the mountain what eventually would become the West-side grandstands. In one of the most unique venue construction projects, the mountain is used as a natural slope to house what would be the seating for a 23,500 capacity.

Bandimere Speedway becomes the first track to ever run "Super Comp," in 1985, an indexed, heads-up class at an NHRA national event.



The 90's Decade of Speed

Oops, we did it again was not only a hit song but it was the theme on the track as records fell left and right throughout the decade. Earlier in the decade, Lori Johns would become the "First in the fours" at Thunder Mountain and later in the decade, Thunder Mountain and it's fans were treated to the first-ever 300+ mph pass by John Force.

In 1991, Lori Johns runs a 4.991 during Friday-night qualifying at the Mopar Mile-High Nationals to become the first "4-second" driver on Thunder Mountain.



It's beach day at Bandimere! Volleyball is trackside for Truck Fest in 1991 providing one of the more unique locations to ever bump, set and spike!

The facility would undergo more upgrades in the mid-90's as the Top Eliminator Club was added and more track related upgrades were put in to cater to the growing popularity of not only bracket racing but the desire for nitro at the NHRA National event held every year to kick-off the Western Swing at Bandimere Speedway.



Bandimere Speedway races trucks! Well, trucks of a different kind. Back in the early 90's, Monster Trucks would put on a show on the track. Safe to say, it would beat up on the track a little more than our staff would've ideally liked and made for quite the clean up!



John Bandimere Jr. takes a ride on the Budweiser Clydesdales Wagon ahead of the 1998 Mopar Parts Mile High Nationals.



The second major renovation to the facility comes in 1994. The "Top Eliminator Club" is added. 752 seats and 43' x 150' covered pavilion provide one of the best experiences for a drag racing fan in the world.





Bandimere Speedway was constantly in attendance at local shows, car events and vehicle themed functions as staff grew and the need for assistance at all positions at the drag strip increased as the demand for racing did.



Bandimere Speedway celebrates its 40th Anniversary in 1998. The specialized logo commemorates the year placed on merchandise and print.

In 1998, John Force runs 301.70 mph during Friday night qualifying of the Mopar Mile-High Nationals to become the first 300mph driver on Thunder Mountain.

The famed Hurst "Hemi Under Glass" performed at Bandimere Speedway as a crowd favorite. Driven by Bob Riggle after his return to racing in 1992, the 1968 Plymouth Barracuda would serve as one of the most iconic cars in wheelstanding history covering the 1/4 mile on the rear tires in 10-seconds.



2000's

It may be hard to call the 2000's the decade of pioneering considering so much of the track was pioneered every decade, however, maybe no more than the 2000's.

In the late 2000's, the implementation of the underground cooling system to keep the track cool during the hot summer months, one in particular July for obvious reasons, was installed. A unique,

2006: Bandimere Speedway becomes the first national event track in the country to institute a full digital ticketing system. This system would soon become the norm at most racing events, football events and other such large venue events.



An ad showcasing the 10th anniversary of the Mopar Big Block Party, which begun in 2001. The party was unique to Golden and known as the kick-off to the Mile High's and always a fan favorite prior to watching the pros take over Thunder Mountain each year.

Decade of Pioneering

one-of-a-kind system to efficiently drop the temperature allowing for nitro cars to grab traction better and for a better show overall for fans throughout the years. Just like a radiator cools your car, or a swamp cooler cools your house, water runs throughout the system chilling the track as it flows. The track also saw the creation of the Nitro Knockouts, a program created solely for females that would introduce them to racing

and prove that it isn't just a 'good ole boys' club anymore! Bandimere Speedway also became the first national event track in the country to institute a full digital ticketing system, once considered a wild idea, now the norm at any large event or venue. It was the decade where it became a full 1320 concrete facility and where the speedway celebrated it's 50th Anniversary.



2003 represented the 45th Anniversary for Bandimere Speedway. The commemorative logo above was utilized in print, merchandise and more to celebrate the landmark year.

In 2003, Bandimere Speedway pairs with the Colorado State Patrol for the Wednesday Night "Take it to the Track" test nights. One of the most unique partnerships in all of motorsports where fans can race law enforcement safely and legally. This weekly event has been featured worldwide by media outlets as an example of bringing law enforcement and society together for safe and fast fun.

Special events surrounded the 50th Anniversary theme, and the PINKS: All Out television show filmed at Bandimere for the first time.



Now Top Fuel and Mile High Nationals Champion Leah Pruett once drove Jr. Dragsters including in 2003 when Pruett and her all-female team won the team championship at the Western Conference Finals in Denver.





Nitro Knockouts is created as an all-female group of racers who gather multiple times per year on and off the track. The Nitro Knockouts remain a strong collaboration of females today and memberships have grown to nearly 1,000 ladies racing worldwide.



Division 5 Hall of Fame Elections

2001
Darrel and Polly Zimmerman
Vern Moats
Dick Wasinger
R.C. Williams
Ray Motes
Dennis Lucas
Tom Hoover



2008 represented the 50th Anniversary for Bandimere Speedway. The commemorative logo above was utilized in print, merchandise and more to celebrate the landmark year. The 50th Anniversary season also was the debut of an all-concrete racing surface, newly paved shut down areas, a brand new Musco lighting system and the first ever efficient track cooling system placed in the launch pad. Photos below illustrate it's complex nature and acting as a cooling system for hot events in the summer helping the professional race cars. Bandimere Speedway would see several track records broken by nitro cars during the Mile-High Nationals.

2002
Judy Lilly
Mike Troxel
Don Cain
John Pusch
John Bandimere Sr.

2003
John Wiebe
Lorin Downing
Brian and Vern Raymer

2004
Wayne McMurtry
Norwin Palmer

2005
Mark Williams
Kenneth Arnold

2006
Jim Lutz
Roger Guzman
Rob Williams

2007
John Abbott
Myron And Sarah Byers

2008
Ken Murray
Dick Wells

2009
Richard Charbonneau
John Hagen



2010's

Decade of Surgence

The new decade brought a surge of attendance from both a bracket racer and fan standpoint. After significant upgrades in previous years, Bandimere Speedway would set the standard for what an elite bracket race and fan experience would feel like in Colorado. From nitro cars running 330mph to fans packing the stands for new styles of racing. No stone was left unturned as Street Outlaws began to receive worldwide

attention, roll racing hit popularity, Pro Modified would explode onto the scene and yes, Bandimere Speedway even featured racing in reverse.

Bandimere Speedway would continue efforts to put together the best experience possible for nitro fuel teams as the operations team extended the cooling system underneath the facility and the Mile-High

Nationals became the first ever NHRA event telecast live on Fox in 2016. Playing off the momentum laid in the 2000's, the decade would feature successful national, divisional and regional events around the country and lay the foundational thought for many who never been that Bandimere Speedway was a destination facility and a must-attend at some point in their lives.



Bandimere Speedway's bracket racing program grows to over 1,700+ registered racers, one of the largest in the country featuring 30-full points categories, large events and bracket programs spanning over the entire season where points are accrued and season championships are awarded. (*above*)

In 2019, for his years of service and dedication to the motorsports industry, John Bandimere Jr. is inducted into the Colorado Motorsports Hall of Fame.



Bandimere Speedway awards the "Johnny" trophy to season track champions for the first time for the 60th Anniversary season.



In 2014, Larry Crispe and crew extend the cooling system under the concrete track to nearly 300' down track. This same year, seven of eight NHRA professional records fell during the Mopar Mile-High NHRA Nationals at Bandimere Speedway.

The Mopar Mile-High NHRA Nationals in 2016 becomes the first NHRA event telecast live to a national audience on Fox network television in 2016. The new dynamic introduces a new way for consumers to feel even closer to the sport.



Division 5 Hall of Fame Elections

2010

Jerry Haas

2011

Duwayne Engness

2012

Joe & Jeff Cunningham

2013

Deloy Naeb

2014

Junior Kaiser

2015

Al Corda

2016

Jim Hughes

2017

John Bandimere Jr

2018

Elroy Adams
Bob Struksnes



DRAG RACING

Bandimere cruises into national spotlight

Mile-High Nationals to be featured in first-ever live NHRA broadcast

In 2013, Bandimere Speedway celebrates it's 55th Anniversary with a specialized logo utilized on trophies, print, merchandise and more. This anniversary also represents 25 years of the Mopar partnership surrounding the Mopar Mile-High Nationals as well as John Bandimere's 75th birthday.



