

The
Frank Howlett



Trophy

Wimbledon Stadium

Saturday 28th October, 1967

2/-

SPEDEWORTH LTD. *proudly present*

INTERNATIONAL

Formula II Stock Car Racing

EUROPE'S LARGEST STOCK CAR PROMOTORS

ADMINISTRATION STAFF

Racing under Spedeworth International Board of Control

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Commentators Nigel King
John Earrey

CLERK OF THE COURSE Jack Holt

STEWARD Dick Cotterill

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Scrutineers Ted Payne
Ted Weaver

START LINE

Starting Marshall Bryan (Fatso) Redhead
George Harvey

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- HOLLAND – Nederlands Auto-Car Organisation,
GERMANY – Ananasstraat, 2 Nijmegen, Holland
- S/AFRICA – Speedway Association, Pretoria, S.A.
- DENMARK – Denmark Autocar Club, Copenhagen



Members of I.P.A.
International
Promoters
Association

SPEDEWORTH LIMITED, Aldershot Stadium, Tongham, Nr. Farnham, Surrey

It is with great regret we have to inform you that Frank Howlett passed away suddenly at Aldershot on Friday 28th October.

The Funeral will take place at 2 pm on Wednesday 2nd November at St. Augustines Church, Aldershot.

LES EATON,
Spedeworth Ltd.

TO MY OLD FRIEND FRANK, I WISH WE WERE TALKING TO YOU, INSTEAD OF ABOUT YOU.

LES EATON

WARNING

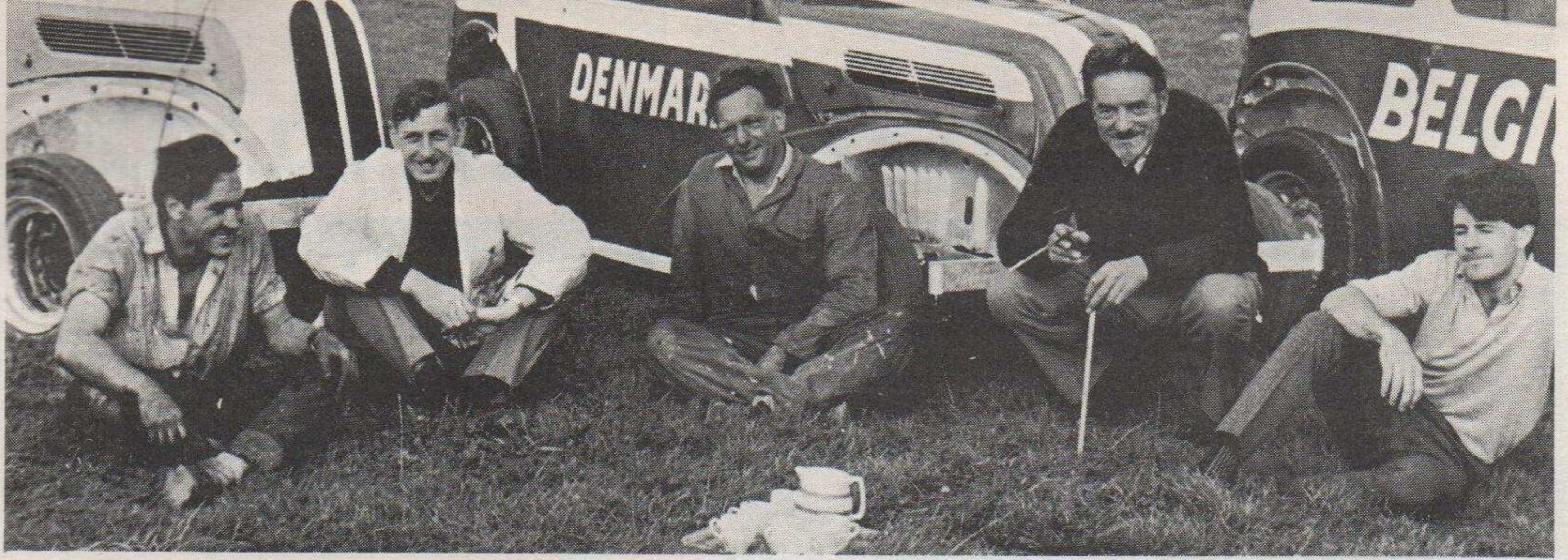
MOTOR RACING IS DANGEROUS

You are present at this meeting entirely at your own risk and admission is subject to the conditions that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the track and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

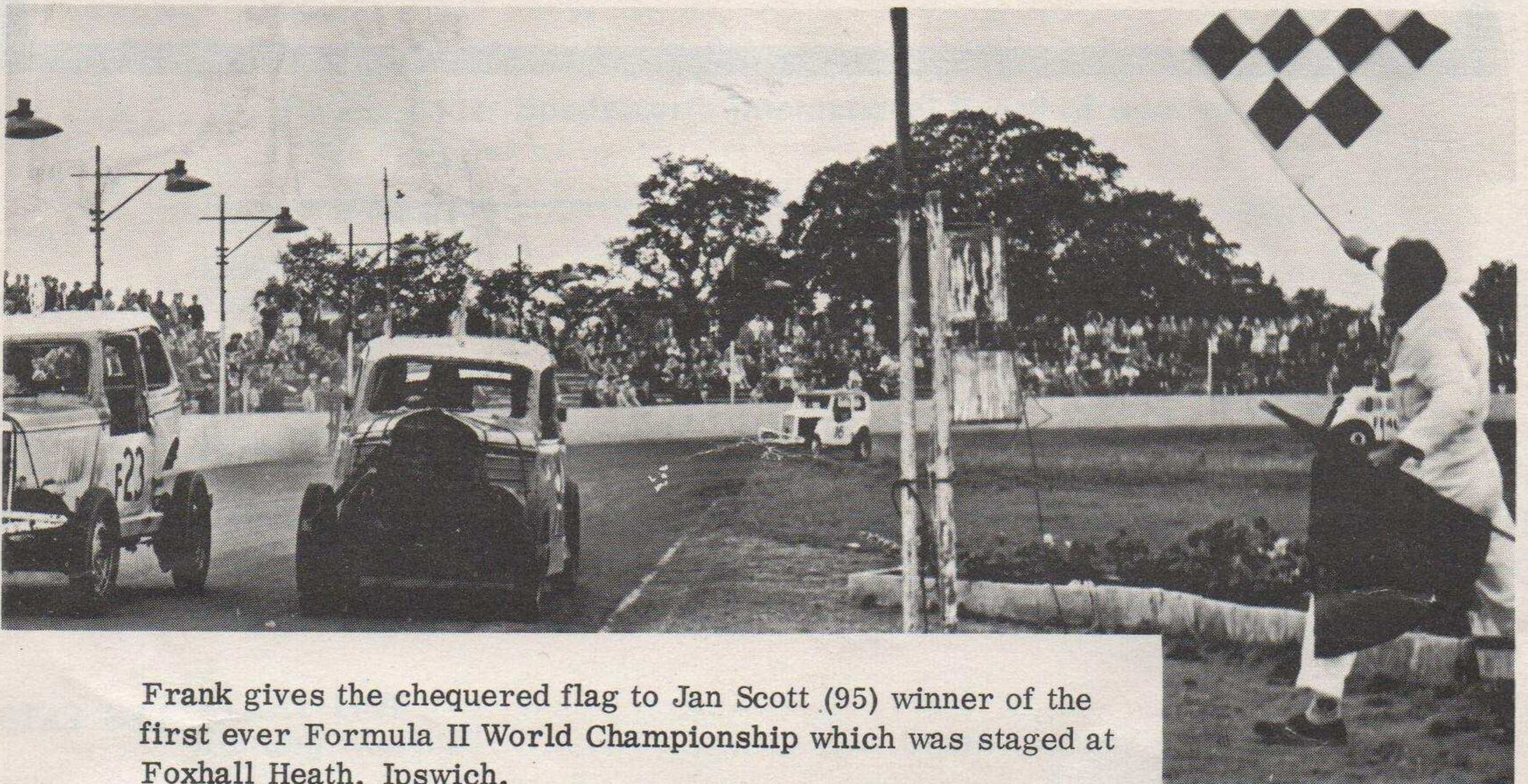
Spectators are requested to keep off the course. Also the public are requested not to damage the property, cause fires or leave litter.

All rights Reserved.—No photographs unless written permission from the Company.

The Company reserves the right to add to or withdraw any car from—whether published or not—any race concerned at this meeting.

