

# BEE ON VIDEO

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## HAPPY HOLIDAYS FROM BEE ON VIDEO

**IN 2021 WE CELEBRATE THE RELEASE OF OUR 28TH ORIGINAL DRAG RACING DOCUMENTARY VIDEO ENTITLED "DRAG RACING HISTORY 1957-1978 - AQUASCO SPEEDWAY - CAPITOL RACEWAY - CECIL COUNTY DRAGWAY." 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 2021. ALL THREE ARE AVAILABLE FOR THE 2021 HOLIDAY SHOPPING SEASON.**

### **DRAG RACING HISTORY AQUASCO SPEEDWAY CAPITOL RACEWAY CECIL COUNTY DRAGWAY 1957 - 1978**

**DVD #027**

This two hour and twenty-seven minute original movie production traces the history of Aquasco Speedway, Capitol Raceway and Cecil County Dragway. The story is told by Julio Marra who is the son-in-law of Mr. Al Procopio principal owner of Aquasco Speedway. Mr. Procopio purchased a piece of land in Maryland and in 1956 turned it into the first purpose built quarter mile drag strip in the mid-Atlantic area. The Procopio family also owned Capitol Raceway and in 1962 they built Cecil County Dragway.

Julio provides an inside look at the business end of running the drag strips and the historic events that were hosted at the tracks.

The video contains movie footage showing drag racing action at all three tracks. In it you will see Pro Stockers, Blown Funny Cars, Top Fuel Dragsters, Gassers, Altered, Super Stockers and Stock class vehicles.

The video begins with the story of building Aquasco and the segment includes movie footage from 1960. Most of the vehicles shown are street cars but we also show a rear-engine Chrysler Hemi powered dragster called Nasty I. Don Kilby and Paul Osmond built the car in their shop called Modifications Unlimited in Kensington, Md. Paul Osmond was the driver of the car. This car was way ahead of its time, for sure.

Julio tells us of Dickie Gore building the first drag strip in the mid-Atlantic area in 1953, however, it was a 1/5 mile track. We show some movie footage from Old Dominion just to give you an idea of what it looked like back in 1965.

Julio explains some of the difficulties they faced while building the track and then of a controversy surrounding the tracks use of segregated rest rooms and food service. This is an interesting story and it reflects on the period of time when the entire country was opening up to racial integration. We also include an interview with Malcolm Durham where he talks about some of the problems he faced in the 1960's as a black drag racer.

In 1963 Aquasco hosted the first East Coast National Event of any kind (NHRA, AHRA or IHRA) when Jim Tice brought his AHRA Summer Nationals to Aquasco on June 7 - 8 - 9, 1963. Even though we do not have any film footage of the race we are able to tell the story through Julio's recollection and some still photos. Very interesting story.

Our next segment moves to the Mid-1960's and we have some great movie footage of Aquasco when it was conducting weekly drag races during that time frame. The segment includes a match race between Ronnie Sox with his altered wheel base 1965 Plymouth and Malcolm Durham's 1965 Chevelle. The movie footage shows many of the local racers and their special vehicles racing at Aquasco. Interestingly they used a flag starter at Aquasco until the Summer of 1965.

The next segment tells the story of how the Procopio's took over ownership of Capitol Raceway in 1964. Capitol had been open since 1962 but floundered before going bankrupt in 1964. Mr. Procopio purchased the track at a public auction and began to make improvements to the track. Julio eventually was asked to manage the track and it became a successful venture for the family. We show you some great footage from the 1966/1967 era at Capitol and it includes Dragsters, Gassers, Altered and Junior Stockers. One of the dragster pilot's was Joe Jacono and we do a special feature about Joe's racing career.

Julio discovered he had a knack for creating promotions that played in front of a packed house at both Aquasco and Capitol. One of his most successful promotions was the President's Gold Cup of Drag Racing at Aquasco. We have extensive coverage of both the 1965 and 1966 President's Gold Cup race. You will see some famous and not so famous racers as they competed at the events.

We also hear Julio tell the story of the crash in which Tex Randall was killed. Tex was a local Fuel Dragster racer who had just purchased a new car from Big Daddy Don Garlits and he was competing at the 1965 President's Cup. Julio outlines the cause of the accident and how the drag racing

community responded to the tragedy.

Next Julio tells of the Prokopio family's building of Cecil County Dragway in 1963. We have also included an interview with Cecil County long time starter Lance Keen in which he provides information about the track and some of the milestone events held there. Our movie footage includes racing from 1963 to 1967. We also show some footage from the 1966 Car's Magazine Super Stock International race as well as the Super Stock and Drag Illustrated Magazine 1967 Super Stock Nationals.