Present Closing this Chapter of 65 Years of Speed

Change is never easy and often met with sadness. Spending 65 years in anything is, quite frankly, an amazing achievement. As evolution of our landscape changes, the evolution of the track is necessary to survive and Thunder Mountain unfortunately cannot provide this. With space limitations, urban sprawl approaching and a lack of sewer or water (yes, this facility functioned

for 65 years without running water...) Change becomes reality when John Bandimere Jr. reveals that the family is ready to 'Surrender the Mountain' and seek operation in a new home. But like Bandimere Speedway's hallowed grounds it sits on now, it's always been the people

who have made the facility such an amazing place to be. It's the people who will make the new home just as great. With plans to continue the legacy of racing in Colorado, Bandimere Speedway closes this chapter at Thunder Mountain, but the book still has many more pages left.



Bandimere Speedway wins back-to-back Division 5 ET Final Team Champions. In 2022 and again in 2023 (pictured below.) Additionally, Team Bandimere also wins the Jr. Dragster Racing League Western Conference Finals Team Championship (above)

Surrender the Mountain. John Bandimere Jr. reveals 2023 will be the final year on Thunder Mountain with the families intentions to build a new facility elsewhere in Colorado. The announcement comes just before the beginning of the 65th Anniversary season for Bandimere Speedway.



Bandimere Speedway releases the commemorative 65th Anniversary season logo. Utilized on memorabilia, promotion and digital. The logo would come to be utilized for the final season as well for racing at Thunder Mountain as the Bandimere Family begins the transition to a new home to better serve the growing mass of racing fans in the Rocky Mountain region.



Bandimere Speedway highlights its 65th anniversary with a speciality coffee from Daredevil Coffee, detail spray from Adam's Polishes and bottle of bourbon from Breckenridge Distillery.



The Dodge Power Brokers Mile-High NHRA Nationals in 2023 represents the final Mile-High Nationals on Thunder Mountain. It is an unprecedented packed house and a sold-out seating all three days for the first time in event history.

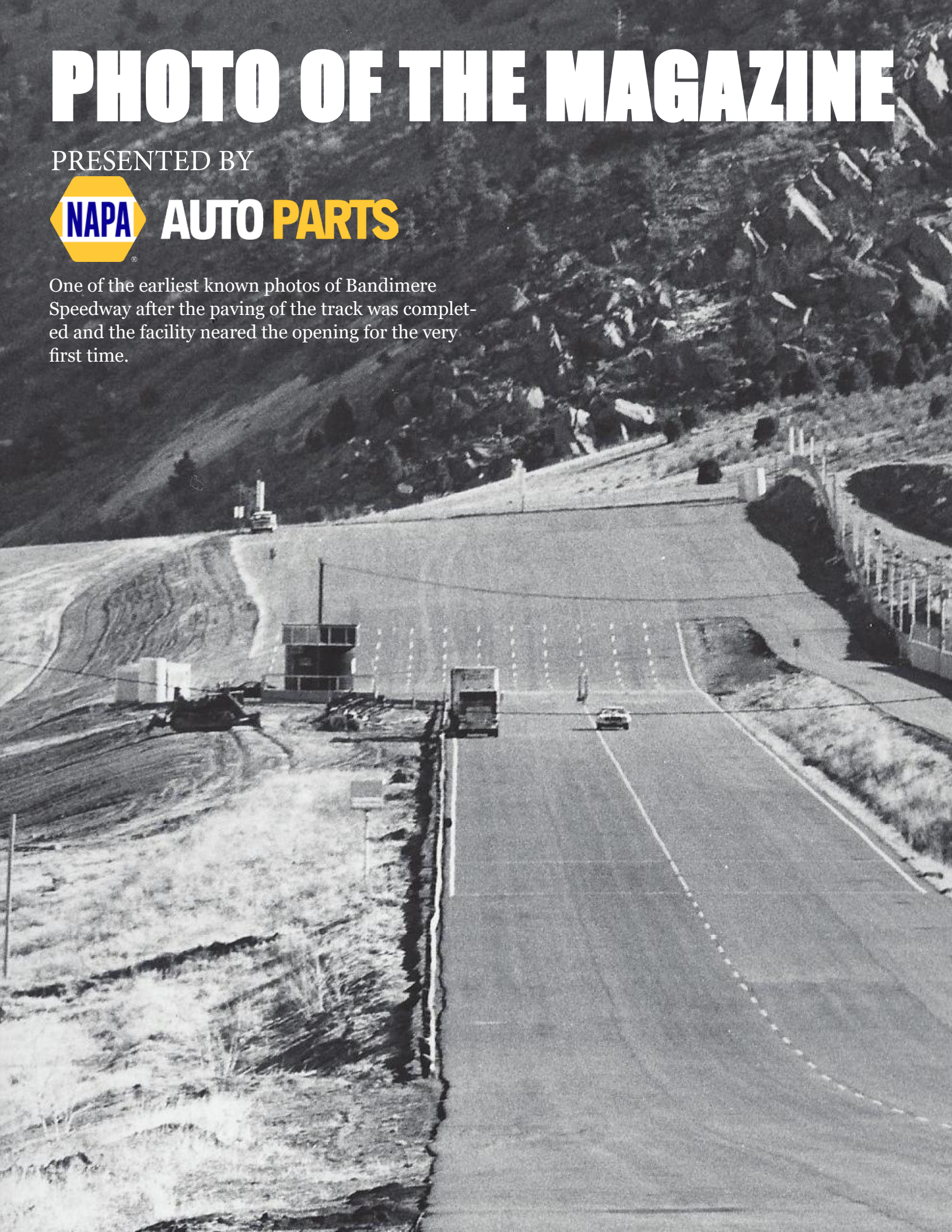


PHOTO OF THE MAGAZINE

PRESENTED BY



One of the earliest known photos of Bandimere Speedway after the paving of the track was completed and the facility neared the opening for the very first time.





Q&A

With Chris Andrews
Andrews Racing Transmissions

ANDREWS
RACING TRANSMISSIONS

WWW.ANDREWSRACINGTRANS.COM



Low gear sets for the 727:

Do I need a low gear set if I am racing or street driving my 727 transmission?

The answer 9 times out of 10 is yes. Especially at this elevation. Generally, cars up here need MORE (numerically higher) gear ratio, both in the transmission and differential to get moving quicker. The quicker you get the car moving the quicker you get to the finish line. A heavier (over 3000 lbs) lower powered car (under 700hp) that is leaving the starting line via footbrake (not trans-brake) will see lower 60 ft. times, and in turn lower ET's with the addition of the low gear set for the 727. Trans-brake cars may not benefit as much with the addition of the low gear set. Footbrake car gains with a low gear set can be up to one tenth to 60 foot and typically up to two tenths in ET.

ANDREWS
RACING TRANSMISSIONS

WWW.ANDREWSRACINGTRANS.COM

Billet Drums for the 727:

Do I need billet drums if I am racing my 727?

The answer is YES, you need billet drums when racing your 727. There is an explosion hazard with the factory powder forged drum IF you have a sprag/over-running clutch failure. There is more info on our YouTube page about the billet steel drum. Search for 'andrewsracingtrans'. E-mail or call if you need more information on this very important topic.

Billet Aluminum vs. Billet Steel Planetaries for the 727

In stock form the cast aluminum front planetary can strip the splines out. More so with trans-brake equipped transmissions. Generally, we recommend billet steel planetaries with trans-brake transmissions, and billet aluminum planetaries with footbrake transmissions.



SCAN FOR
WEBSITE

Needle Bearings vs. Thrust Washers:

When do I need to upgrade to rollerized geartrain for the 727?

Generally we recommend needle bearing geartrain at about the 700hp mark and above. You may not see a considerable difference in ET on your time slip, but you won't have the heavy wear and debris in the pan from thrust washers. Higher HP drag race combos will burn the thrust washers—more so the front planetary. Needle bearings behind the planetaries, between the shafts and sun shell free up internal transmission drag.