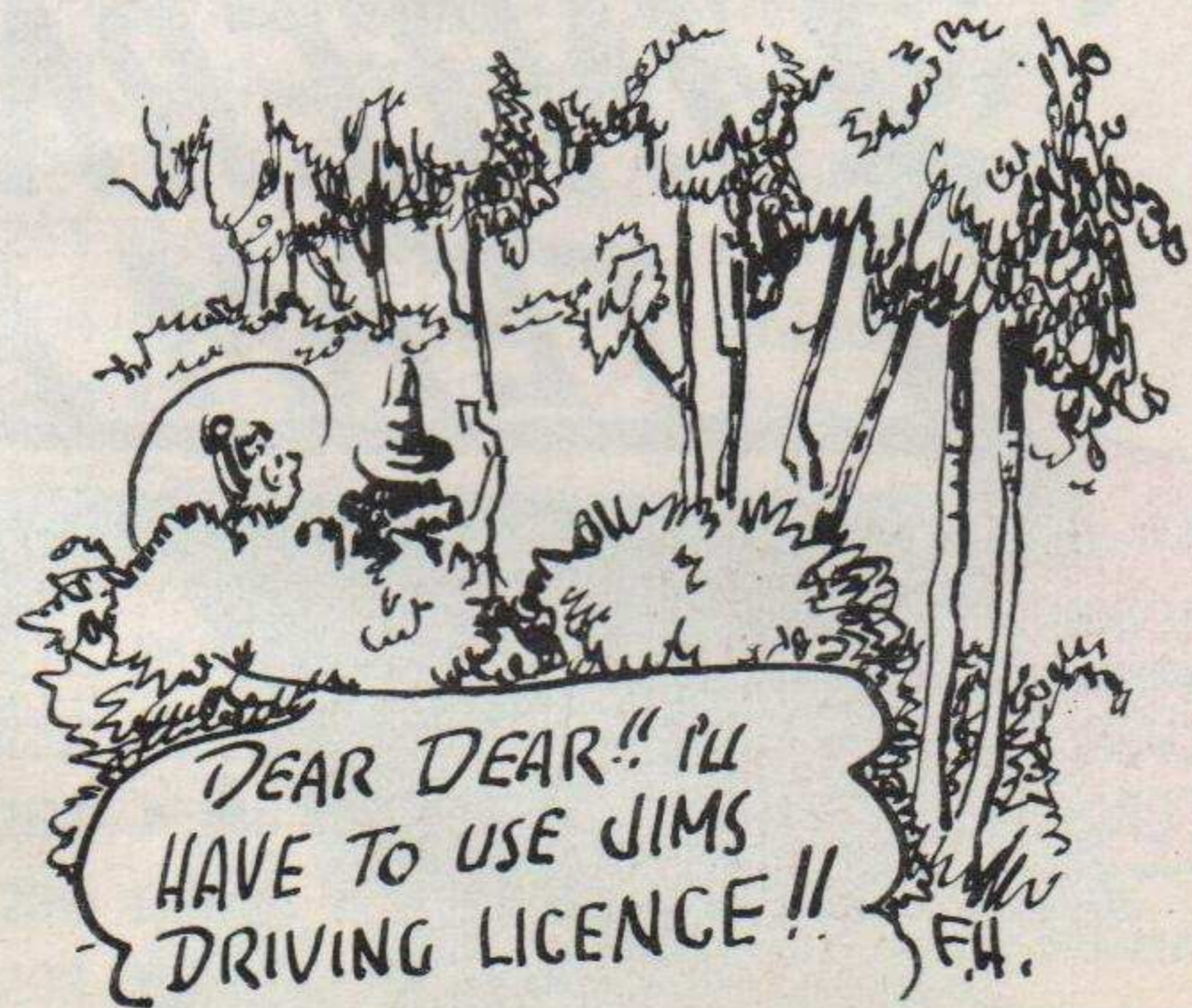


Frank, the signwriter as many knew him, relaxes for a cuppa while painting the overseas visitor's cars.



Frank gives the chequered flag to Jan Scott (95) winner of the first ever Formula II World Championship which was staged at Foxhall Heath, Ipswich.





ONAL
STOCK CAR RACING



NATIONAL LEAGUE

STOCK CAR RACING

HALF OF THE IPSWICH STOCK CAR CLUB

Spedeworth RACING CONTROL

Photograph of

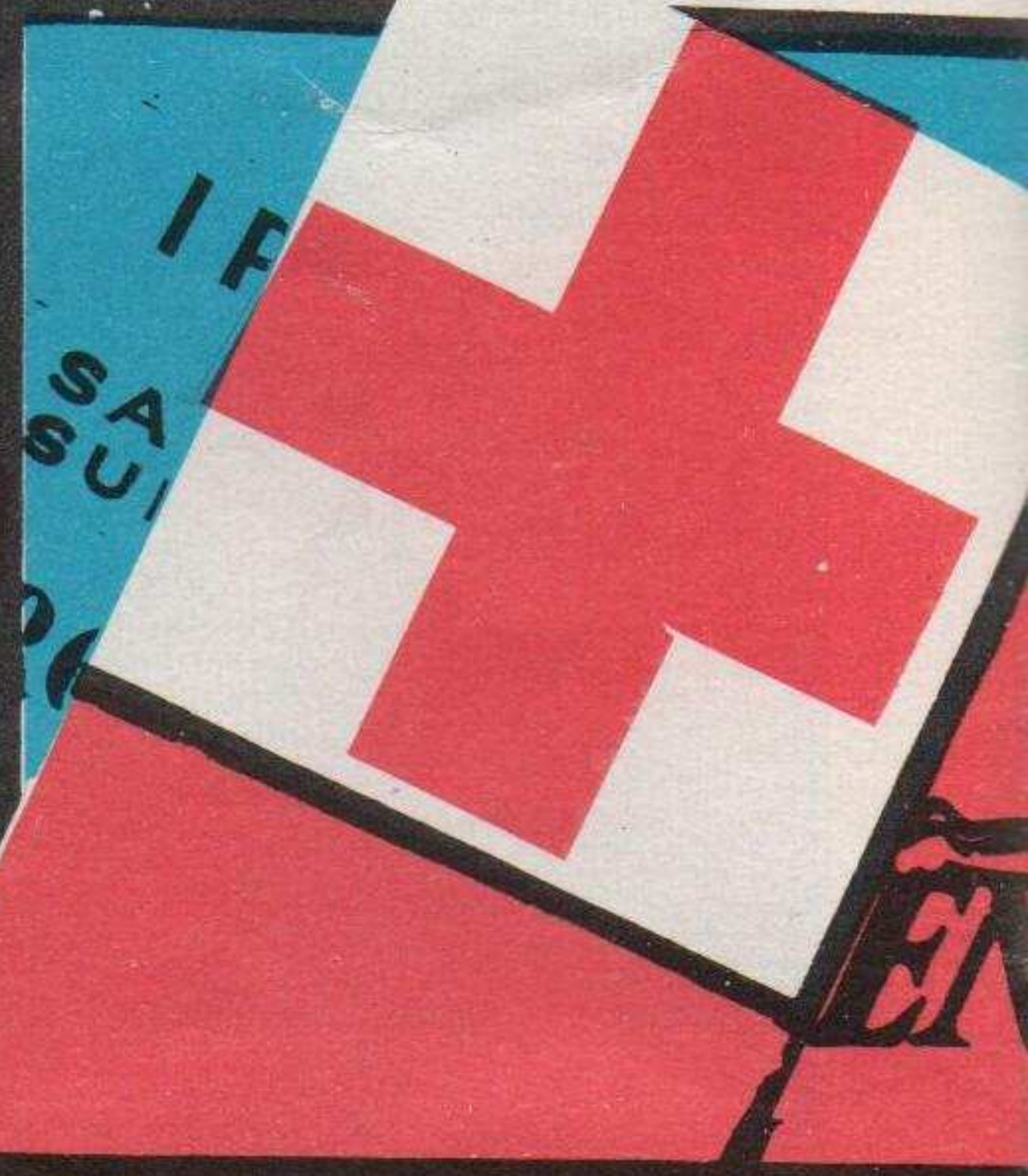
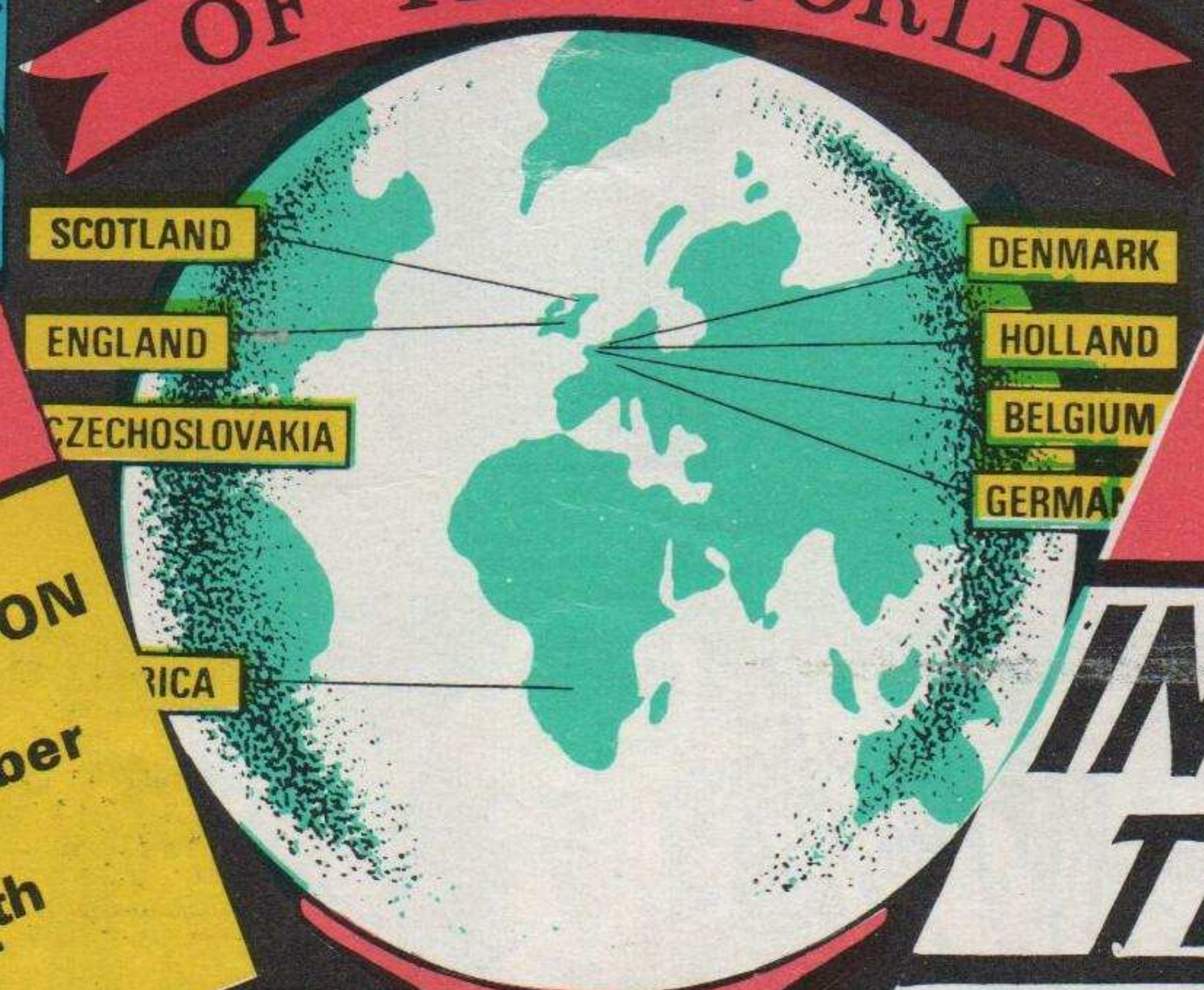
World
Spedeworth Presentation



