

BEE ON VIDEO

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HAPPY HOLIDAYS FROM BEE ON VIDEO

IN 2018 WE CELEBRATE THE RELEASE OF OUR 26TH ORIGINAL DRAG RACING DOCUMENTARY VIDEO SUPER STOCKERS OF THE 1960's THE YEARS OF CHANGE. 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 2018. ALL THREE ARE AVAILABLE FOR THE 2018 HOLIDAY SHOPPING SEASON.

SUPER/STOCKERS OF THE 1960's THE YEARS OF CHANGE 1965 - 1969

#025

This two hour and three minute original video production takes a look at the early years of Super Stock and Factory Experimental drag racing. The video includes S/S & FX racing at twenty-eight different drag strips around the country.

The video begins with a visit to Pomona Ca and Phoenix, Az where we see some examples of Chrysler's altered wheelbase

(AWB) cars for the 1965 season. From there we catch up with Richard Petty as he takes on Huston Platt and his Dixie Twister Z-11 powered Chevelle. We include an interview with Huston where he talks about his early involvement in the S/S & FX wars.

Then we meet up with Hubert Platt and his Georgia Shaker '65 Falcon. We include racing action from Pietmont NC and an unknown eighth mile track somewhere in Georgia. We also travel to Aquasco Dragway in Maryland where Hubert takes on an unlettered AWB Dodge. As it turns out Roger Lindamood was test driving the Bill Flynn Yankee Peddler car before it was turned over to Flynn. Roger even does some wild wheelstands with the car. We include an interview with Roger where he tells us the story behind the race with Hubert.

Another guy doing giant wheelstands with his AWB Plymouth was Pee Wee Wallace. We show Pee Wee dragging the rear bumper and then we talk with him about the car. Neither Pee

Wee nor Roger are with us any longer but their story lives on at Bee On Video.

We also travel to Roanoke Dragway in Virginia and catch Pee Wee Wallace racing Lindwood Craft with his Hemi Powered 1965 Mustang. Lindwood's car is too cool.

Our next match race takes place at ESTA Safety Park in Cicero, NY. We see Matt Fenton's AWB Comet (Dyno Don's '64 Comet) take on the real Bill Flynn with his AWB Dodge.

Old Dommion Dragway in Manassas, Va is our next stop and we see a great match up between Hubert Platt's '65 Falcon and Bud Faubel's '65 AWB Dodge. We also include an interview with Hubert Platt where he talks about his '65 Falcons. Yes I said '65 Falcons as Hubert actually ran more than one '65 Falcon. From there we follow Hubert over to Roanoke Dragway where he has a match race with a 427 Chevy II. Before the race got underway Hubert broke the Falcon so he borrowed a '65 Comet from

David Carmichael and did a handicap race against the Chevy. You get to see Hubert adjusting the valves on the Comet while the engine is running. Too cool.

There is more of Hubert. This time he takes the Falcon to US 30 Dragway in Gary, In and takes on Big Steve Bovan and his Blair's Speed Shop blown Chevy II. These guys really go after it at one of the most famous tracks in the country. While we are there we show you some wild wheelstander action. You won't believe what you see in this piece. After the US 30 race we follow Hubert out to Bee Line Dragway in Az and see him in action against a variety of cars.

Our next stop is Atco Dragway in NJ and we see a group of S/S FX cars in Action. How about Sam Auxier, Jr's '65 Comet, Al Joniac and his '65 A/FX Mustang, Bill Jenkins with the Black Arrow Plymouth, Bob Harrop and his 2% AWB '65 Dodge, Bob Hamilton's '65 A/FX Mustang, Billy McDuel's 1964 Comet and Sam Auxier's '64 Mercury Comet.

Mason Dixon Dragway in Md is next and we see Bud Faubel, Phil Bonner, Bob Harrop, Harold Ramsey, The Golden Commando's and Dave Stickler. How's that for a star studded line up?

