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HAPPY HOLIDAYS FROM BEE ON VIDEO

**IN 2019 WE CELEBRATE
THE RELEASE OF OUR 27TH
ORIGINAL DRAG RACING
DOCUMENTARY VIDEO ENTITLED
"PRO/STOCK STORY 1970 - 1972."
WE THANK ALL OF YOU WHO HAVE
SUPPORTED US THROUGHOUT THE
YEARS.**

**WE ARE ALSO PROUD TO
ADD TWO NEW EVENT VIDEOS TO
OUR PRODUCTION LIST FOR 2019.
ALL THREE ARE AVAILABLE FOR
THE 2019 HOLIDAY SHOPPING
SEASON.**

PRO/STOCK STORY 1970 - 1972

DVD #026

This two hour and eight minute original video production takes an in-depth look at the first three years of Pro Stock drag racing. The video includes Pro/Stock racing at fourteen National events and three match races during the period 1970 through and including 1972.

The video begins with a heads-up match race between Bill Flynn and Bob Gaudreau at Connecticut Dragway. We also include an interview with Bill and we learn about the name "Yankee Peddler" he used on his cars.

Next Buddy Martin (Sox & Martin) tells us how he and a group of racers influenced NHRA to adopt a set of rules creating a heads-up class called Pro Stock.

The 1970 Super Stock Nationals at York US 30 gave east coast fans a chance to see the Pro Stockers in action and we show you both the semi-final and final round of the race. We also tour the pit area and show you some of the cars in attendance. Wally Booth won the Sunday Pro Stock race but the overall Enduro Pro Stock Eliminator was Ronnie Sox.

The next event we visit is the 1970 NHRA Summernationals at York US 30 dragway in York, Pa. One of the guys competing at the event was Randy Payne of Rome, Ga and we include an interview with him. Randy is a great story teller and he tells us a couple of good ones during the interview. Randy and Hubert Platt were the guys who conducted the Ford Racing Seminars on the East Coast. Herb McCandless was the runner-up to Dick Landy at the event and we include an interview in which he discusses the race and his role at Sox and Martin racing.

We also include footage from the 1970 AHRA Summernationals at New York National Speedway dragway. On the track we show you some of the cars at the event and the eventual winner Ronnie Sox. We also include an interview with two Sox & Martin employees Dave Christie and Chick DeNinno.

The 1970 NHRA Nationals is next and we show you some racing from Round 1 and the final between Herb McCandless and Arlen Vanke.

Our 1971 coverage begins with a survey of the NHRA rules package and the big changes for the new season. We then go to the 1971 Super Stock Magazine Nationals at York US 30. We do an interview with Dyno Don Nicholson where he tells us about the Mr. Gasket sponsorship he added in 1971. Out on the track we show you time trial and

qualification runs then move into Rd 1 where we have included the actual voice of Jon Lundberg who is known as the "voice of drag racing." Jon had a special way of working the crowd into a frenzy. We include a short interview with Jack Werst who is known as "Mr 5 & 50" and he tells us about his new Hemi Cuda. During Rd 2 we cut to an interview with Dyno Don and he tells us why he switched from Funny Cars to Pro Stock. We close out the event with the race between Bill Jenkins and Dyno Don Nicholson.

Our next stop is the first annual NHRA Summernationals at Englishtown New Jersey. We include footage from the pit area and then out on the track for time trials and qualification runs. We show you all the action in Round #1 then we cut to the final between Dyno Don and Mike Fons. Also included are interviews with Herb McCandless and Don Nicholson.

Next up is a Pro Stock match race between Carmen Rotonda and Herb McCandless. Carmen was driving a Hemi Duster that he bought from Sox and Martin and Herb was driving a Sox and Martin Hemi Cuda. The match was held at Island Dragway in Great Meadows, NJ. You get to see a best of three match race with lots of burn outs, dry hops and exciting action on the track.