International ENGLIS The BRITISH CAR Championship CHAMPIONSHIPS

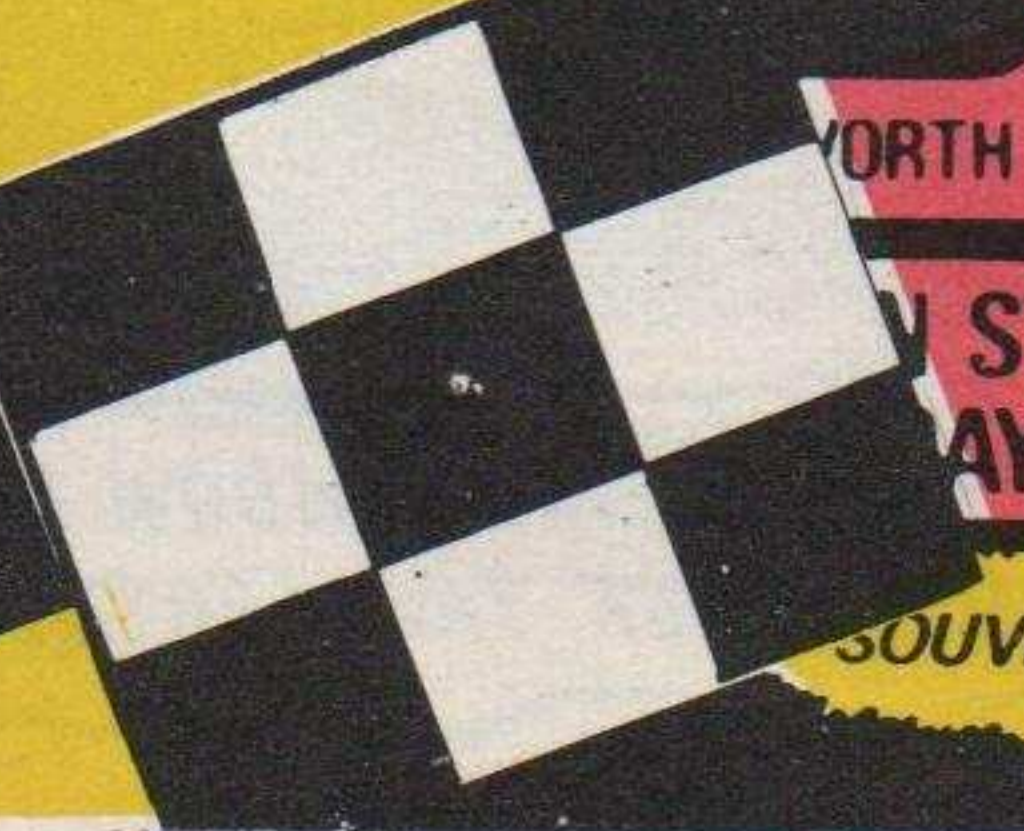
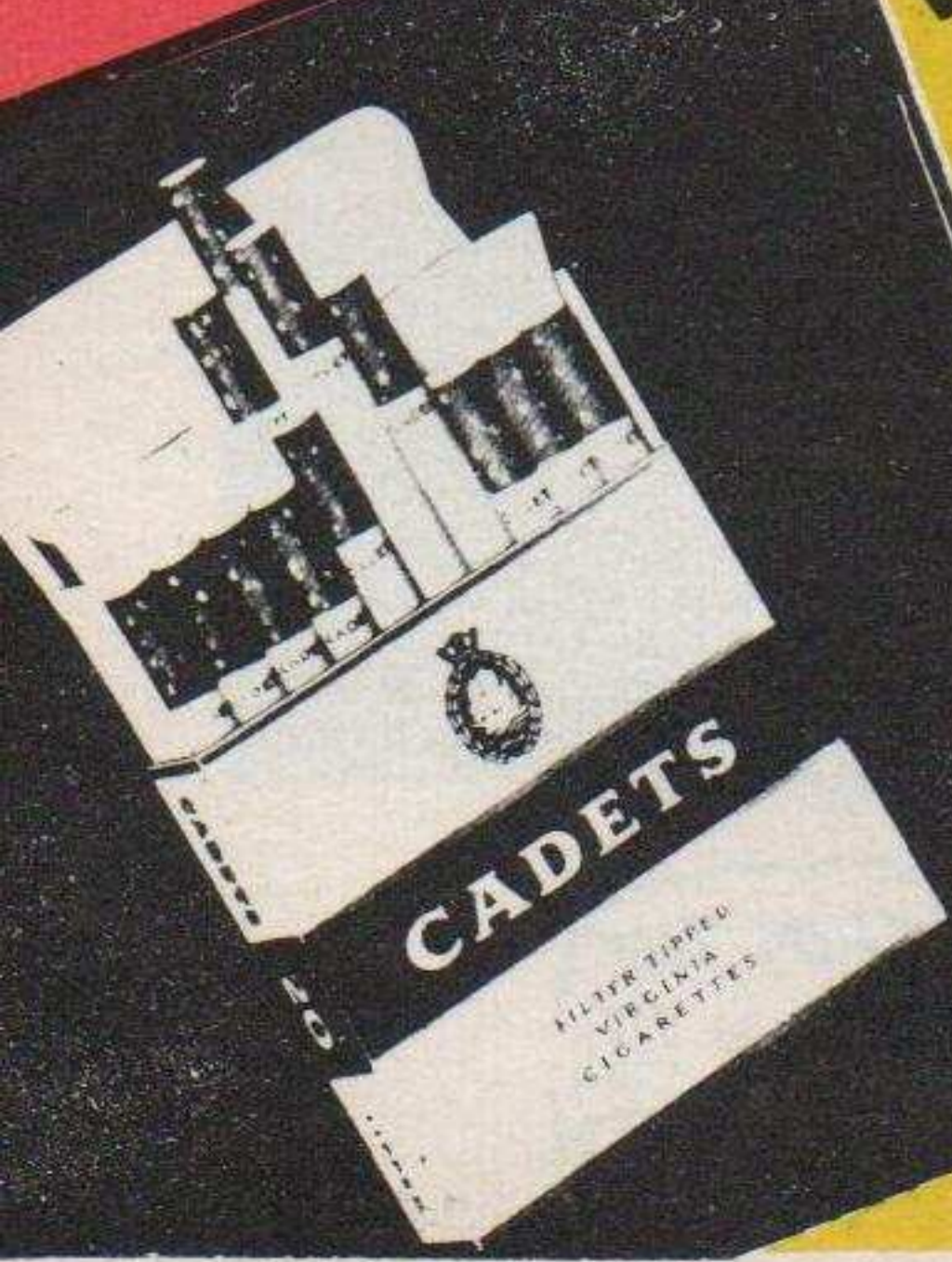
STOCK CAR RACING