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RACING TRANSMISSIONS

Billet Steel vs. Billet Aluminum 3rd Gear Drums for the 727:

We only recommend billet aluminum drums for the 727 or 904 IF you are racing in the NHRA classes Stock, Super Stock, or Competition Eliminator, where you are going for maximum Horsepower and the lowest ET. The aluminum drums require more frequent freshen ups, and fluid changes. The aluminum drums will also contaminate the fluid quicker. We use billet steel drums in all our 727 bracket racing transmissions. Freshen up intervals with our footbrake transmissions can be anywhere from 1000-1500 runs and 500-1000 runs with our trans-brake transmissions depending on the racer's maintenance program.



OFFSEASON TRANSMISSION TIPS

When is a drag racing freshen up needed?

Based on the racer's maintenance program or lack thereof. Typically, with good maintenance, our reverse manual footbrake transmissions will go 1000-1500 runs and our transbrake transmissions will go 500-1000 runs before needing a freshen up. Fluid and filter changes based on run intervals are recommended based on usage and the number of passes the racer makes. Communication can go a long way as to what is needed, or not at certain intervals.

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Nitro Knockouts will compete three times in 2024.

June 8th at Julesburg Dragstrip

Gates open at 7:00am. TT's at 9:00am



July 20th at Julesburg Dragstrip

Gates open at 7:00am. TT's at 9:00am



THIRD EVENT PENDING! STAY TUNED!

Queen Street: This class is for street vehicles. E.T. break of 14.00 and slower, no electronics, trans brakes, 2-step or slicks.

Hot Rod Diva's: Open to all cars with an E.T. break of 10.00 -13.99.

New for 2024, trans brakes or 2-step and slicks are permitted. No delay box.

Trophies to winner, runner-up and semi-finalists.

New for 2024: New for 2024 payouts! \$150 to win, \$75 to runner-up each category. You do need to register in order to collect points. Points will be awarded based on NHRA's sportsman points system. To register for points, contact Debbie: debbie@bandimere.com

Congratulations to 2023 *Champions*



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Queen Street: *Sheri Graham*



OFF TO THE RACES



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MEMORIES ON THE MOUNTAIN

Leah Pruett's career started in Junior Dragsters and it was Thunder Mountain that made a lasting impression on the Top Fuel Driver.

Growing up in Redlands, California, Leah Pruett and her family would head out to race tracks like Pomona Raceway, Rialto Raceway, Bakersfield and Lancaster just to name a few to go racing. However, Bandimere Speedway always had a mystic to it for the young lady as Bandimere played host to the yearly "Western Conference Finals," like a national event for Jr. Dragster drivers, an event that Pruett considered the Olympics of Jr. Dragsters.

"At 8 years old was about the first time that I heard of the nationals at Bandimere and there was nothing bigger in the world. It was the equivalent of going to the Olympics because you had to qualify to go to "the Bandimere Olympics," Pruett stated.

"Your entire racing season for six months was all about being number one or two in your age category so that you could go. It was basically your entire goal for the first half of the season and of course just getting there was one thing. We'd have fundraisers to help us with tow money to get there. I think we learned as a young child what it's

like to be member of a team and that all stems from what the Bandimere race was structured like."

Pruett was apart of the all-ladies team in her last season that won the team championship and with team spirit in the focus, Pruett's task was to graduate from Jr's and move on to bigger things in the future.

Who would have thought we would come out and have the success we did. The Rialto rats running around Bandimere, and we had a mascot too. I think there was so much synergy between us and as kids being able to live that dream. I don't think



if it wasn't for our national events being held at Bandimere and at the level that it was portrayed with the prestige and on tv, you wouldn't see these champions that you see today coming out of the juniors because that dream was realized at such a young age. It was something to be running at "the same level as the big guys" that really propelled a lot of our drive to become professionals and win championships."

Pruett says it was around 12-years





old where she knew, she'd come back someday in a much faster car. "By the time I started to attend Bandimere, I knew year after year,

"There was nothing bigger in the world. It was the equivalent of going to the Olympics because you had to qualify to go to "the Bandimere Olympics,"

Pruett on qualifying for the Western Conference Finals as a Jr. Dragster racer.

it was gonna be a very real desire of mine to be here someday in a much longer and much faster car."

The Mile-High Nationals have a long history at Bandimere at beginning careers and it can be said the same for Pruett, who says the life changing opportunity came around Mile-High Nationals week. "I was actually at home and I was changing the transmission in the car and I had a call from an 847 area code and I didn't answer it because I didn't recognize the phone number. The person left a voice message saying

'Leah... this is Don Schumacher, I would like to talk to you.' So I call back thinking that I'd been pranked, and I had not. It was indeed Don Schumacher and he was calling to invite me to meet him. I was recommended by Mike Lewis who is a former Division 7 director that was now Don Schumacher's Vice President and I was just flabbergasted."

"My first meet up with Don would be at Bandimere and that was an experience that there will never be another one like. I took my parents with me and experienced the entire event from the block party to all the hospitality that the event brings. I

LOOKING BACK



ON 65 YEARS





got to step into that and meet Gary Scelzi and I'll never forget the words that Scelzi said. We're standing by his funny car and says "the waters warm, step right on in" and like I didn't really know the analogy at the time but he was basically inviting me to come race with them. That was the first funny car I ever sat in in my life was Scelzi's at that race at Bandimere Speedway.

Pruett's career was a rocket ship at that point moving from the

"I remember asking 'hey do you think we can do a burnout?' I think it was Sporty who said 'heck ya! This ain't the Mile High Nationals for nothing!' I got to do a big long smoky burnout in the winners circle. There's never been a winners circle celebration that could top that."

Pruett on her 2018 Winner's Circle celebration at the Dodge Power Brokers Mile-High NHRA Nationals.

dream of racing fast cars as a junior dragster racer to actually being in that position. After stints in the mid-2010's with Dote Racing, Bob Vandegriff, Don Lagana and then eventually Schumacher, Prueitt almost tasted victory in 2017 leading to her special comeback and win in 2018 when she piloted the 1320' Dodge Angry Bee Top Fuel Dragster to the winner's circle.

"2017 was a taste of victory on the mountain and then in 2018 we

sealed the deal, and that's a moment that is so close to me because I was in my 1320 Angry Bee Dodge. It's like Denver just is the epitome of doing all the cool stuff. We started the weekend off doing some awesome media events and debuting Matt Hagan's new Funny Car body, and then of course we win that event and I think to myself this is insane.

I got out of the car after winning the event and we're live on camera and they want to put this medal around you and interview you and I just dropped to the ground and kept my helmet on because I didn't want to take it off to have people see me crying. I had tears coming down, that was a really special moment.

Even the winners circle was a special experience for that event, we park the 1320 Dodge right in front of the dragster, did all the photos and



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then I remember asking 'hey do you think we can do a burnout?' and I think it was Sporty who said heck ya! This ain't the Mile High Nationals for nothing! I got to do a big long smoky burnout in the winners circle. There's never been a winners circle celebration that could top that."

Pruett's emotional and final return to Denver was one she wanted to savor and keep under the radar at the 2023 Dodge Power Brokers Mile-High NHRA Nationals as she took in the years of memories in the suite then celebrated with her team as teammate Hagan won in Funny Car.

"I pushed it off as much as I could, I was invited to spend time in the Mopar suite so I could have some moments to myself at the end of the raceday... You know there's some things you do in life and there's some things you don't and I decided not to dwell because I didn't want a sad memory to end it so instead I just took all the small moments of having these great conversations with lifetime fans and just made my weekend of memories. I celebrated that win with Matt which our team motto is 'one team all team' and that really felt like overall we ended with a win on the mountain."

One particular memory will forever stand out to not only Pruet but the entire family as the entire



Pruett family was in attendance for the final Mile-High's on Thunder Mountain and spent some time in a particular special spot on the mountain dating back to her racing beginning.

"My father passed away during Covid of 2020 and if it wasn't for him, I would've never been racing or racing at Bandimere, so Mom and my sister both came to the final race last year. My mom brought his ashes and we spread some along the side of the ravine of the track, specifically at about the 1000'ish mark because that's where we used to pit, as juniors. We'd park real, real early so we could be on the fence always have this special parking spot to us. So, that's where we spread some ashes and shared some memories...

when we say that Bandimere is engrained in our family, it really is."