National Trail Dragway in Ohio

is next and we see several S/S and FX cars going down the track. Local racer Arlen Vanke was there and so was Foster May with his Wildcatter Plymouth. The feature match of the day is between two topless cars. Ed Rachanski's Super Marauder Comet and Melrose Missile Plymouth. We have also included an exhibition vehicle that made a pass down the track. It is the Munster's Dragula dragster that appeared on the popular TV show. We have some great close ups of the car and you will see it make a pass at National Trail.

Richmond Dragway in Va played host to many of the S/S and FX cars back in the day and we show you Dyno Don's '65 Comet, Sox & Martin's '65 AWB Plymouth, The Professor Bill Shirey, and Sam Auxier, Jr. We use this race to introduce a story about the journey Dyno Don's Comet took after Dyno sold it. As it goes, Dyno sold it to Pete Gates and then it went to California where it changed hands several times. Eventually the car was purchased by a father and son team in Pennsylvania and they began the process of restoring the car. To help with the project they brought in Tom "Snake" Jones who was one of Dyno's crew members back in 1965. We did an interview with Snake and he gave us some very interesting insight into the Comet. The Snake mentioned that the car was built by Bill

Stroppe in Long Beach, Ca so we included a very rare interview we have with Bill Stroppe. In the interview Bill talks about his involvement in several forms of motorsports including drag racing. Bill Stroppe is one of the Giants of motorsports racing and I'm sure you will enjoy the interview. After the Stroppe interview we go to Capitol Dragway in Md and see a match race between Dyno's radically altered '65 Comet and the Ramchargers AWB Dodge.

Our next stop is at the 1965 NHRA National Drag races at Indy. There was a great group of Super Stockers at the race. Actually we begin at the Speedway Shopping Center where the cars were going through tech inspection. This was a great place to see all the cars up close. Most of the big names were there. Butch Leal, Al Joniac, Don Gay, Dick Brannan, Fast Eddie Schartman, Phil Bonner, Jack Chrisman, Bob Sullivan, Dyno Don, Hayden Proffitt and many more. We do an interview with Hayden in the Indy segment and he talks about his '65 A/FX Comet.

Pensacola Dragway in the Florida panhandle is next and we see the radically altered Kid Goat Dodge Dart of Billy Jacobs. Billy is racing an AWB '55 Chevy called Golden Rod. Our next Florida track is West

Palm Beach where we see a whole bunch of Super Stockers. We show a different Color Me Gone Plymouth and a S/S Plymouth called Lone Ranger. The Saint was an AWB Plymouth that ran out of St Augustine, Fl and you get to see it in the pits and on the track. Don Gay and Tom Sturm were also running at Palm Beach. We do a feature story with the late Sidney Foster and he tells us about his S/S cars. Sidney ran a Z-11 Chevy and a Ford Thunderbolt. At Palm Beach he was running an altered '65 Mustang. Sidney later bought a stretched '66 Mustang from Hubert Platt. Great story from one of the legends of the sport.

While we are discussing Hubert's stretched Mustang we show you the car running at Bee Line Dragway against Dick Harrell and his Chevy Nova. We also see Sox & Martin, Butch Leal and Dick Landy.

Further west we found Irwindale Raceway in California where they were running the 1966 AHRA Winternationals. Boy did they have the cars. Here are just a few. Gas Ronda, Les Ritchey, Tommy McNeely, Bill Lawton and Bruce Larson.

Next we visit Bristol International Raceway in Tn where they were holding the annual NHRA Springnationals. Once again a great group of cars. Jenkins Chevy II, Fenner Tubbs

Plymouth, Arlen Vanke, Mary Ann Foss, Bill Flynn, Sox & Martin, Shirley Shahan, Don Grotheer and many more.

How about a match race between Bill Jenkins in his '67 396 Chevy Camaro and Ronnie Sox in his 1967 Hemi GTX Plymouth. The race was held on the narrow lanes at Piedmont Dragway in NC and it was great.