STOCK 1966 CAR CHAMPIONSHIP OF THE WORLD



WIMBLEDON
November
12th

INTERNATIONAL TEAM RACING



PRESENTED BY
NORTH INTERNATIONAL CONTINENTAL
STADIUM - LONDON
MAY 24th SEPTEMBER
SOUVENIR PROGRAMME



Drivers appearing at this Meeting

| | | | |
|----------------------|------------------|---------------------|------------------|
| 4 Tony Dymott | Guildford | 294 Geoff Goddard | Reading |
| 16 Bob Leadbeater | Croydon | 295 Alan Freebody | Woodley |
| 24 Terry Sayers | Walton on Thames | 299 Arch Brown | Farnborough |
| 30 Bernie Turner | Farnborough | 303 Graham Minchin | Reading |
| 34 Don Mason | Chichester | 304 Derek Fiske | Diss |
| 35 Trevor Carpenter | Chichester | 307 Norman Crowe | Colchester |
| 41 Eric Taylor | Guildford | 319 Denny Pearson | Basingstoke |
| 49 John Richardson | Reading | 320 Dave Pierce | Dorking |
| 55 Doug Wardropper | Otley | 327 Roger Stewart | Farnham |
| 60 Pete Fox | West Drayton | 332 Malcolm French | Tunbridge Wells |
| 76 Keith Winter | Berwick St. | 334 Maurice Sumner | Basingstoke |
| 82 Roy Wood | Reading | 335 Mick Codling | Hither Green |
| 85 Keith Parker | Walton on Thames | 352 Rick Drewery | Kings Lynn |
| 92 Jed Edge | Brixton | 364 Tony May | Reading |
| 95 Jan Scott | Czechoslovakia | 366 John Astley | Maidenhead |
| 111 Terry Masters | Guildford | 368 Albert Browne | Rochester |
| 123 Dave Miles | Basingstoke | 384 Ken Mussell | Guildford |
| 127 Jiri Marvan | Harwich | 390 Alf Drouin | Streatham |
| 130 Les Morley | Horley | 395 Brian Randall | Bury St. Edmonds |
| 135 Alfred Turner | Newdigate | 398 Derek Bunton | Stockwell |
| 138 Maurice Croxon | Marlow | 399 Chris Studd | Ipswich |
| 155 Don Ham | Hawkhurst | 406 Les Lipscombe | Gt. Bromley |
| 158 Mike Terry | Alresford | 413 Fred Mutch | Maidenhead |
| 163 Alan Robins | Abingdon | 417 Roger Warnes | Kings Lynn |
| 164 Dave Packham | Hawkhurst | 431 Jim Hazelgrove | Bognor Regis |
| 170 Dave Hindle | Polegate | 438 Malcolm Sedman | Clapham |
| 173 Bob Elson | Farnborough | 439 Roger Gale | Marlow |
| 178 Russell Banyard | Ipswich | 441 Nigel King | Rickmansworth |
| 182 Rod Tanswell | Bordon | 444 Ken Collins | Lancing |
| 184 Tom Neil | Staines | 459 John Beaumont | Highbury |
| 185 Pete Hirschfield | New Malden | 463 Del Stickings | Morden |
| 206 George Telfer | Chiswick | 476 Raymond Lines | High Wycombe |
| 210 Eddie James | Normandy | 494 John O'Hagan | Chesham |
| 211 Bob Blatcher | Horley | 497 Alan Cox | High Wycombe |
| 213 Doug McMahon | Diss | 500 Alan Wardropper | Witesham |
| 215 Keith Fransella | Dulwich | 507 Mike Read | Ongar |
| 216 Mike Hitchcock | Woking | 510 Malcolm Bryant | Basingstoke |
| 217 Bob Perry | Diss | 521 Pete Marshall | Yarmouth |
| 224 Ray Wakeman | Catford | 529 Barry Plummer | Bordon |
| 233 Edgar Wallace | Bradfield | 530 Michael Sweeney | Dorking |
| 255 Jack Savage | Kings Lynn | 542 Kevin Tapley | Farnham |
| 261 Dave Gregory | Farnborough | 546 John Gray | Downham Mkt. |
| 264 Pete Welland | Chiddingfold | 550 Reg Wesbroom | Colchester |
| 266 Ron Moore | Diss | 555 Con Lambert | Lewisham |
| 267 Graham North | Sutton | 567 Bish Banwell | Kings Lynn |
| 268 Derek Howe | Crawley | 568 Keith Toomey | Oxford |
| 272 Buster Geary | Chichester | 576 Ian Cale | Chichester |
| 278 Alan Taylor | Norwich | 602 Malcolm Lindsay | Chertsey |
| 283 John Davis | Bromley | 605 Ray Williams | Southampton |
| 290 Brian Temple | Hornchurch | 618 Stanley Jackson | Earlswood |
| 291 Terry Snelson | Northolt | 630 Kevin Broady | Chatham |
| 292 Barry Peel | Kings Lynn | 632 Rod Waller | Worthing |

SPEDEWORTH LTD

EUROPE'S LARGEST STOCK CAR

RACING PROMOTERS proudly present

FORMULA II STOCK CAR RACING

Programme of Events

EVENT 1.

INTRODUCTION BY LES (Mr. STOCK CAR) EATON

Grand Parade

EVENT 2. Race No. 1

| ENTER CAR NUMBERS IN SQUARES | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
First Eight to Final

EVENT 3. Race No. 2

| ENTER CAR NUMBERS IN SQUARES | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....
First Eight to Final

EVENT 4. Race No. 3

| ENTER CAR NUMBERS IN SQUARES | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....

Reserve Cars for Final 1 2 3 4.....

First Eight to Final -- In the event of one or more of the first eight cars having qualified in Race 1, enter Reserve Car in Final.

EVENT 5 Race No. 4

| ENTER CAR NUMBERS IN SQUARES | | | | | | | |
|------------------------------|--|--|--|--|--|--|--|
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th..... 7th..... 8th.....

Reserve Cars for Final 1 2 3 4.....

First Eight to Final -- In the event of one or more of the first eight cars having qualified in Race 1, enter Reserve Car in Final.

EXTRA RACE (If required)

| 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | | | |

INTERVAL: 10 MINUTES Messages will be played, write to Les Eaton, c/o Spedeworth

EVENT 6.

BARDAHL MATCH RACE CHAMPIONSHIP

| Race 1 | Race 2 | Race 3 | Race 4 |
|--------|--------|--------|--------|
| 1st. | 1st. | 1st | 1st. |
| 2nd. | 2nd | 2nd. | 2nd |

EVENT 7.

PRODUCTION CAR LAP TRIALS

Present Record Time

This event is open to any person(at their own risk) Any entrant must be in the pits by the end of race 3.

| MAKE OF CAR | DRIVER'S NAME | TIME |
|-------------|---------------|------|
| | | |
| | | |
| | | |
| | | |

EVENT 8.

Grand Final

| | | | | | | |
|------------------|--|--|--|--|--|--|
| Cars from Race 1 | | | | | | |
| Cars from Race 2 | | | | | | |
| Cars from Race 3 | | | | | | |
| Cars from Race 4 | | | | | | |
| Cars from Race 5 | | | | | | |

1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

Presentation of Trophy

YOU NAME IT . . . FRANK DID IT!

(An appreciation by Harry Barnes, Spedeworth's Public Relations Officer)

All sports which have been established for any length of time seem to have a "big name" known wherever the sport is promoted. With stock car racing, a name that all followers remember with gratitude is that of Frank Howlett. Gratitude, because Frank is owed so much for the great amount he did for stock car racing through the years. Although Frank was best known in recent years for his expert work at the drawing board and with the paint brush, in his time he had dealt successfully with almost every task the sport put before him. This covered just about everything from starting marshall—and he was perhaps the best ever at this job—to advertising.