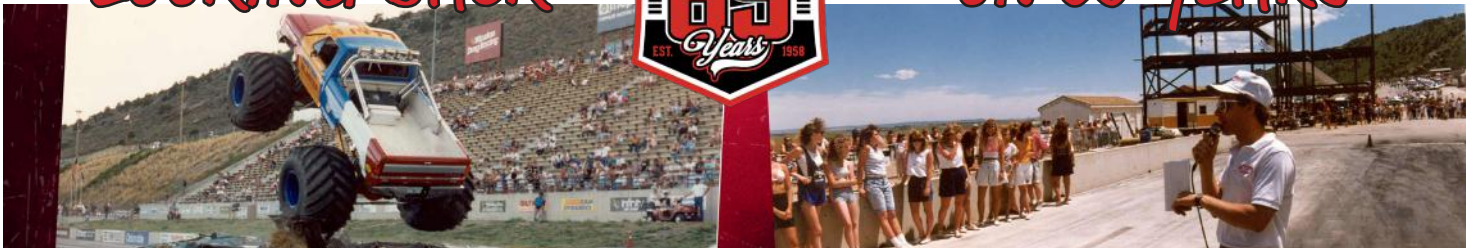
Pruett also took time to say one final thank you for all the years of racing on the mountain and the hard work and dedication that the staff and Bandimere family put in over the years.

"I don't think I have any better words except for thank you...for a lifetime of memories and being a perfect example of embracing racers, fans and partners in such a class act and championship caliber way that that will remain with me for the rest of my life. How I continue to conduct business and hold the golden standard, how Bandimere treated me is how I wish to echo that in the future."

LOOKING BACK



ON 65 YEARS







Glorifying God Through Racing

By Ken Webb

Just like the vision of John Bandimere Sr. to see a racing facility built in the Denver area and for that facility to glorify God, a few racers felt compelled to start a ministry to fill the gaps of not being at church on the weekends.

Racers for Christ got its start at a racetrack in California with a few folks wanting to see that the ministry of the church was fulfilled at motorsports events. Over 50 years later, the ministry has grown in significant size and impact.

For two decades, local chaplains have been an integral part of events at Bandimere, connecting with people, offering prayers, conducting chapel services, officiating weddings, and providing support at



countless funerals. Their commitment reflects an unwavering dedication to serve the racing community with honor and grace.

The bible in 1 Peter 4:8-11 says, "Above all, love each other deeply,

because love covers over a multitude of sins. Offer hospitality to one another without grumbling. Each of you should use whatever gift you have received to serve others, as faithful stewards of God's grace in its various forms". Maintaining constant love, being hospitable and serving one another are what we are called to do as chaplains with Racers For Christ.

Did you know?

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Some wise person once said, "Faith isn't just something you have; it's something you do." Racers for Christ embodies this ethos, living out the teachings of 1 Peter 4:8-11, which emphasizes deep love, hospitality without grumbling, and using one's gifts to serve others.

In the pursuit of maintaining constant love, extending hospitality,

and selflessly serving one another, Racers for Christ continues to be a beacon of faith in the motorsports world.

Each event becomes an opportunity to spread the message of love and grace, and the ministry counts it as a true honor to be an integral part of such a remarkable community.



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LOOKING BACK



ON 65 YEARS



TRACK RECORDS

Top Fuel

ET: Brittany Force 3.717 seconds July 16th, 2022
MPH: Brittany Force 337.33 mph July 15th, 2023
Wins in Denver: Joe Amato 6 (1987, 1989, 1990, 1991, 1999, 2000)

Funny Car

ET: Courtney Force 3.889 seconds July 21st, 2017
MPH: Tim Wilkerson 329.18 mph July 16th, 2022
Wins in Denver: John Force 8` (1994, 1995, 1996, 2001, 2003, 2011, 2016, 2018)

Pro Stock Car

ET: Allen Johnson 6.877 seconds July 24th, 2015
MPH: Shane Gray 201.01 mph July 24th, 2015
Wins in Denver: Bob Glidden and Allen Johnson (tied at 7)
Glidden: 1980, 1983, 1985, 1986, 1987, 1989, 1993.
Johnson: 2007, 2009, 2010, 2012, 2013, 2014, 2016.

Pro Stock Bike

ET: Hector Arana Jr. 7.047 seconds July 15th, 2023
MPH: Matt Smith 190.22 mph July 17th, 2022
Wins in Denver: Andrew Hines 5 (2006, 2010, 2014, 2016, 2019)

Top Alcohol Dragster

ET: Shawn Cowie 5.366 seconds June 18th, 2022
MPH: Shawn Cowie 269.08 mph June 18th, 2022

Top Alcohol Funny Car

ET: Doug Gordon 5.691 seconds June 17th, 2023
MPH: Annie Whiteley 260.01 mph June 15th, 2019

Jet Cars

ET: Chuck Haynes 5.483 seconds August 23rd, 2003
MPH: Chuck Haynes 294.80 mph August 23rd, 2003

LOOKING BACK



ON 65 YEARS

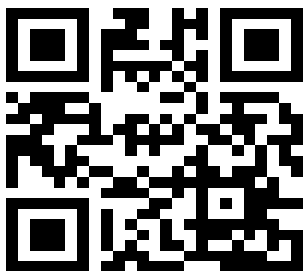




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- **You have to lock your car and remove every key from the vehicle, every time; but often times there is reason to do more to prevent auto theft.**

Our mission to reduce auto theft starts with every car being locked. Whether away from home or returning to it, locking your car and taking your keys is how we continue to reduce auto theft in Colorado. But factors such as vehicle age, vehicle theft rate, and physical location may increase chance of theft and call for additional security measures. If you are looking for other options like advanced system kill switches or physical immobilizers, we have the information for you and can share it with a phone call or email. We know that each person and each vehicle is different and has different needs, so let's have a conversation about what CATPA can do to help you achieve greater peace of mind by protecting your vehicle.

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THE HISTORY OF THE NITRO KNOCKOUTS

By Bri Bandimere Herman

The Nitro Knockouts were first established in 2010 with the goal to provide support, encouragement, and fun events for female racing fans. This was a year filled with new beginnings and the start of fun activities for the ladies group to be involved in both on and off the race track. Since the group's establishment, Nitro Knockout members have been very successful in creating exciting and unique ways to support the racing community. During the 2010 Mopar Mile-High Nationals, Debbie Bandimere and the Nitro Knockouts coordinated the very first track walk to happen at any racetrack. Not only did the walk give fans the opportunity to get an up-close look at the racing surface their favorite drivers would compete on, but it was also for a great cause. The Go Red for Women Track Walk was intended to bring awareness to heart disease and how it remains to be the number one killer of women. The NHRA liked this concept so much, they started doing track walks on Sundays at their events be-

How a ladies-only program changed bracket racing in Colorado and brought more females into the sport of racing



ginning in 2014. While the NHRA continued to conduct the track walks, it was decided that the Nitro Knockouts would find a new creative way to get involved with race fans during the Mile-High Nationals and also use that opportunity to bring awareness to another great cause or organization.

One of the most appreciated things the Nitro Knockouts started in 2010, was putting the Women's Only stickers on half of the track's porta potties. While this may seem like a small gesture, everyone enjoys a cleaner space to do their business, and this was a way to help ladies feel more comfortable using our provided facilities.

In 2015, the Celebrating First Responders Street Party began on Saturday night of the Mile-High Nationals after the final qualifying ses-

sion in the staging lanes. The Street Parties included 12-20 Nitro Knockout members and jet car dragster drivers bringing their racecars for a car show to sign autographs, live bands, the Bandimere and NHRA safety teams and a Flight for Life helicopter landing. This was a fun way for fans to avoid waiting in line leaving the parking lot at the conclusion of the event, and allowed them to chat with local racers where they



could ask questions and get to know what it's like racing on a sportsman level. We were even lucky to have a handful of NHRA Professional racers attend who are also members of the Nitro Knockouts including Erica and Courtney Enders, Angie Smith, Jasmine Salinas, Alexis DeJoria, Jenna (Haddock) Drake and many more. Although the Street Parties concluded after the 2019 event, the Nitro Knockout ladies are still more than willing to answer any questions that potential new racers may have, and even assist with mentor programs to get other gals involved in the Ladies Race Classes.