Our next stop was at the annual \$10,000 race at the Atlanta Speed Shop Drag Strip in Georgia. The Super Stock cars were out in force and we see the '67 427 Fairlane's of Hubert Platt, Harold Dutton, and Ed Skelton. We also show Tom Sneed and the Bob Banning Dodge Super Stocker.

We make a quick stop at New Jersey's Island dragway and see the Downing and Ryan '67 427 Fairlane getting ready for the 1967 Super Stock Nationals at Cecil County Dragway. At Cecil County we check out some of the Super Stock cars running in the 3000 lb and 3400 lb gas classes. Some of the cars you see are: Bill Jenkins and Frank Bash's Camaros, Nate Cohan's '67 Fairlane, Dick Landy's SS Dodge and Howard Malsales's Pontiac. We also show some of the 2700 lb gas class cars. Drivers include George Weiler, George Kennedy, Vernon Rowley, Dave Reitz, Don Goodrich and Ken Vogt. At this point in the video we break away

and talk with Kenny Vogt about his big day at the '67 Super Stock Nationals. Ken was running a SOHC powered '67 Comet at the race and ended up being the Super Eliminator Runner-up.

Our next track is Fremont Drag Strip in California. Once again they had a great group of Super Stock type cars. You'll see Melrose Missile Plymouth, Shirley Shahan's Drag-On-Lady Dodge, Ed Terry's 427 Fairlane among others. We also show a wheelstand exhibition with the Hurst Hemi Under Glass Barracuda.

We check back with Lindwood Craft at New London Drag Strip in North Carolina and see his new Hemi powered fiberglass Mustang. Lindwood was testing at New London and then he goes over to Piedmont Dragway where he had a match race with Dee Simmons and his Chevy Corvair.

Maple Grove Dragway is next and we see Bill Stiles, Tritak and Morgan, Ed Miller and Al Olster.

Our next two segments take a look at some of the Super Stock cars that were running on the NASCAR drag racing circuit. The first stop is at Richmond Dragway in Virginia and the second is Atco Dragway in New Jersey. Some of the people you see are: Sam Auxier, Jr., Ed

Miller, The Shallcross Brothers, Chick DeNino, The Morley Brother's, Joe Weiss, Paul Moody, Tom Sneed, Sam Kennedy, Jerry Stahl, Bob Beck, Ken Montgomery and George Weiler.

Our final stop is York US 30 Dragway in Pennsylvania. We show you both the 1969 Super Stock Magazine Nationals and the 1970 Super Stock Magazine Nationals. The 1969 race showcased an experimental Super Stock class in which all the cars ran heads-up. We had a chance to talk with Fred and Tom Shallcross about the race and they told us how they were able to beat Ronnie Sox for the X/SS crown. Very interesting story of how they made the switch from a gasser to a Super Stocker.

Prior to the 1970 racing season we learn from Buddy Martin that he and a group of Super Stock racers were able to convince NHRA that the heads up format in what would be called Pro Stock was the way of the future. NHRA agreed and the rest is history.

We close out the video by looking at some of the great Pro Stock Cars that came out to York for the 1970 SS Nationals. Great stuff. One of the cars competing at the race was a Mustang driven by female racer Patti Young. We do an interview with Patti where she

shares her racing history with us and then tells us a little bit about how it was to be a female competitor back in 1970. Great story.

This video concludes our look at the Super Stockers of the 1960's. We began the story by covering the Early Years (1960 - 1965) and conclude with The Years of Change (1965 - 1969). We have shown you hundreds of Super Stockers and Factory Experimental cars in these two video productions and although it does not show every car from the era it shows a vast number of both famous and not so famous cars. Best of all they come to life in moving video footage with real car sounds. We also provide relevant narration to help you understand what you are seeing on the screen.

Get your copy today.

SDRA REUNION AND NOSTALGIA NIGHT DRAG RACES 2018

#185

This one hour and thirty-six minute video production covers all the activities at the Southeastern Drag Racers Association (SDRA) Reunion at Dothan, Al and the Nostalgia Night Drag Racing Series event at Cottonwood Dragway.