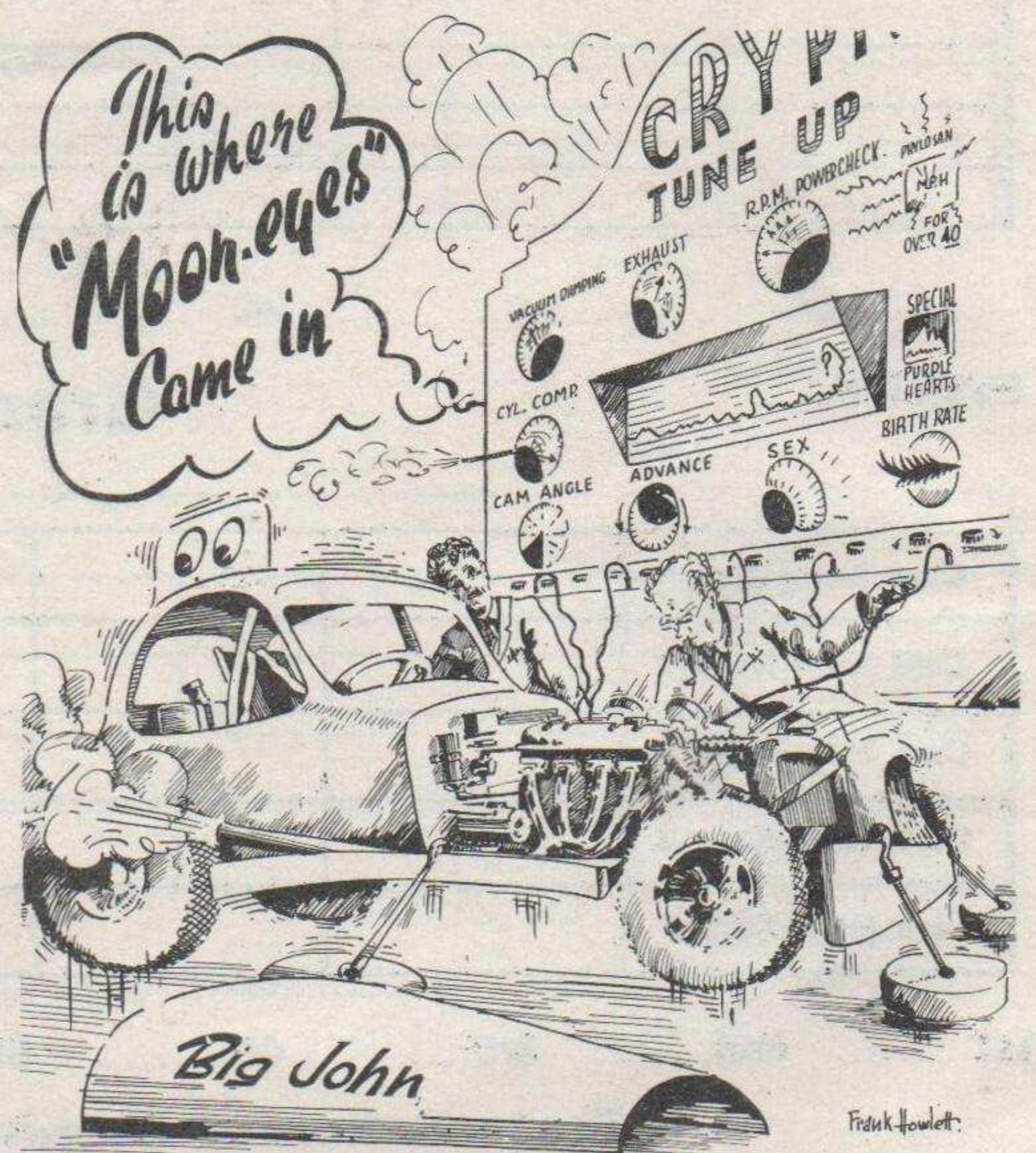
Frank "lived" stock car racing, and indeed, although it was not generally known, gave up a flourishing building business to devote his whole time to the sport. He began his working life as an apprentice sign-writer, and the skill he developed served the sport well. Even today there are examples of his work still in use. Not least of these is the design still used on many of our programmes and posters. Much of the planning for our presentation of the sport originated in Frank's agile mind and he is owed credit for much of the spadework that brought about the slick presentations to be seen today.

Busy though his work kept him, Frank could always find the time to assist drivers with sign-writing on their stockies, and he could often be found in the pits just prior to the start of a meeting putting the finishing touches to a driver's new creation. Newcomers to stock car racing were invariably directed to him for advice which he was always delighted to give. He was once offered a contract to design the stands for one of the major London exhibitions, but turned it down as it would have stood in the way of his one love, stock car racing.

Frank, of course loved cars. Particularly if he was behind the wheel. The bigger and faster they were, the better he liked them. He'd try his hand at stunts or racing. He used to love to tell of the time when, during our early association with Jac van Claes's N.A.C.O. promotions, he accepted the loan of a car to race at Gelen, in Holland. The raceway was long and fast. Frank took his place at the rear of the grid, and on the drop of the green flag away the cars screamed. The track surface at Gelen was cinder, and this meant that the rear cars in the line-up were soon blinded by choking dust. Unable to see, Frank turned, not as he thought into the bend, but into the escape road. Unfortunately there was a fire engine parked in the middle of this and Frank didn't see it until it was too late. Neither the fire engine or the Oldsmobile Rocket Frank was driving was fit to take any further part in the proceedings. Happily Frank was unhurt and considered the whole affair the joke of the century.

It is almost a year ago to the day that Frank Howlett attended his last meeting at Aldershot Stadium. He was his usual bright and breezy self when he left. He died that night from a heart attack, and stock car supporters, drivers and officials all over Europe were stunned by the news. With Frank's going everyone in the sport lost a tried and trusted friend. This will be shown by the way the drivers will race tonight. Much as they would like to take home the Frank Howlett Memorial Trophy, an even bigger spur will be the desire to put on a good show as a mark of respect for an absent friend.

HARRY BARNES.



Before you race, Wrench the distributor round into the direction of the Gents Toilet—She'll Fly!!

Newshawk...

by **Arnold Leroy**

Tonight I am joined by other contributors in this souvenir programme. As its title suggests the principle character was a man second to none regarding our sport, the fellow contributors have concentrated on Frank Howlett's life and his image in the Stock Car World, I will just say that I consider myself fortunate to have known the late great Frank, where ever oil and tyres meet his name will forever be mentioned.

Last time here we witnessed the English Championship, I am pleased that the title stayed south, more than pleased that it not only stayed south but actually went further south, as I predicted in the programme. I never predicted as to who I thought would win, as it was so 'open' on paper, only the top men being selected to race, then with the shale turned into a quagmire, more resembling brown Windsor soup, I couldn't possibly have imaged Eddie James winning as he is notoriously bad on a wet surface, and he doesn't like a grid position up front. Yet despite his dislikes he drove majestically and purposefully to win the easiest race he has ever won!

Who will take home the newest and possibly the dearest trophy tonight? Before we ponder over the pro's and cons of the respective drivers, their chances etc., do you know that the promoters are donating the sale of this programme to send over to Holland next season several White Tops who would otherwise not get the chance to go. The company will pay all the expenses to get from Dover to the raceway of their choice, whilst we will not be expecting any Tony May's or Del Sticking results from them the experience will do them good and will to say the least give them an added incentive to climb in this go getting sport of ours.

TODD SWEENEY will not be racing here tonight as he should have landed in South Africa after speeding there in a V.C.10 to do his stint as the World Champion out there, lets hope that he will bring back a trophy or two. He has no regrets about his decision to join Spedeworth! Get the full gen on this character in the Stock Car Journal, on sale around the stadium.

TONY MAY, my driver of the year, has yet to win a big race here in England, I'll admit that he won the Autolite Trophy, but to get big he had to go to Holland (European Championship) and to Scotland (U.K. Challenge Cup), will tonight be his night?

NORMAN CROWE, last Sunday he pulled off a fantastic find at Great Yarmouth, we haven't seen the best of this driver all season, has he decided to make a late burst through? If so he could not only win, but he wouldn't need luck to do it.

GEOFF GODDARD. The heart throb of all circuits, if Geoff can win then all the girls will be more than pleased, he belongs to the Tony May stable and is learning fast, other mates in the stable are Alan Freebody and John Astley.

DENIS PEARSON. Another favourite with the girls, he has also found form late in the season, so far his racing over the years hasn't produced a title! tonight? maybe.

CHRIS STUDD. The current International Champion, he will be called upon to defend the tag here on Saturday, 11th November. Will he get tonight's trophy?

DAVE PIERCE. The current Silver Top (top of the points) the Driver of the Year, Spedeworth's Golden Award winner. Everything points Dave's way, if he does get the big race tonight he will do the trophy proud.

Who will win, again I am sticking my neck out, but I think that the big race deserves to be in the South, in the Aldershot area to be better still, if so, then its Eddie James all the way.

Enjoy life, and be good company by always wearing a smile.

ARNOLD LEROY.



THREE GOOD REASONS FOR VISITING US!

BUILT-IN SHOTS!

SPOT ON SERVICE!