The 1971 NHRA Nationals is next and the pits were loaded with Pro Stockers. 32 cars qualified for the field and Don Carlton was on top. Jenkins was the top Chevy at #10 while Dyno Don led the Ford group at #5. There were 20 Mopar cars, 6 Chevy's, 4 Fords and 2 AMC Hornets in the field. The AMC cars were run by the husband and wife team of H.L. and Shirley Shahan. Also included is an interview with Bo Laws of Orlando, Fl. Bo was very successful with a Modified Chevy Corvette and then a Chevy Camaro Pro Stocker. Great guy great story.

We return to Island Dragway for another best of three match race between Carmen Rotonda and Bill Jenkins with his Grumpy Toy VIII Camaro. Great footage of a classic match race. Multiple burnouts, dry hops and great runs. Plus the sounds of these cars will really get you juiced up. We also include an interview with Carmen where he talks about the difference between Chrysler and GM four speed transmissions.

That brings us up to 1972. We begin by taking a look at the rules package and the big changes that were taking place in Pro Stock. The biggest change was the allowance of small displacement engines and a liberal weight break for subcompact (Vega's, Pinto's, Gremlin's, Colts, etc.) cars. At the forefront of the changes was Bill Jenkins and his 331 C.I. small block powered Vega. Our first look at the Vega comes at the 1972 Gatornationals but Don Carlton took home the trophy.

Once again we take you to York US 30 and the 1972 Super Stock Magazine Nationals. We show you the semi-final round and the final between Ronnie Sox and Bill Jenkins. This time the Grump gets the win.

Our next segment takes us to the 1972 NHRA Summernationals at Englishtown, NJ. All of the big names were at the race and some names you might not have heard before. How about Dave Gould in a Pro Stock Duster or Rich Simone with a Maverick out of Bristol, Ct or Carmen Buono's Vega out of New Jersey. A one of a kind Pro Stocker was entered by the Judd Brothers out of Winchester, NH. Their car was a Buick powered 72 Buick Skylark. We even had a Canadian Hemi Cuda run by Alvin Gauthier of Quebec, Canada.

Bill Jenkins sat atop the field of 32 cars and he was able to navigate through the rounds to face Dick Landy in the final. In the semi final Jenkins faced Herb McCandless and the match-up produced a giant wheelstand involving Herb's Dodge Demon. We include an interview with Herb where he tells us about this bumper dragging wheelie.

Next up are a few runs of the Grumps Vega at the 1972 Molson Grandnationals at Sanair Dragway in Canada. You won't believe what the wild Canadian fans did at this race. Let's just say it is for adults only.

By the time we get to the 1972 NHRA Nationals at Indy the Chrysler Corporation has had it with the new weight break rules and they ask their team members to stay away from the race. In spite of the absence of the Chrysler Factory Team cars we ended up with a 32 car field at the Nationals. The field consisted of 17 General Motors cars, 9 independent Mopar cars, 3 AMC cars and 3 Fords. The final was between two Vegas and New Jersey racer Ray Allen got the win.

The final event we cover is the 1972 AHRA/PRA race at Tulsa, Ok. Don Garlits conceived the idea to run a race on the same weekend as the NHRA Nationals at Indy and significantly increase the prize money for the three professional drag race categories. Garlits was President of the Professional Racers Association (PRA) and he teamed up with the AHRA President Jim Tice to stage the race. Needless to say the pits were packed with race teams and just about all the big names in Top Fuel, Funny Car and Pro Stock were there. Our coverage concentrates on Pro Stock which had a 32 car field and a cash prize of \$35,000

A huge field of Pro Stockers attempted to qualify for the race but only 32 made the cut. The big Chrysler teams were there and included Sox & Martin, the Motown Missile, Dick Landy, John Hagen, Herb McCandless, Butch Leal, Mike Fons, Reid Whisnant, Don Grotheer and Bob Lambeck among others. In addition to the Jenkins Vega we saw AHRA regulars Jim Hayter in his Vega and Gary Kimball in his Vega. We even had a Vega Wagon that was run by Norwood Palmer of Manhattan, Ks. The GM group also had an up and coming Warren Johnson running a Pro Stock Camaro. The Ford contingent included Eddie Schartman, Ken Hedman in his "Hedman Hustler" Maverick and Texas racer Henry Storbeck in his Ford Maverick. In the end Jenkins faced McCandless in the final and the Grump got another win.