This is the eighteenth year for

the Reunion and it seems to get better each year. The event began with the name Old Drag Racer's Reunion in 2001 and changed to Southeastern Drag Racer's Reunion in 2016. What hasn't changed is the variety of activities that await attendees.

Friday began with early arrivers showing up for the Saturday car show and meet and greet activities in the Clarion Inn in Dothan, Al. By the time Friday evening rolled around there were a whole bunch of show cars & race cars in the parking lot. The Hall Of Fame Banquet took place in the Clarion ballroom and over 225 people attended. Eleven new Hall Of Fame inductees were introduced to the audience and several awards were presented. The keynote speaker was Dan Parker. Dan was involved in a drag racing accident that left him blind and he gave a very inspirational speech about how he has dealt with his handicap.

Saturday morning began with the car show and later the Hall Of Fame induction ceremony. We dedicate about eighteen minutes to the Reunion activities and then we travel to Cottonwood Dragway for the Nostalgia Night Drag Racing Series. The racing action accounts for one hour and eighteen minutes of our coverage.

At the track we found five different racing categories and we focus on the Nostalgia cars that were competing at the event. They also had two specialized categories one for the Gassers and one for stick cars.

Jessie Holmes had a group of the Southern Outlaw Gassers at the show and we followed them throughout the day. There were several new gasser cars at the event and we did car profiles and driver interviews with many of them. In fact we have seventeen interviews in the video.

The Gasser field included a great variety of cars. You get to see the "Coon-Tang" Falcon, the "Big Rock" Simca, the Reeve's Family '55 Chevy, the "Big Iron" '51 Chevy, the "Little Rascal II" Dodge/Willys, James Akers '57 Chevy, a '62 Ford Ranchero called "Raunchy", The "Wild Fire" '41 Willys, The "Bounty Hunter" Chevy II, The "Yella Dawg" Chevelle, The "Nasty Nash" Rambler, Randy Potter's "Squirrel", John Vice's '56 Chevy, Scott Burks '63 Fairlane, The "Storm Warning" Anglia, Steven Rawl's '53 Chevy and the "Johnny Reb" 1950 Chevy among others.

The Gassers ran an exhibition format where cars of similar ET's were matched together and run heads up. It was just like back in the day when the first to the finish line got the win light. All the cars ran two time runs

then we captured the first round of their eliminations. The emphasis was on having fun and making passes down the track.

We also got to watch two Factory Super Stock Cobra Jet Mustangs make a couple of passes down the track. The cars are owned by James Finch of Panama City, Fl. James is a ARCA series car owner and he also supports drag racing by funding the cars used by Roy Hill at his Drag Racing School. These cars are like a piece of jewelry and they are scary fast. They also had a Pro Mod car that ran a 4.35 in the eighth mile.

We got to see some great racing and we met some terrific people. If Gasser type racing is your thing I am sure you will enjoy this video.

Order your DVD today.

**A DRAG RACING
DOCUMENTARY
KENNY VOGT
2018**

#185

This two hour video differs from the ones we normally produce in that it is dedicated to the story of one racer; namely Kenny Vogt. Kenny grew up in the Detroit area and became exposed to the street racing scene that was taking place on the famous Woodward Avenue in the 1950's.

Kenny's dad was a product engineer at the Ford Motor Company so Kenny was born into a car orientated family. Just prior to Kenny's 16th birthday his dad took him to the 1960 NHRA Nationals at Detroit Dragway. Kenny had never been to an organized drag race before but he was very impressed with what he saw at the event. He admitted that the drag racing bug bit him and he was looking forward to getting his first car in 1960. The car he chose was a 1957 Ford. It was just a street car but to him it was very special. Before long Kenny was taking the car to Woodward Ave and having some success racing other cars.