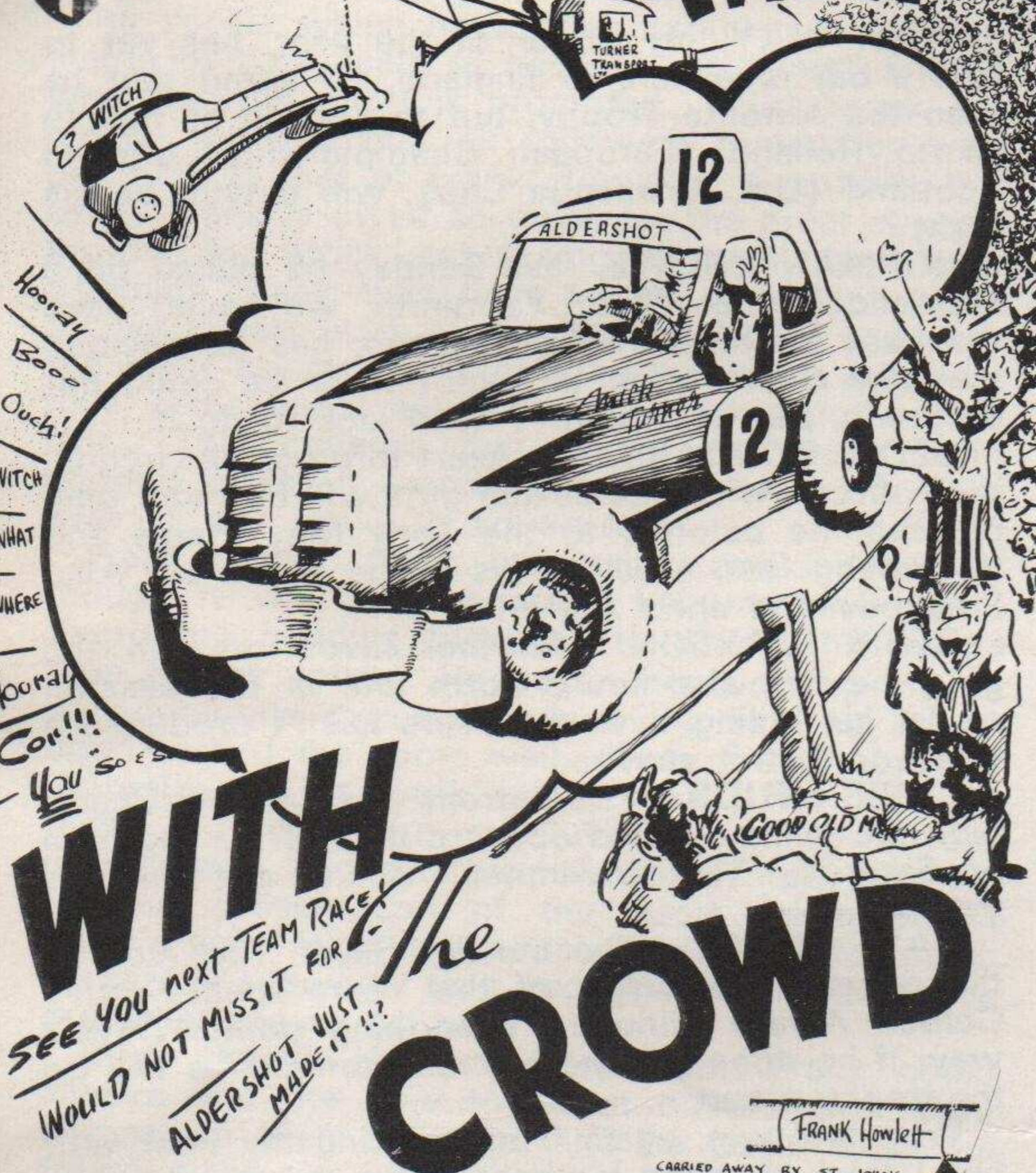
QUADRUPLE GREEN SHIELD
STAMPS!

10% discount on accessories
to all Stock Car Supporters

MAYFLOWER SERVICE STATION

Bartholomew Street, S.E.1.
(Links New & Old Kent Roads)

GETTING CARRIED AWAY



WITH THE CROWD

SEE YOU NEXT TEAM RACE
WOULD NOT MISS IT FOR
ALDERSHOT JUST MADE IT !!!

FRANK Howlett
CARRIED AWAY BY ST. JOHNS

ALL DISS



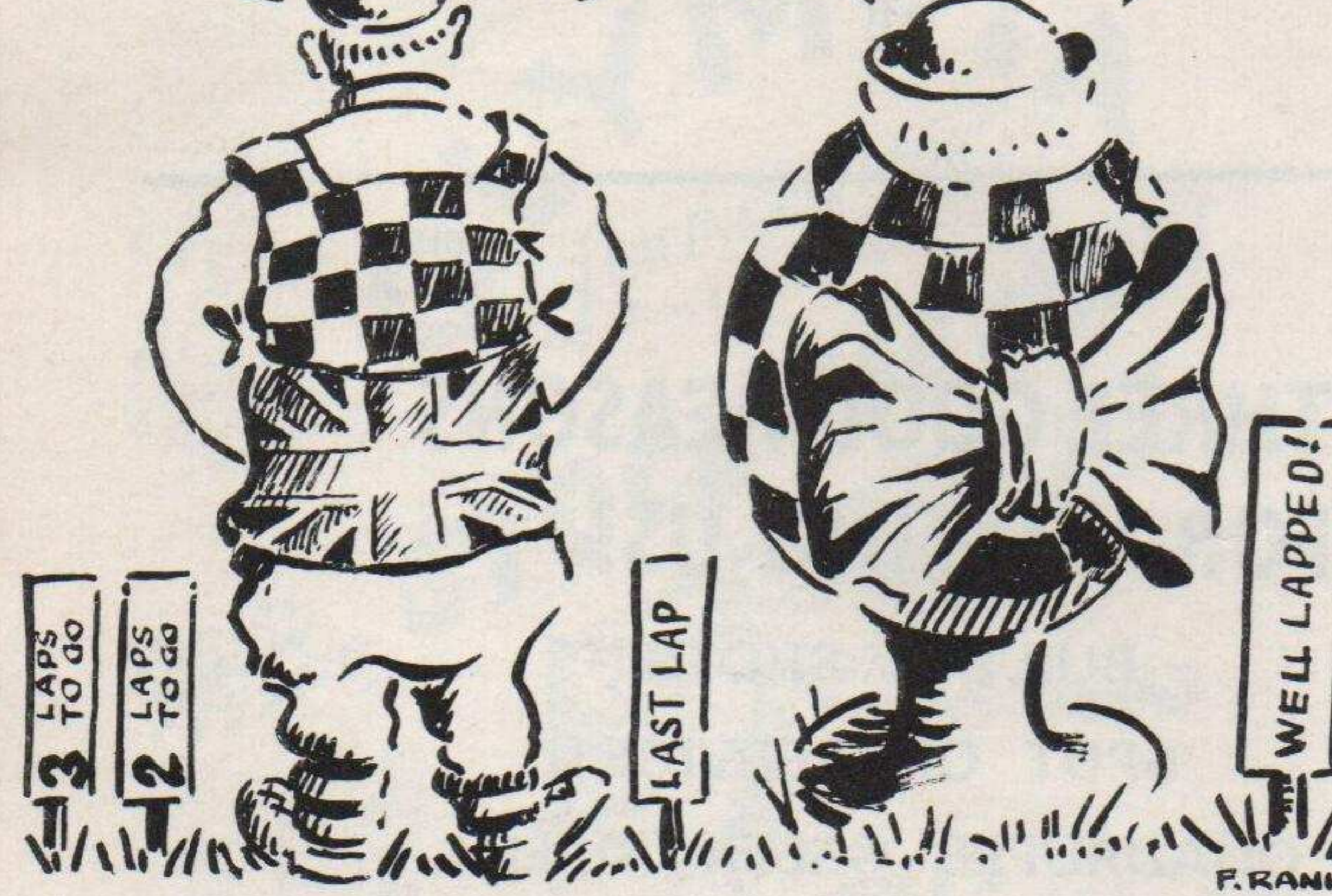
DAT UDDER DE UDDER

MAKES A BRITISH CHAMP.

Lady Luck

FRANK Howlett

"Scramble-a Egg"



Your Easter Fare

HAPPY EASTER

FROM ALL AT SPEDEWORTH



The Sport's

Ambassador Extraordinary

by Dave Gay

Our meeting this evening will certainly be attended by many who have been encouraged by one means or another to watch stock car racing for the first time this season. Some of those who fall into this category will not have known Frank Howlett and this is a great pity, for he took a great interest in "new faces" around the raceways and spent a lot of time on the terraces explaining the finer points and his own experiences to all who gathered round him. It is to his memory tonight's meeting is dedicated, a year after his sudden death shocked the stock car world.

Frank joined the Spedeworth Organisation on its inception and but for a few months remained until his death. His artistic work for stock car racing is well known and still surrounds us, and a selection of this can be seen in this programme.