We return to Aquasco for the story of how eight car funny car match races were so popular in the early 1970's. Julio tells us how he used booking agents like Frank LeSueur and Ben Christ to bring in a strong field of cars. We even include an interview with Frank LeSueur where he tells us how much it cost to book in an eight car Funny Car or Pro Stock match race. We also include movie footage of an eight car match race at Aquasco.

Julio also shared some funny and interesting stories about his time at Aquasco and Capitol. He remembers when Jack Chrisman showed up at Aquasco in 1964 with his Supercharged Mercury Comet and the time he booked in Lew Arington's Brutus Pontiac. Little did he know that Lew was using a driver by the name of Jim Liberman. Of course Jim Liberman went on to be called Jungle Jim but not so when he first appeared at Aquasco. You will surely chuckle at Julio telling the story.

The final segment is dedicated to the closing of Aquasco in 1978. Julio tells us the story of what happened and the ultimate end of racing at the track. I did a location shoot of the Aquasco property and it was spooky seeing the old timing tower, the refreshment stand, the spectator grandstands and what is left of the pit area, staging lanes and racing surface.

The racing footage in this production has dubbed-in car sounds and relative narration. The sounds are pretty close to what you would hear at the track but they are not the original sounds. I think it beats a background of music or worse yet totally silent footage. We also did a lot of research to provide the most accurate description of the racing footage and its related storyline. Hopefully

this video will give you a greater appreciation of the way things were or perhaps just a happy reminder of times gone by.

Get your copy of the video today.

**NOSTALGIA NIGHT DRAG  
RACE SERIES  
WITH CAPTAIN JACK MCCLURE  
COTTONWOOD DRAGWAY  
2021**

**DVD # 189**

This one hour and forty-six minute video production covers all the activities at the Nostalgia Nights Drag Racing Series event at Cottonwood Dragway on June 25-26, 2021.

This event is one of several races held during 2021 for racers participating in the Nostalgia Nights Drag Racing Series promoted by Johnny and Ann Jordan. Johnny has been a drag race promoter for at least 40 years and he and his wife Ann enjoy interacting within the drag racing community.

Johnny has sweetened the June race program with a special appearance by 95 year old Captain Jack McClure and his rocket powered go-cart. Captain Jack will attempt to break a Guinness World Record by running his go-cart at over 200 MPH in the eighth mile.

Friday was listed as a test and tune day along with a meet and greet for fans wanting to talk with Captain Jack. The Captain topped off the evening with a test pass in his little go-cart.

Saturday was the big day for the event and I was there early so I could do a trip around the pit area looking for interesting vehicles, people and stories. It was a park anywhere type of car show and I found some interesting vehicles as I toured the pit area. I did a few interviews with the car show people and one guy had a very interesting hood ornament on his 1947 Ford Sedan.

I had a chance to talk with Georgia racer Ray Lloyd about his racing career that dates back to 1966. Ray has the distinction of being the

NHRA Division 2 Super Pro Champion in 2006. Ray also had a chance to compete at the World Finals at Pomona, Ca in 2006. He is still running the same car and still wins rounds with it. Great story.

I also had a chance to talk with Eric Mathis who was the IHRA World Record Holder with an A/Econo Dragster in 1981-1982-1983 and 1984. Eric runs a successful racing carburetor business and he gave us the lowdown on some of the modern technology in delivering fuel to nostalgia vehicles as well as modern day drag vehicles.

Johnny Jordan introduced me to BUG (Back Up Girl) Donna White and she gave me some insight into her role at the track. Nice lady to talk with.

My next interview was a in-depth discussion with Captain Jack about his drag racing career. His first involvement with a rocket cart goes back to 1963 at Tampa Dragway in Florida. We have included some historic footage of Jack at Tampa when he was running a Turbonique powered cart. After the Turbonique power Jack moved to a hydrogen peroxide powered cart. Jack ran that car for years as an exhibition vehicle. Jack recently teamed up with Kurt Anderson who also runs a rocket powered vehicle and together they are giving Jack a chance to get back into the car he has had since 1970. With it, they hope to get him down the 1/8 mile at 200 MPH. Even though they came up a little short it was a world record to have a 95 year old guy put on a fire suit, strap himself in the cart and make two passes down the track. Amazing story and an amazing guy. You have to see it to believe it.

The rest of the video is dedicated to the racing program that ran from the daylight hours until midnight or so. Along the way we crowned a couple category champions and did some winners circle interviews.

In this video we get to see some great racing and we meet some terrific people. If Nostalgia type racing is something you like I am sure you will enjoy this video. If for nothing else you have to see the story of Captain Jack McClure.