One day Kenny's dad asked him if he would like to tag along while he visited Andy Hotton at his shop called Dearborn Steel Tubing Company (DST). While there Andy said he would like to remove the old Y-Block ford engine in Kenny's '57 and replace it with a 390 FE big block Ford. He did and Kenny returned to Woodward Ave with a lot more horsepower under his foot. After his success on the street Kenny made an attempt to race on the Detroit drag strip but it did not work out very well. It was at this point that Kenny knew he had to make the car track worthy if he was to have any success.

In the summer of 1962 Kenny had a summer job at DST and in talking with people there they decided that Kenny needed a 406 engine for the '57. So out came the 390 and in went the 406. It was at that time that Andy said he would like to put Dearborn Steel Tube's name on the side of the car.

In 1963 DST replaced the 406 with a 427 dual quad engine and Kenny continued to race the car. One day at Detroit Dragway Kenny beat a similar 427 1957 Ford running out of Bob Ford, Inc. As a result of that victory Mr. Paul Harvey (Bob Ford) asked if Kenny would consider putting the Bob Ford name on his car. Kenny said yes and he continued to race the '57 through 1964 in the Modified Production class.

In 1965 Mr. Harvey turned his 1964 Ford Thunderbolt over to Kenny and Kenny ran the car very successfully through out the season. Kenny painted the Tbolt yellow and put the Bob Ford name on the sides of the car. With the yellow paint it really stood out in the crowd. It also stood out with the many victories it earned throughout 1965.

In 1966 Kenny was approached by the Lincoln Mercury Division of the Ford Motor Company and asked if he would be interested in joining the Mercury Racing Team for the '66 season. He

signed a contract and took possession of a C/Stock 390 powered '66 Comet. Even though it was a sweet deal Kenny was unhappy running in the lower stock class and he wanted to run in a higher stock class where he felt he could make some money. Kenny asked Mr. Fran Hernandez who was the Performance Evaluation Section Chief at the Lincoln Mercury Division if it would be OK to put a 427 in the Comet. Fran said it was alright and DST turned the Comet into a Ultra Stocker on the NASCAR drag racing circuit. Once again Kenny had a lot of success with the car and set National Records in both NASCAR and NHRA.

In 1967 Kenny decided to update the '67 Comet to stay competitive during the 1967 Season. In order to do that he commissioned The Logghe Chassis Company to modify the chassis on his Comet in order to accommodate installation of a SOHC 427 engine. The guy that did the work was Jay Howell who was working at Logghe at the time. Kenny knew Jay from his street racing days on Woodward Ave. They also installed a 1967 Mercury Comet fiberglass front end on Kenny's car. Essentially the front of the car looked like a 1967 Comet while the rest of it was a 1966 model. In any event the car ran very well during the season and its biggest accomplishment was Mr. Super Eliminator runner-up

honors at the 1967 Super Stock Nationals held at Cecil County Dragway.

After the SS Nationals Kenny competed at the 1967 NHRA Nationals at Indy and was the C/FX class runner up. This would be the last race for Kenny and the Comet as he retired from drag racing at that time.

The story goes on as Kenny tells us what happened to the Comet and the transporter truck that he used to get to the races. Kenny finishes the story by sharing his personal history with us and how he never forgot his special time in drag racing.

The interview was held at Jason Owen's race car shop in Jupiter, Fl and we also give you a look around the shop. Actually the shop is more like a museum than a garage. I am sure you will be impressed with its decor.

This video is not just a talking head variety but rather we have used a good deal of drag racing movie footage and lot of still photos to supplement the information Kenny provides. It is really amazing what Kenny saved through the years. He has the original contract papers from the Mercury Racing Team, expense vouchers, newspaper articles and a ton of photos. We used them throughout the video to help you appreciate the story.

We have also included an

interview with Jay Howell. Jay is a legend in the sport of drag racing and he has been inducted into several Drag Racing Hall of Fames.

When I started this write up I told you this video is unlike videos that we normally produce but I'll tell you this is one of the most complete and detailed story's you will find about a young guy living the dream. Give it a try and I'm sure you won't be disappointed even if you are a GM or Chrysler enthusiast. Get your copy today!

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