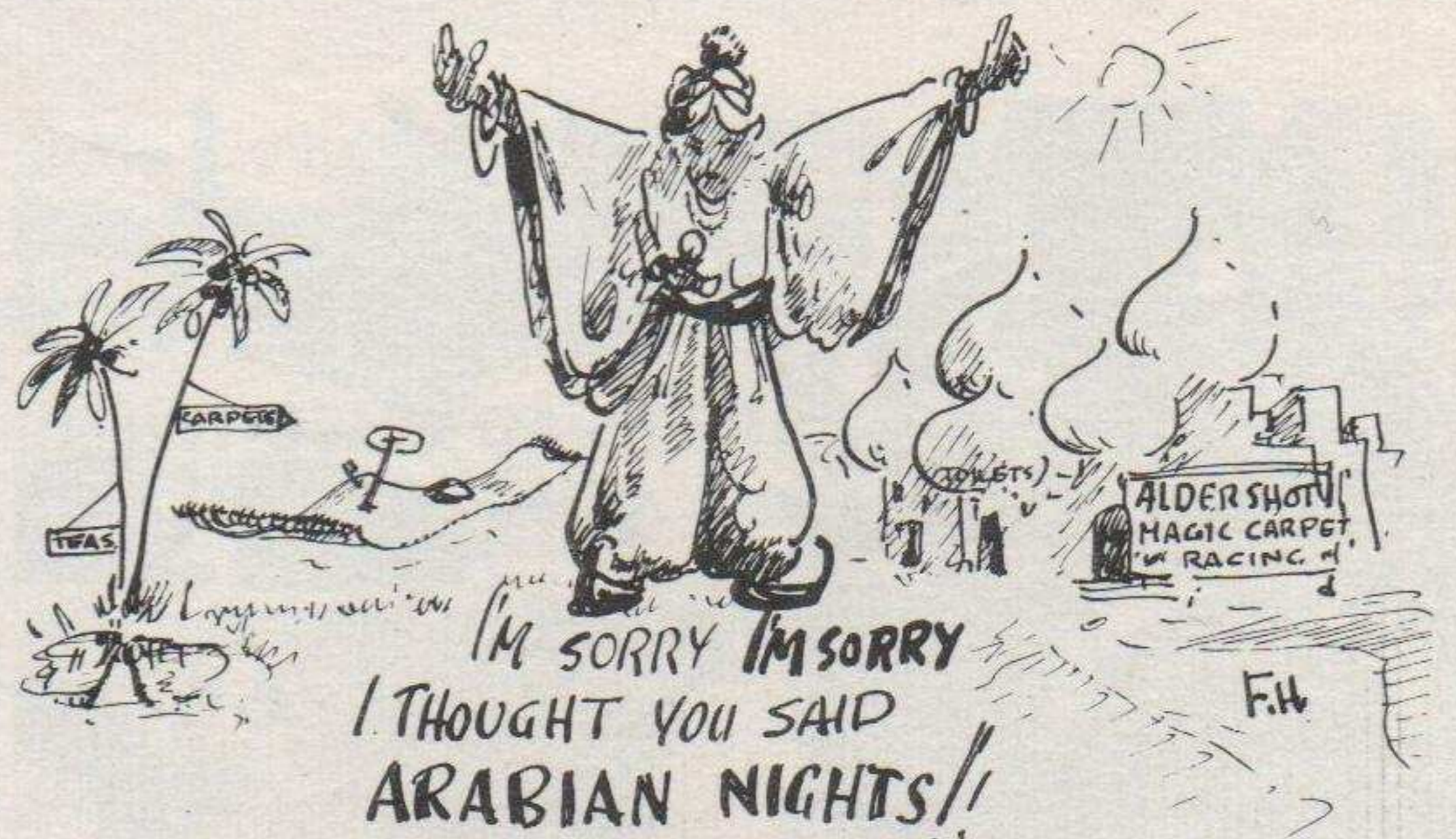
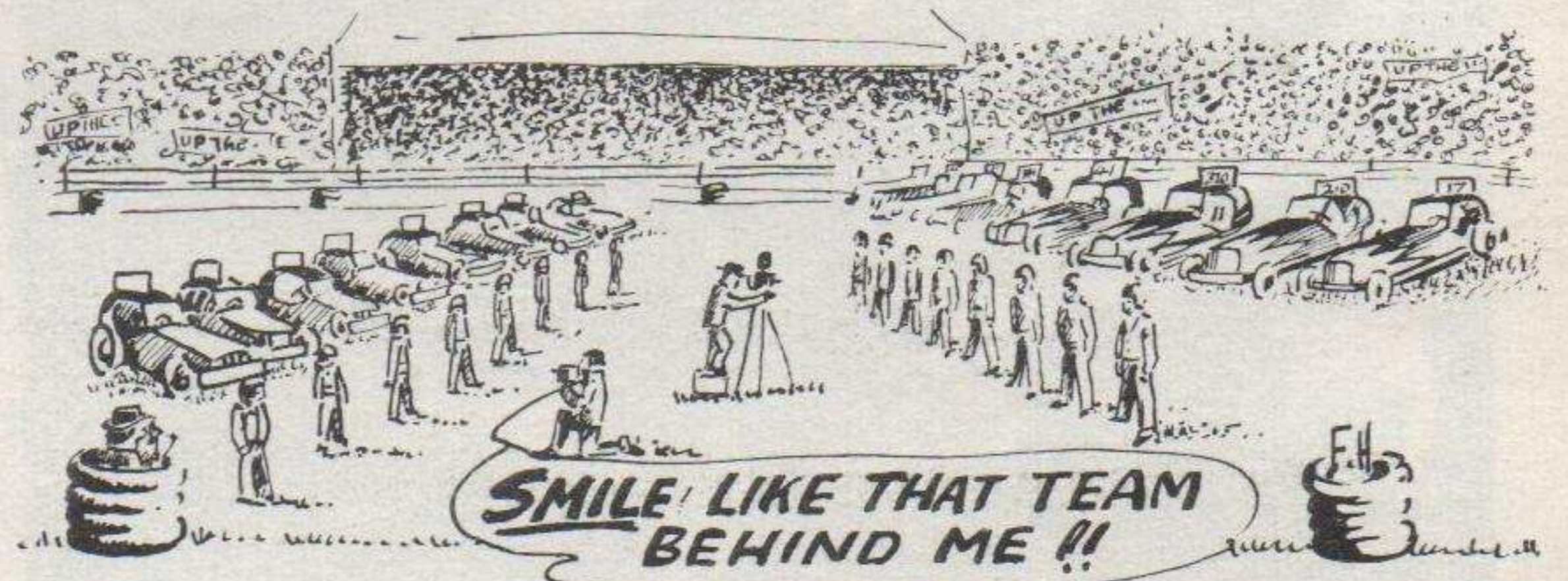
I feel, however, that his dedication to a promotion from publicity and advertising through to the meeting itself and the inevitable "inquest" afterwards was where Frank's experience and know-how was the greatest asset to our Company, especially when he got together with Les Eaton on the big gala events. A joy to work with, his awesome and colourful recollections of the "old days" of the sport often provided a welcome inter-