**GASSER BLOWOUT 14  
GASSERPALOOZA  
SOUTHERN OUTLAW GASSERS  
ATMORE DRAGWAY  
2021**

**#190**

This three hour and forty-eight minute video production covers all the action of the Southern Outlaw Gassers Gasserpalooza at Atmore Dragway in Atmore, Al on October 15-16, 2021.

This years show turned out to be two full show and race events over a two day period. On Friday, October 15, 2021 the event included time trials and elimination runs for all classes. The Gasser's were classified as A/G 5.99 and quicker, B/G 6.00 to 6.49, C/G 6.50 - 6.99, D/G 7.00 - 7.49, E/G 7.50 - 7.99, F/G 8.00 and slower. The racers were able to choose a dial-in within their bracket and it had to be a tenth with a hundredth ending with a 5 or 0. The gassers also continued racing after the class winners were determined in order to end up with a Top Gasser Eliminator.

They also had a category for open wheel vehicles. In this category we found dragsters, altereds and roadsters. They also ran with a dial-in and the breakout rule was in effect.

The Southeast Nostalgia Drag Racing Association also had a class in the program and it was made up of Nostalgia Super Stock type cars. Once again these racers chose a dial-in during their competition and the breakout rule was in effect.

Race promoter Jessie Holmes also approved a group of exhibition vehicles for entertainment type runs. Like most exhibition shows this one was very exciting and enjoyable.

There was no car show at the event but I did walk around's of the pit area and collected vehicle profiles and interview's from 50+ race vehicle owner's and drivers. I also talked with several crew members and two of the BUG's (Back Up Girls) that were working on the starting line.

There were more than 125 race vehicles entered in the event over the two day period. The Gassers had to be 1967 and older and all other race vehicles had to be 1974 and older. There were two on-track incidents over the two day period but neither resulted in any injury or serious vehicular damage.

Friday's eliminations began during daylight hours and continued into the darkness. It is really cool seeing the Gasser's perform at nighttime. We follow the action all the way until the final pair made their way down the eighth mile drag strip. We also captured some of the winner's circle activities.

Our Saturday coverage begins with a walk around the pit area and a series of interviews with the owner/drivers of the cars that showed up for Day Two of the event. There were some different vehicles in attendance and we tried to profile as many as time would permit. The next order of business was the Gasser parade down the Atmore drag strip. Many of the cars were carrying youngsters who were experiencing the excitement of being in a race car in front of a group of adoring fans. After the parade we move to the first of two time trial runs for all the categories. Lots of racing on the track. I love the sounds of the cars and you will hear them make burn-outs, dry hops and full bore launches.

After the time runs we move to the first round of eliminations and we give you several different angles of the action. One thing that remains constant is the action, action, action. I intentionally limited my narration so you could enjoy seeing the cars as they would appear if you were actually at the race track.

The people who are racing the cars are not Nationally known drag racers but rather regular people who have invested what money they can afford (or maybe more than they can afford) into building a car that allows them to be part of the Gasser scene. I guess you could say some are low buck and some others are big bucks. I know I enjoyed and appreciated all of them regardless of how much or how little was invested in the builds.

As I said earlier I did over 50 interviews during the two days and each has its own story. I am sure you will enjoy hearing them and even having a laugh or two along the

way. You will see numerous examples of family involvement in the race vehicles. That seems to be a theme for the Southern Outlaw Gassers group. They pride themselves on being one big family bonded together through Gasser drag racing.

Similar to Friday we follow Saturday's racing through the day and end up with the run for the Top Gasser Eliminator. At the awards ceremony you get to hear from the Top Gasser Eliminator driver and car owner.

This is the longest video production I have done in the thirty-seven years of doing Bee On Video's. Think of it, 3 hours and 48 minutes. Sort of reminds me of the classic movies (Cleopatra 1963, Gone With The Wind 1939, The Ten Commandments, 1956, and most recently The Irishman 2019) of Hollywood that were in excess of three hours. I recommend you take an intermission between the Friday and Saturday coverage. This is like getting three productions for the price of one. No doubt Jessie Holmes and the gang at Southern Outlaw Gassers named this event accurately. It was a GasserPalooza.

If you are a Gasser fan this video is for you.

Order your DVD today.

**THAT COMPLETES OUR LIST OF NEW VIDEOS FOR 2021. THE TOTAL PLAY TIME FOR ALL THREE VIDEOS IS EIGHT HOURS AND ONE MINUTE. WE BELIEVE WE DELIVER THE BEST VALUE AND THE BEST HISTORICAL DRAG RACING VIDEOS AVAILABLE ANYWHERE. GET YOURS TODAY!**

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SPECIAL**

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