One of the most supported programs that the Nitro Knockouts coordinate throughout the year is the Burnout Breast Cancer Pink Saturday Breast Cancer awareness event in October. It started in 2010 during a Saturday Fall Series event where the entire track gets a "pink makeover". Staff members wear pink shirts for the day, flags throughout the track get swapped out for pink ones, towels, mops and other starting line materials are pink, and we even encourage all the racers and crew members to wear pink and decorate their pits in support of Breast Cancer Awareness. The awards handed out in each category at the end of the day are also pink. Those who participate in the Nitro Knockout classes that day are even given pink items distributed at the E.T. Booth during each round of competition. Pink Saturday has

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been a fun way to add a theme to race day and awareness to such a destructive disease.

With Thunder Mountain currently in a hold pattern for the 2024 season, this will be an opportunity for growth and expanding their reach in the racing community. Members of the Nitro Knockout are looking forward to sharing their love of motor-

sports and female comradery while visiting other tracks and events this summer.

Want more information about the Ladies Race Classes or how to become a member of the Nitro Knockouts? Visit www.bandimere.com/nitro-knockouts or reach out to debbie@bandimere.com

LOOKING BACK



ON 65 YEARS



QUARTER-MILE MEMORIES

Fans share memories of their time on Thunder Mountain, whether from the 65th Anniversary season or from one of the many years of memories made at a legendary location only described as “Thunder Mountain.”



My greatest memory of 2023 was helping my husband fulfill his dream of licensing at our home track in his Nostalgia Nitro Funny Car (Twisted Sister). He bought this car in June of 2023 and was able to complete all his passes before the end of the season. It's a family operation for our car. Twisted Sister is driven by my husband who is also in charge of tuning it and I do whatever else needs to be done and our three daughters help load and unload and do other things in the pit to make sure this car is ready to go down the track. My husband has been involved in funny car racing since he was 9-years-old with the late Jerry Green who originally owned Mile High Express.
- Jennifer Thomas



We were able to take our 10 year old daughter for the first time to the July 4th races and she had so much fun! We have always had fun when we go and are so excited we got to take her.
- Kali Williamson



During the Mike's Camera sessions, it was beyond cool to be able to take pics from trackside and the tower! To get so close to the action was amazing.
- Peter Vranesh



These photos show the first time that my brother, friends, and I had met John Bandimere (After probably 40 visits in 5 years). This is also the last visit we ever made it to the track before the end of Thunder Mountain. It was one of our best nights and one we will never forget. Thank you guys for all the memories.
- Schyler Nelson



Our fondest 2023 memory at Bandimere was Night of Fire and Thunder. It was our daughter's first and last time at the track. Bittersweet, but we are happy she at least got to go. She loved every minute of it, especially the jet cars! Our family loves racing and we will surely miss making memories at Bandimere. Thanks for everything!
- Rachel Renteria



On the way to the final of the Mile High Nationals just after the fourth round, my car didn't sound good getting back to the pits. I told Kelly and Kevin Moore I thought I had a problem. Within about a minute the Moore family and the Whitfield Family attacked my car. They diagnosed a loose rocker arm. Steve Whitfield told me to cool off and take care of myself and that they were on it. I made it back for the next round refreshed and in plenty of time to win. This is my view of drag racing in a nutshell. What great competitors coming together to help me. - Mark Price



I'm thankful my dad shared his love of NHRA with my sisters and I years ago and love that my boys now have the same passion and excitement.

I am forever grateful for the time we spent at Bandimere, creating unforgettable memories that will forever hold a special place in our hearts.

- Nikki Vasquez



I have lots of great memories and met great people at Bandimere. For a long time was the only woman to compete in the Street Bike class.

- Kim Beauchamp



My Bandimere memory this year relates to my desire to make a pass down the track ever since I was a kid. I decided to buy a ticket to the last test and tune to race my 1973 Ford F250 Highboy.

Worried that I was not going to be able to hit the track with some internal engine issues, two college buddies and I spent three-days removing my engine, doing a complete reseal, and sticking it back in. I made two passes that day, and both were under 20-seconds to my surprise! - Hunter Hinton



The most memorable moment was the last kiss on Thunder Mountain between Noah and John. The two of them have always had this incredible bond and love for one another. Of course we come away with years of precious memories shared between them, but that last one was a reminder we'll never be forgotten. Our racing family has cared about us more than anyone else ever has. Carrying a heavy wheelchair up flights of stairs to suites without a single complaint, providing wheelchair accessible carts, and making us feel like we were just like everyone else.

Noah also loved the hats Ronnie wore and hearing him through the speakers so much. He never failed to make him giggle in the suites with his fun voice and enthusiastic energy. Biggest hugs! Looking forward to a multitude of more memories at a future track. With love forever and always, Chris, Stacy, Noah & Luke Warden



Our starting line engagement during Jet Car Nationals fireworks show. - Julia Wankum



Clay has had NHRA wins before, but never at Bandimere...AND this was the first time that we (Clay's sisters) were with him for a win. Bandimere will forever be precious to us. We will NEVER, ever forget that day or that place!!! Thank you for everything!!! - Tracey Millican



I got my dream truck at 16, which is a 1995 Ford F150, and was lucky enough to race it at the last test and tune and my reaction time in my truck was a .001! At the drag strip I got to grow up at. I truly miss it and will cherish the memories forever!!

Another memory was when my grandpa (Jay Bicket) got to race for the top performers, and let me race his 1970 Dodge Dart the next season! My sister, mom and I all dressed up and went to support him at the race.

My entire family raced at Bandimere, and I got to teach many of my friends last season. Thank you Bandimere for all the memories!
- Rylee King



This place obviously holds so many memories. I had the honor to capture moments from many angles. I went as a supporter for family and friends plus made so many new friends. It's a family - plain and simple. I just picked up a camera in April of 2023 and since then have had the blessing to get better every weekend and preserve these memories in the best way I can. - Brandi



My favorite memory of all-time at Bandimere was racing with my high school at High School drags 2015. - Allison Zolman



My son Aiden winning back-to-back Western Conference Finals championships! - Eric Rizner



My dad raced his 57 Chevy Pro Mod for many years. I started Jr. Drags at 8 years old which led into me racing a Nova. After so much of my childhood at Bandimere, it was a second home to me. With all of the incredible memories of my family racing, to John Bandimere Sr. coming to our pits and praying with us before we raced, and the hundreds of amazing connections we made over the years, my absolute favorite was May 21, 2011. Bruce Kamada called me down to the starting line on Night of Fire and Thunder, it was my 20th birthday. My then boyfriend gave a speech in front of the 20,000 people and got down on one knee to propose to me on the starting line. That was the best proposal I could have ever asked for at a place that has meant so much to me most of my life. - Erika Gelwicks



My favorite memory of the 2023 season was the very last test and tune and doing my first burnout past the tree. I'll be able to look back and say my first burnout past the tree was on Thunder Mountain.
- Keith Horton



Donovan Martinez winning a Wally and his niece Jhene Martinez winning her Wally for Jr Dragsters in the same season! - Denice Sandoval



I've been bringing our daughter since she was five. It's a tradition I will miss sharing with her. God Bless and thanks for the years of memories we created at the track!
- Jason Daub



Fourth of July Jet Car nationals! My daughter absolutely loves racing and has a blast! - Dustin Giblin



Our most memorable moment from the 2023 season was bringing our daughter, Olivia, for the first time. She's been to the Pikes Peak Hill Climb for the last three years, but seeing the jet cars and fireworks were most exciting for her! She's a race car loving girl! :)



The first boat car to go down the track in history! - Rodz & Bodz



from Mile High Nationals. So glad (and sad) to be there for the last NHRA event. Hope you all find a new location soon! - Scott Mallory

Thank you for everything you do, Bandimere family. We can't wait to see what's next! - Shaylynn & Noah Jones



I will cherish and frame some of these moments of my family at Bandimere!! - Nathan Hurley



Final Mile High Nationals! - Robert Brancio



My dad's first time at Bandimere and more great memories with my wife and close friends
- Jim Anderson



Jet Car Nationals is always a great show!!! - Gerald Shelton



The Hansen Family at Rocky Mountain Race week 2.0. From Alberta Canada. A true family Vacation.
- Cali Stuart



My Dad and I used to come to Bandimere every Father's Day, and would talk about dreams of getting a dragster and being a Father-Daughter race team, with my anguish from my Mother. The last time we got to go was in 2011 before I moved to the east coast.