As always we have taken the time to dub real car sounds on to the movie footage in order to give you the most realistic sights and sounds available of the golden era of Pro Stock drag racing. We have also included relative narration in the video so you can follow all the action that takes place. Get your copy today.

SOUTH CAROLINA MOTORPLEX & GAINESVILLE RACEWAY 2019 NOSTALGIA PRO STOCK PLUS MORE

#186

This two hour and fifty-two minute video production covers all the action at the Menards Chevy Show at South Carolina Motorplex in Orangeburg, SC on March 8-9, 2019.

The video begins by checking out some of the action at the Friday night open test and tune session at the Motorplex.

We return to the track on Saturday and begin our coverage by profiling the cars of the Southeast Nostalgia Pro Stock Association. We found seven cars in attendance and they included: Mike Whitaker and his 1972 Plymouth Duster, Harry Pinkard with his Larry Morgan tribute Pontiac Firebird, Phil Church with his Larry Cleary driven Lee Edwards tribute Pro Stock Vega, Tony Scaramuzza and his Bob Lambeck tribute Plymouth Duster, Leon Smith and his original Dodge Charger Pro Stocker, James Brown and his original Bo Beverly Pro Stock Hemi Duster and Frank Teague with his Darrel Alderman tribute 1994 Dodge Avenger Pro Stocker.

There were plenty of other race cars in the pit area and we take a look at some of them. We also do selective car profiles of the vehicles entered in the Menards Car Show contest. We look at twenty-five different cars/trucks and include two owner interviews. The show was restricted to GM vehicles or other brands that were powered by GM. We found a really cool 1939 Ford Street Rod and a very cool Ford Pinto Station Wagon entered in the show. GM power of course.

While continuing our travels around the pit area we took a look at the Fuel Funny Cars and the Jet Dragsters that would be doing some exhibition runs during the day. Long time Funny Car racer Paul Smith had his "Entertainer" Corvette Funny Car being

prepared for a match race with Michael Harrigan's "Fool's Gold" Plymouth Duster Funny Car. Later in the video we show two runs between the two Funny Cars. Good stuff.

One other vehicle we found in the pit area was the 1966 Chevy Chevelle owned and driven by Gene Spires of Orangeburg, SC. I immediately recognized the paint and graphics as being those used when Pro Mod legend Gordy Foust owned and raced the car. In an interview with Gene he tells us how Gordy became the first Pro Mod (Shoebox Car) to go over 200 MPH in a Super Chevy Show at Bristol, TN back in 1989. We also include an interview I did with Gordy back in 2004 where he talks about that historic run. Great story about the history of Pro Mod racing.

We also talked with Becky White who published Quick Times Racing News back in the 1980's. Becky tells us how Quick Times came into being and how it spread the word about Pro Mod racing in the Southeast. Great lady and great story.

Out on the track we captured a lot of the racing action that ran into the late night hours. We captured a little bit of everything but our emphasis was on the Nostalgia Pro Stock cars. We also show the Jet Cars running with their smoke and fire show. Afterward we talked with one of the Jet Jockeys 6'6" tall "T.V." Todd Skelton.

The SC Motorplex segment runs two hours in length but we still have another fifty-two minutes to go. We fill that time with footage shot at Gainesville Raceway in Gainesville, FL. On May 18, 2019 we attended a test and tune session at Gainesville where we follow two Nostalgia Pro Stock cars and a Nostalgia Front Engine Dragster on the track. Harry Pinkard was the first N/PS car and the second was a brand new Joe Lepone, Jr tribute Pro Stock Camaro owned and driven by J.D. "YoYo" Swann. YoYo is a long time racer out of Maryland and was attempting to dial his car in for Nostalgia Pro Stock Racing. The dragster is owned and driven by Randy Ross of New Smyrna Beach, FL.