Sadly my Dad passed in 2019. So I was very grateful to be able to come back this year twice, but the one that really touched my heart was the Summit NHRA D5 West Conference Finals on June 24th. It meant everything to me to be able to see the young up and coming racers and their folks who cheered them on, all while getting one last chance to be with my Dad at the Bandimere Speedway he knew and loved.

I miss him more than I can ever possibly explain, and hope one day for Bandimere to reopen wherever it can better prosper so that I can continue to create these memories.
- Stacy Price



This was from the Mayhem on the Mountain race and a win for my son Blake! Rocky was there to share the winners circle! - Vicky Johnson



My dad and I thrashed for a month or so to get our cars ready for the Fun Ford event in July after we figured out it was going to be our last chance. Long time Bandimere spectators but it had been many years since either of us had put our own car down the race track.

We made the best memories that day with the whole family in the pits and plenty of trackside repairs. So sad that we won't have the opportunity to run at Bandimere again, but hopefully you guys get the new facility situation handled sooner than later. Thanks for all the great times you've provided us in the past!
- Adam Gillespie



I was able to join the fun at Jet Car Nationals in July in the Orange Z06 for Corvette Connection. Absolutely unforgettable and the view from the staging lane was something I will always remember! - Garrett Davis

WANT TO SUBMIT YOUR MEMORY?
If you would like to submit a photo and memory for future usage in a future fan guide, email: ronnie@bandimere.com



Myself, my Sweetheart, and our friends the Moore's at the FINAL Mile High Nationals, this was their first time to the track.
- Bill Duckworth



Lyle Greenberg in "Cone Hunter" Nitro Fuel Altered ran a 5.660 ET at Mayhem on the Mountain in August of 2023. This was the quickest quarter-mile fuel altered run of 2023 anywhere in the world. The 5.66 was also the quickest run by a fuel altered at Bandimere since Ron Fassl went 5.31 in his "big show" combination altered in 2005. - Lyle Greenberg. Photo: Pat Glenn



While I have MANY amazing memories at Bandimere, my favorite is being surrounded by friends and family and my love Joe DeSalvo proposed to me (Heather Haynes,) before heading down the lanes to run the Volcano jet dragster on July 4! We had met two years before at the same race!



Dad and I at the track! My Dad introduced me to drag racing really young at your facility and I was able to have four years with my daughter there also. It was thrilling to capture a moment on the track at the last Mile High Nationals! Sad to see you guys leave the mountain. - Ron Borden



I spent my whole life going to Bandimere to watch the Mile High nationals and family friends race with my father and older brother. I built this car over the last 5 years and thankfully was able to finish it and make my maiden voyage down the strip during its last year in operation. We all look forward to a new track and thank the Bandimere family for a great place to grow up at. - Taylor Woodard



Coming up from New Mexico and being able to meet new people that share a loveable bond of racing. Fun, laughs and good energy, I don't think any of us would trade one minute on Thunder Mountain, it'll be truly missed! My most fond memories on the Mountain, Street Outlaws No Prep Kings 2023 was the best time ever and getting to take the coolest selfie with Daddy Dave, getting my air filter cover signed and having a rod signed that I won from a contest he put on. I will forever cherish the amazing memories made on the Mountain. -Kayce Bustos



Caleb Dorn accepts his track Championship "Johnny" trophy with the man it is crafted after John Bandimere Jr.



Wanted to send in a photo of the 2023 season showing how it brought Bri Bergh's Grandma up to see her run and win the Mile High Nationals! Along with sharing the celebration with Mr. Bandimere himself! Thank you for hosting a safe and wonderful establishment for so many families! The memories will last a lifetime. - Terri Bergh



Jayla Mariano and 567 Racing's first event win in the U.S. Air Force JR Drag Racing League JD2 class at Bandimere Speedway.



Bandimere has always been home away from home. It has become our family gathering place as all of us kids have grown and gone. There's so many unforgettable memories on Thunder Mountain. It's my favorite place because I get to do what I love with the people I love!

LOOKING BACK



ON 65 YEARS



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Rocky Mountain Race Week

How an idea turned into a lifestyle and became one of Bandimere Speedway's most unique and challenging events

By Matt Frost, creator of Rocky Mountain Race Week

To understand how Rocky Mountain Race Week started, you have to understand my background and the connection to Bandimere. I'm 45-years-old and from a very young age my life has revolved around cars. I rode around in muscle cars in my car seat from a very young age and go back and forth to my Grandpas U-Wrench-It shop in his '65

GTO, my Dad's '67 Chevelle SS or my Uncles '70 El Camino to go help wrench in the garage.

My first experiences at Bandimere Speedway were walking through the aisles of the Coys swap meet far before I ever got to see the races at the track. Fast forward to my teenage years. I was going to the track with

my Uncle in his blown Camaro and cruising on Friday and Saturday nights. Picture two lane roads, 55 MPH speed limits and simpler times. As time went by things changed. Cruising was frowned upon, speed limits went up, two lane roads turned into major highways, small towns were bypassed, and technology took over. A few things remained the same.



Bandimere Speedway and cars were still common ground.

After doing Drag Week in 2014 I decided that we needed something similar out this way so in 2015, Rocky Mountain Rave Week was born.

Bandimere was the host track of the event and maybe 60 cars showed up for the 'drag and drive' event that included racing on the strip and driving on the street. This was a chance to bring back the daily driven race cars to the track, the two lane roads, small towns, ingenuity, critical thinking, and camaraderie among strangers.

The first year was a hit and a movement was started. Today, with events selling out in record times with 300 plus participants from all over the country and some from around the world...these car enthusiasts come each year to experience what once was normal life for a week. They get



to experience and be in awe of what an amazing facility in Bandimere Speedway that many of us have had as our home track our whole lives.

The track and mountain scenery have been a major highlight and attraction for the last 9 years of our event. The last few years we picked up the JR Street Program that Ban-

dimere piloted. This was a great way to bring even younger racers in and teach them what it is all about. With the help of the tracks that took a chance with me, Bandimere Speedway, Kearney Raceway Park, SRCA Drag Strip and Pueblo Motorsports Park, we tipped the scale and now these types of events are hot all over the country.



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LOOKING BACK



ON 65 YEARS



RECORD SETTER



Brittany Force lays down the quickest pass in Bandimere Speedway history on Saturday of the 2023 Dodge Power Brokers Mile High NHRA Nationals.

The wrecking ball in the sport of drag racing when it comes to destroying track records is Brittany Force and the 44th running of the Dodge Power Brokers Mile-High NHRA Nationals at Bandimere Speedway. The final running at this particularly famed location was also victim to Force's incredible knack of resetting records.

With David Grubnic at the helm of tuning, Force blew away the previous track record previously held by Steve Torrence.

It's a run that folks in attendance won't ever forget at the final running of the famed event to kick-off the Western Swing at Thunder Mountain.

"It takes all of us to set these records."

Brittany Force

Scan with your phone to watch the historic lap down Bandimere Speedway




MILE-HIGH NATIONALS MOMENT OF THE YEAR

John Force delivers passionate speech about Bandimere Speedway, the world changing and the mythical mystic of Thunder Mountain

It took less than 90-seconds to sum up what Thunder Mountain means to John Force and you would've thought he was speaking for hours, highlighting moments in time where blood, sweat and tears built a beautiful facility, from his beginning in racing that he describes himself as a 'joke' and so poor that he had to sleep in Bandimere's basement. It's all apart of a story unlike any other and Force summed it up in the only way he could. John Force-Like.

"Well it's Mount Rushmore!" exclaimed Force to the sold-out Saturday crowd at the Dodge Power Brokers Mile High NHRA Nationals, who watched on Sunoco vision as Force delivered the quote of the year.

"They built this in the side of a mountain, how do you do that? The Bandimere family, I sat on that hill in '79 with my Dad and Bandimere Sr., not the senior today, John, but his Dad. We love this place ... At the end of the day, this place is important to us. I understand how the world changes, but look, we packed them in here and I know the world's changing and everyone needs room and they're building homes but this place is something special. This is God's gift. This is mythical sh*t up here...I love racing and I love this hill and I want them all to know it." Force is the winningest pro driver in

"This place is something special. This is God's gift. This is mythical s^ht up here."  John Force on Thunder Mountain



Bandimere Speedway's history with eight Wally's, his first coming in 1994. The closest Funny Car driver has only half that, Robert Hight with four.