You probably know that the annual NHRA Gatornationals is held at Gainesville during

March each year but perhaps you did not realize that this championship caliber track is available to local racers for test and tune sessions during the year. Our footage includes a look at the group of street and race cars that made a pass on the famous Gainesville quarter mile. They also held a gamblers race and we follow the cars during the first round of eliminations.

The quick car of the day turned out to be YoYo's Camaro when he clicked off an easy 8.19 at 171+ MPH. The story turns quickly to disaster on the second run as YoYo loses control of the car at the 1000 foot mark and hits the barriers on both sides of the track. Luckily YoYo was not hurt but the same could not be said for the Camaro.

We close out the video as YoYo has Tim Christ of Coast Chassis Design (CCD) in Edgewater, FL take a look at the broken race car and provide YoYo with help as to where to go next. Hopefully we will see YoYo return to the track sometime in the near future.

GASSERS AT GULFPORT 2019

#187

This two hour and fifty-four minute video production covers all the action at the Gulf Coast Vintage Drag Racing Championship Races at Gulfport Dragway in Gulfport, Mississippi on September 6-7, 2019.

The video begins by showing some of the Test and Tune runs at the track on Friday evening. We also conducted several interviews with the early arrival Gasser teams. Also included is an interview with Jimbo Perkins who publishes the Gulf Coast Motorsports Magazine.

Our Saturday coverage begins with a walk around the pit area and a series of interviews with the owner/drivers of the various cars at the event. Each interview includes an overview of the race vehicle and some information about the people who race them.

We had five individual classes at the event. In addition to the Gassers (1967 and older) we had a Footbrake class (1974 and older), a three pedal or stick shift class (1974 and

older), an open wheel class and a Junior dragster class. All classes were allowed two Time Trial runs prior to Eliminations.

The Gasser field included a great variety of cars. You get to see Bill Ziel's "Coon-Tang" Falcon, Shawn Peterman's 1956 Ford, the Aubrey Padgett's "Big Iron" 1951 Chevy, Brad Outlaw's Ford Ranchero, Randy Goodwin's Nasty Nash, Rodney Potter's 41 Ford, Joe Bush's '40 Willys, Shelby Berard's Novadose Chevy, Frank Blaylock's Dixie Bootlegger Falcon, Bill Stipe's K/G VW, Dan Moon's '57 Vette, Tommy Johnson's '55 Chevy, Jimmy Roberts Dixie Flyer Willys, Jerry Lopez's River Rat '55 Chev, Tony Incardona's Falcon Ranchero, Dan Cunningham's '52 Chevy, Dan Tackett's '38 Chevy, Gary Weatherford's '38 Chevy, Yohn and Enfinger's '51 Chevy, Jack Hobson's '67 Valient, Ronnie Sandifer's Dodge gasser, Vaughn Davis's '64 Comet, Johnny Armstrong's Johnny Reb Chevy, Richard Mill's 4 door '55 Chevy, Larry Bagwell's Beast '55 Chevy and Cody Triesch's '55 Chevy among others.

We had twenty-four gassers enter the first round of competition and we follow every run and every round through the final two cars in the class. The Gassers ran a dial-in ET format with a five-tenths full Christmas tree start.

Just in case any of our gassers had a mechanical malfunction or racing mishap we had a classic 1974 Ford wrecker on the grounds. Owner Buck Townley of New Orleans, LA gives us the story of how he got the big Ford and some of the history behind the truck. Very interesting story.

In between competition rounds we show you some exhibition cars in action on the track. They were loud and fast. What more can you ask for?

We close out the video by showing all the class finals and the trophy presentations in the Gulfport Dragway winners circle. This was a great bunch of racers and a terrific group of cars. If you enjoy old school type drag racing this video is for you. Order your DVD today.

THAT COMPLETES OUR LIST OF NEW VIDEOS FOR 2019. THE TOTAL PLAY TIME FOR ALL THREE VIDEOS IS SEVEN HOURS AND FORTY-FIVE MINUTES. WE BELIEVE WE DELIVER THE BEST VALUE AND THE BEST HISTORICAL DRAG RACING VIDEOS AVAILABLE. GET YOURS TODAY!

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