Force's history with Bandimere spans a full lifetime with countless stories that could - and maybe in the future will - fill a book.

Force's final Mile-High Nationals finished in the second-round when J.R. Todd simply beat him to the stripe but the memories of Thunder Mountain and the iconic location that helped raise Force to where he stands today - a titan of the industry and arguably the most recognizable name and face in the sport - will never go away, not in our minds and certainly not in his.



John Bandimere Jr. and John Force from 2000 during the Mopar Parts Mile-High Nationals.



"I love racing and I love this hill and I want them all to know it."



John Force on what makes Thunder Mountain special.



CHAMPIONS OF 2023



PRO E.T.



Kyle Cramsey

- 2nd: Chris Wells
- 3rd: Scott Czarnota
- 4th: Henry Sliwinski
- 5th: Zach Hicks
- 6th: Lucas Flansch

RUN TUFF



Steven Mang

- 2nd: Chris Mang
- 3rd: Frank Veloz
- 4th: Chantelle Griego
- 5th: Jason Hobbs
- 6th: Scott Czarnota

SUPER PRO



Blake Johnson

- 2nd: Gary Wamboldt
- 3rd: Fred Shaner
- 4th: Josh Herman
- 5th: Greg Christensen
- 6th: Triston Tennant*
- 6th: Ethan Conyers*



QUEEN STREET



Sheri Graham

HOT ROD DIVA'S



Pepper Baker



TOP STREET



Dominic Agazio

- 2nd: David Lawrence
- 3rd: Ed Holmes
- 4th: Jerry Muller*
- 4th: Ryan Perry*
- 6th: Frank Veloz

HOT ROD



Jerry Strahan

- 2nd: Robert Sheesley
- 3rd: Ronnie Kohrt
- 4th: J.R. Witchie
- 5th: Hannah Thurlow
- 6th: Logan Percival

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STICK SHIFT



Jeremia Stanton

- 2nd: Mike Kelly
- 3rd: Tony Hernandez



HIGH SCHOOL



Robby Swartwood

- 2nd: Taylor Jones
- 3rd: Andrew Whelchel
- 4th: Gabriella Niskanen
- 4th: John Serena*
- 4th: Cody Collins*

JR. STREET



John Beaprez

- 2nd: Cayden Babcock
- 3rd: Breyden Scholtz
- 4th: Maddox Woolverton
- 5th: Kaitlyn Gardalen
- 6th: Jacob Garcia

STREET BIKE



Rick Radd Jr.

- 2nd: Ron Roti
- 3rd: Ben Congdon
- 4th: Nicholas Kummert
- 5th: Charles Whitfield
- 6th: Alf Martinez

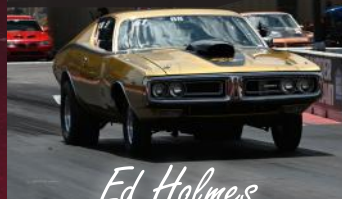
TROPHY/JACKPOT



Courtney Glover

- 2nd: Brent Stiffleair
- 3rd: Camron Thorpe
- 4th: Bernie Hund*
- 4th: Nate Larson*
- 4th: Scott Czarnota*
- 4th: Derrick Else*

STREET E.T.



Ed Holmes

- 2nd: John Fisher
- 3rd: Nate Larson
- 4th: Camron Thorpe
- 5th: Frank Veloz
- 6th: Charles Flores*
- 6th: Rich Thorpe*



KING STREET



Chris Wells

- 2nd: Ed Holmes
- 3rd: Steve Wolf
- 4th: John Crooks
- 5th: Ryan Perry*
- 5th: Ron & Rheanna Goscha*





PRO E.T.



Kyle Cramsey

- 2nd: Kelly Hockaday
- 3rd: Kyle Tripp

SENIOR



Wilby Webb

- 2nd: Larry Richardson*
- 2nd: David Carl*

SUPER PRO



Kyle Cramsey

- 2nd: Bri Bandimere Herman*
- 2nd: Dalton Allendorf*

TROPHY



Blaine Flanscha

- 2nd: Chris Davidson
- 3rd: Nate Larson



JD1



Kobi Mack

- 2nd: Alaurah Sweetman
- 3rd: Brenna Shannon
- 4th: Paige Gallegos
- 5th: Wyatt Gardalen
- 6th: Wyatt Epperson*
- 6th: Hunter Ramo*
- 6th: Edison Shoemaker*

JD2



Ryder Olson-Jarman

- 2nd: Aiden Rizner
- 3rd: Emma Lowry
- 4th: Jayla Mariano
- 5th: Rudy Sweetman
- 6th: James Brown*
- 6th: Kelsey Haase*

JD3



Lilly Strong

- 2nd: Isaak Stephenson
- 3rd: Audrey St. Clair
- 4th: Vinny Geonetta
- 5th: Logan Sweetman
- 6th: Stephanie McCulley



TITAN 16



Logan Sweetman

- 2nd: Amelia Cochran
- 3rd: Jordan Shuler



SUPER GAS



Kris Whitfield

- 2nd: Ray Schoneman
- 3rd: Morgan Minor

STOCK/SUPERSTOCK



Dwayne Scheitlin

- 2nd: Jim Beuthel*
- 2nd: Neal Rhodes*

SUPER ROD



Steven Mang

- 2nd: John Tripp
- 3rd: Jason Jeffery

SUPER STREET



Wayde Samuel

- 2nd: Jakob Beakley
- 3rd: Corey VanEaton

SUPER COMP



Blake Johnson

- 2nd: Alec and John Bianco
- 3rd: Kayleigh Hill



FAST 16



Tony Stark

- 2nd: Vicky Johnson
- 3rd: Bradley Johnson*
- 3rd: Betsy Peek*



QUICK 16



Gary Jackson

- 2nd: Valeen Jackson
- 3rd: David Scutt*
- 3rd: Bradley Johnson*



FINELINE



Blake Johnson

- 2nd: Peeps Pennington/
Sporty Bandimere
- 3rd: Chandler Thyssen



* represents tie



SIX SECONDS DERIC KRAMER



GET BIOFUEL™

Driver of the Get Biofuel Pro Stock Chevrolet Camaro drops exciting news and is readying the chamber for a 2024 Pro Stock World Championship run.

Congratulations on the team ownership! What changes moving forward if anything?

My Dad's stepping away, he was the general manager...Him stepping away gave me the opportunity to start a trial by fire by learning through the experiences I have on how to keep this going.

What did the Get Biofuel team learn the most about the 2023 season?

Validation. We had a long stretch of years of a new car. From the get-go, we were not making good runs...We couldn't figure out why.

We had electrical problems we didn't know of and kept chasing our tail. It was about Indy of 2022 where we finally determined the issue, got

it resolved and at that point things started to turn around. Validation was probably the biggest thing for us in 2023 and hoping to keep that into 2024.

How have you seen your driving improve over the years?

Honestly, I've noticed the opposite. We track everything. We can see that I've slowed down...There are a lot of studies on the brain and reaction-time.

My techniques are very simple, wake my mind up, wake my body up. To wake my body up, I need to get back into fencing weekly. I am big into historical sword-fighting. I was doing lunges off my clutch foot. I used to never miss practice, so that's something I got to get back

too. It showed for the first couple of years, I was right there with the field when I was in historical swordfighting constantly. So to do more squats and physical activities, sure. There's a lot of work done into how you sit in the car. It's definitely a feel thing and something I try to think about when I lay in bed at night.

Best moment at Bandimere Speedway?

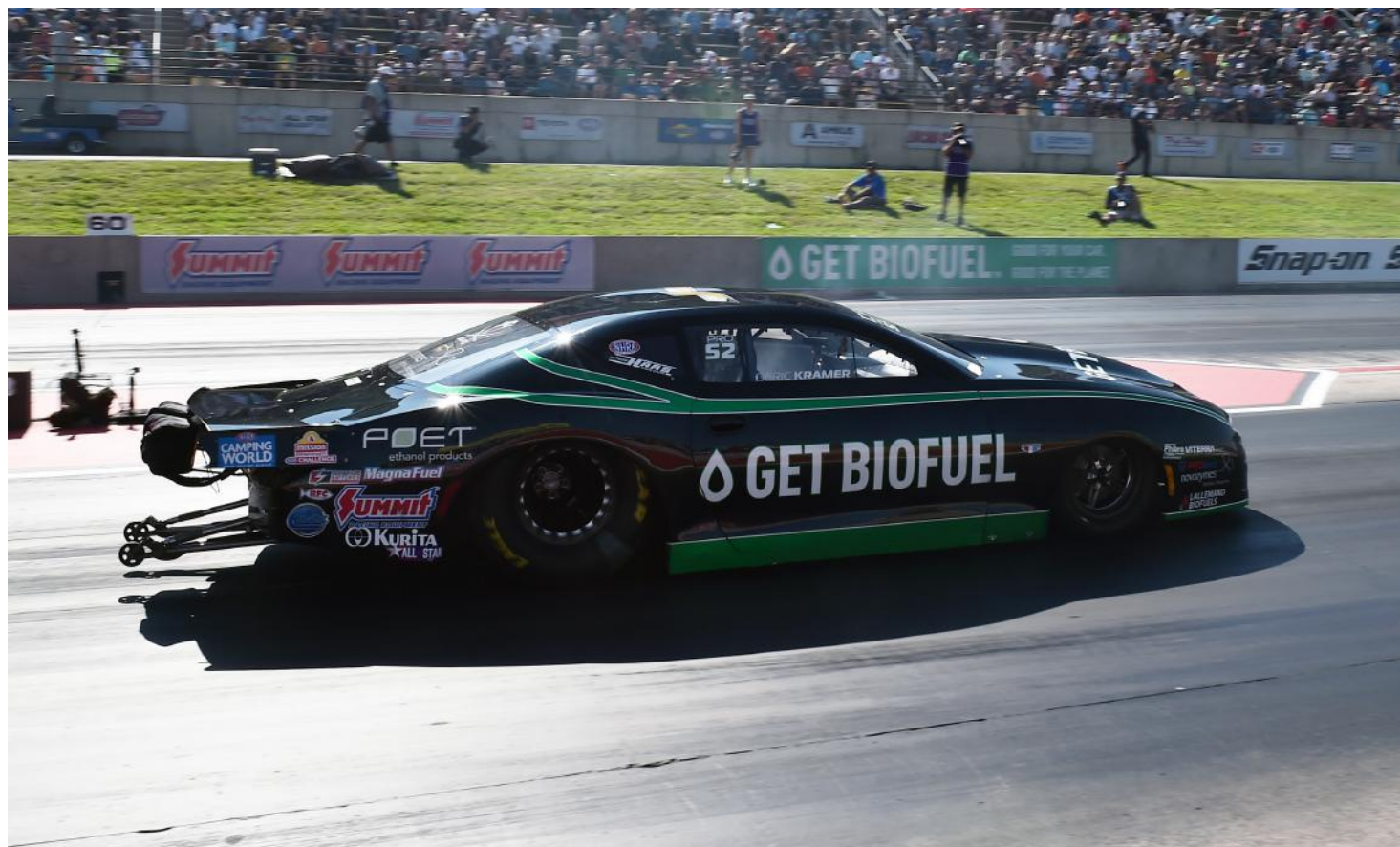
Oh gosh, from doubling up No. 1 qualifier from 2018 with my Father. He was No. 1 qualifier in Comp Eliminator and I was No. 1 qualifier in Pro Stock. Even before then, winning a weekend race in a Jr. Dragster. Hot lapping Jr. Dragsters, gosh, the amount of memories, there's no way I could pick just one.

You've called it your home track, Bandimere Speedway is moving away from Thunder Mountain. What does Bandimere Speedway mean to you?

Heartbreak currently. I thought I'd race there for another thirty-years, It's a blow for sure. I understand how businesses go that's just one that I thought would always be there. It's gonna be hard to drive that side of town for a while for sure.

How great is it to see large companies like Mission Foods push more chips into the middle and go-in on drag racing?

We were in a period through 2020 where there was a lot of retraction. People are wanting to get back outside. There's stuff outside that they actually like and enjoy. I think we are seeing the phsycological effects of being stuck inside for a year.



THE FINISH LINE

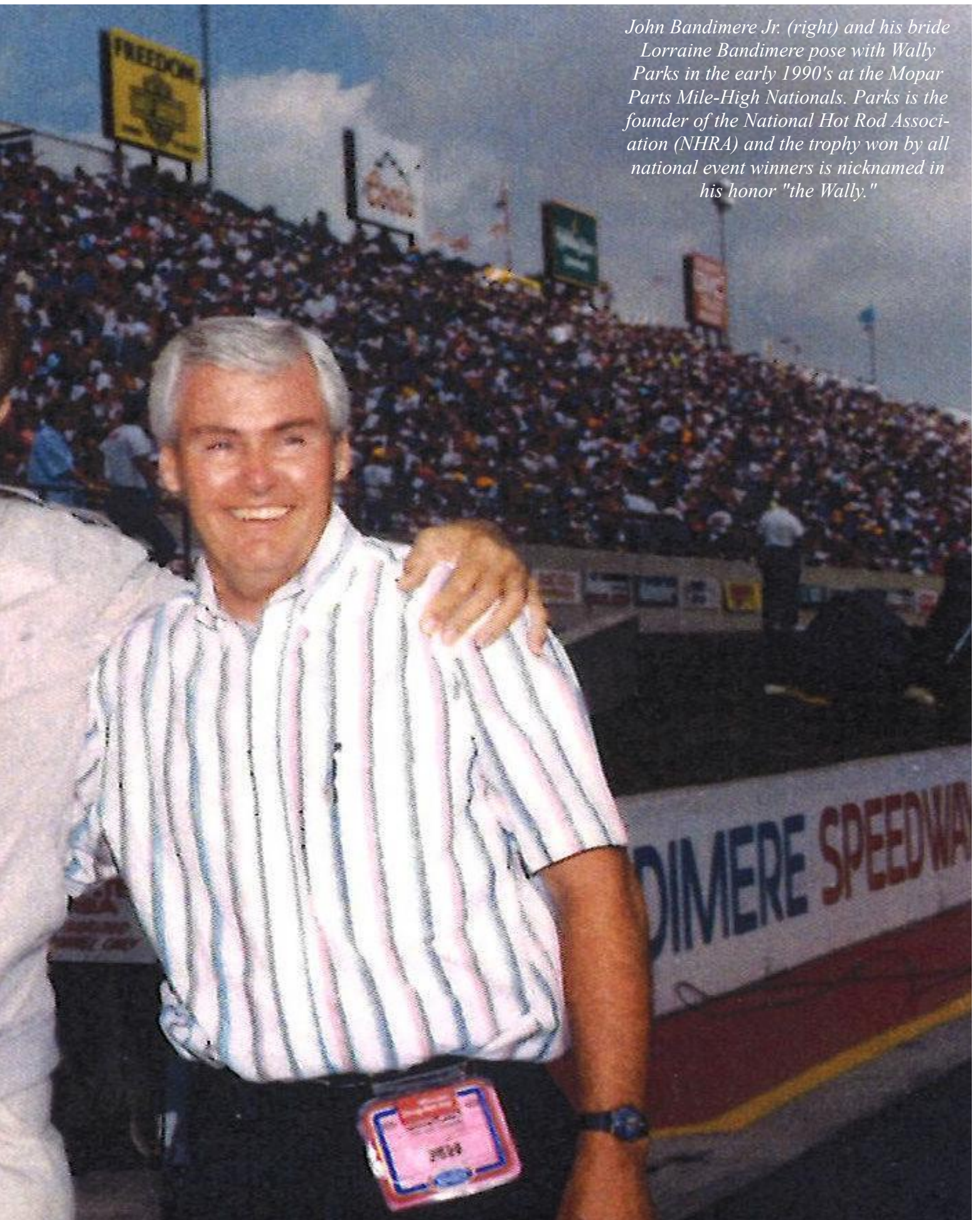
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John Bandimere Jr. (right) and his bride Lorraine Bandimere pose with Wally Parks in the early 1990's at the Mopar Parts Mile-High Nationals. Parks is the founder of the National Hot Rod Association (NHRA) and the trophy won by all national event winners is nicknamed in his honor "the Wally."





FOR THE HUSTLE



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Thank you for celebrating 65 Years of Speed with us!