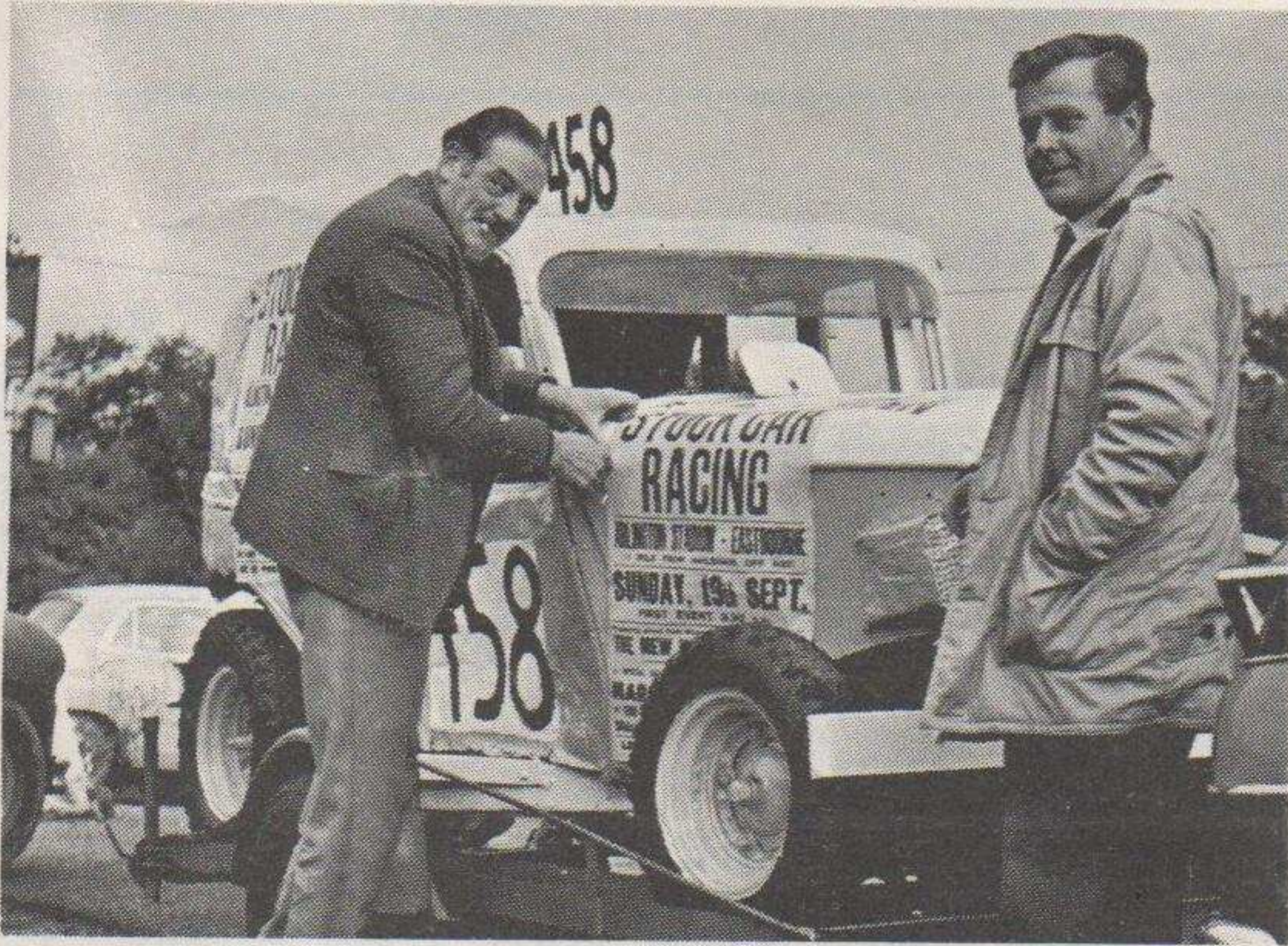
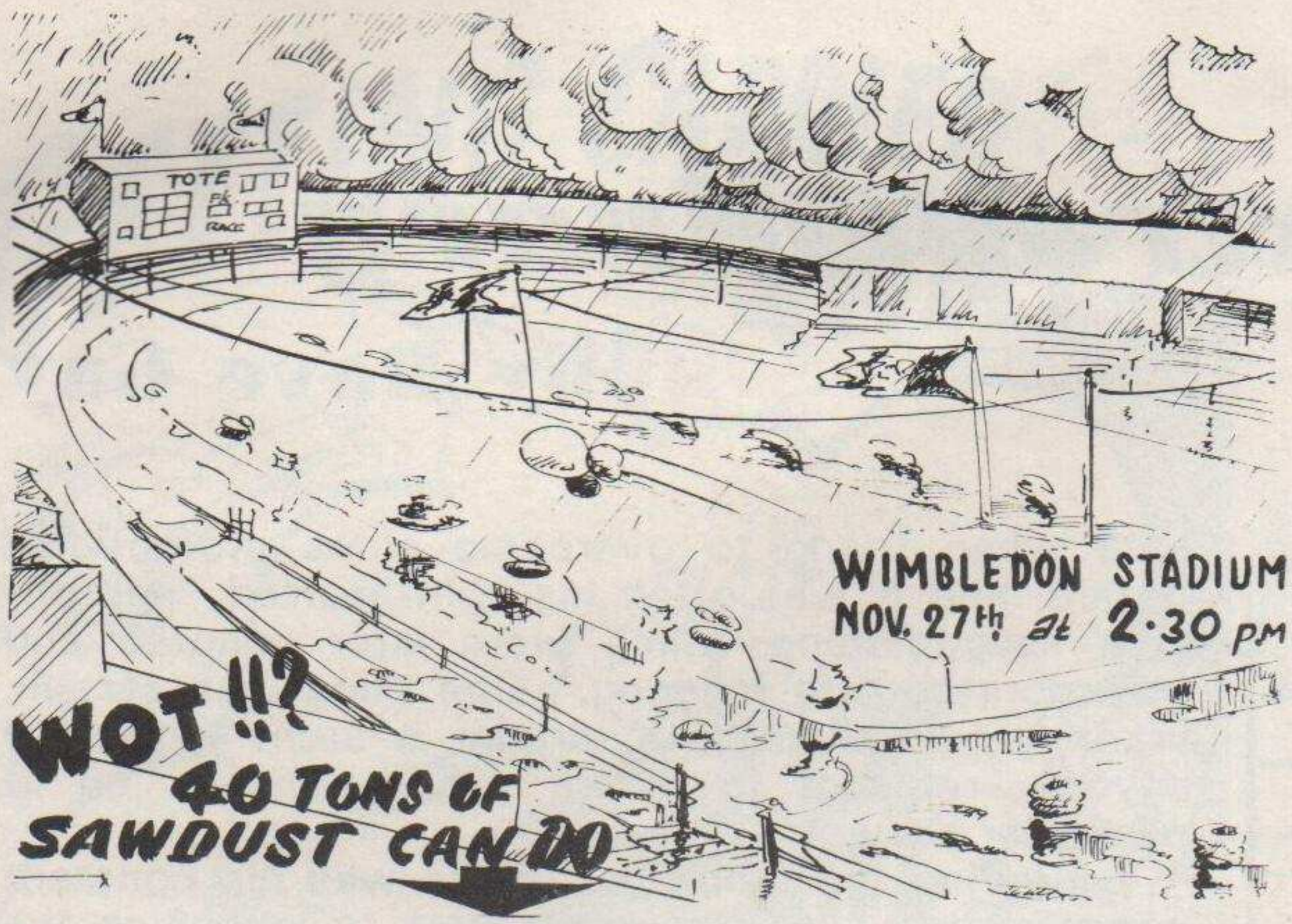
lude when trying to overcome some promotional hazard, and it was often his light-hearted "improbable" suggestions which were later adapted and incorporated at a meeting. One thing was certain, Frank would always undertake a stunt himself if anyone refused to share his optimism on a particular project.

Improving the stock car image was his constant concern, and his advice and work in launching the "Stock Car Journal" received his undivided attention—and many sleepless nights on the earlier editions.

With his passing, Spedeworth has lost a great pioneer, but we like to feel that by our association with such a man he imparted to us a little of his wealth of knowledge which will be used to benefit the sport for many years to come.

Good, sporting racing, slick organisation and presentation, with a few laughs—this is the mixture Frank would term a "cracking" meeting. This, therefore, is our hope tonight. A "cracking" meeting in tribute to a great character and a man who dedicated himself completely to the sport—the late Frank Howlett.





As many people knew Frank did the advertising



Frank and Tony Maidment

Frank overwhelmed, as he receives his Gold watch

GO THE LOW COST WAY

with the shorter sea crossing
**TO FRANCE
& BELGIUM**

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DRIVE-ON / DRIVE-OFF

car ferries

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DOVER / ZEEBRUGGE

Small cars go for as little as £3 0 0d ... It costs the same Dover/Calais or Dover/Zeebrugge.

Wide choice of sailings.

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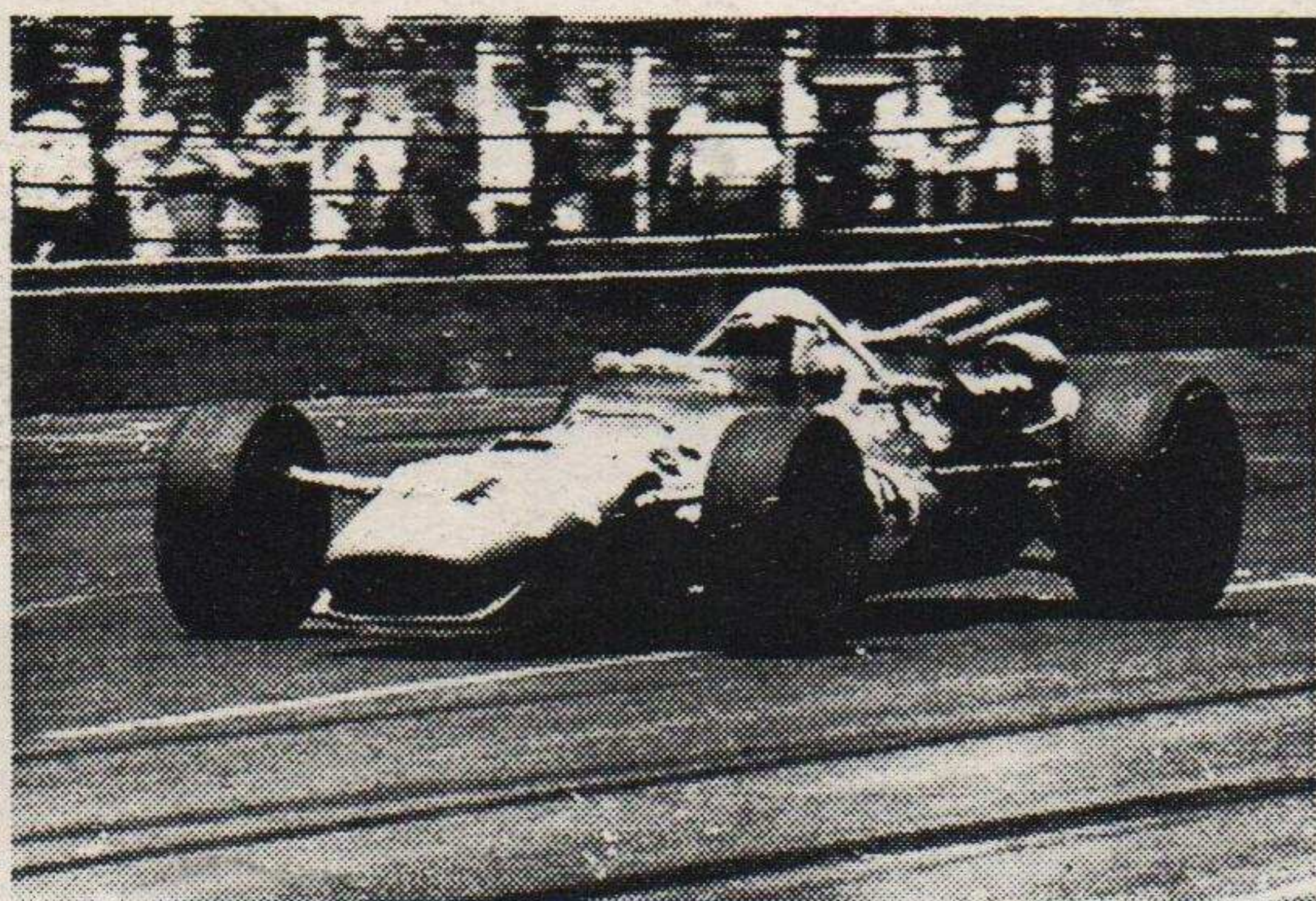
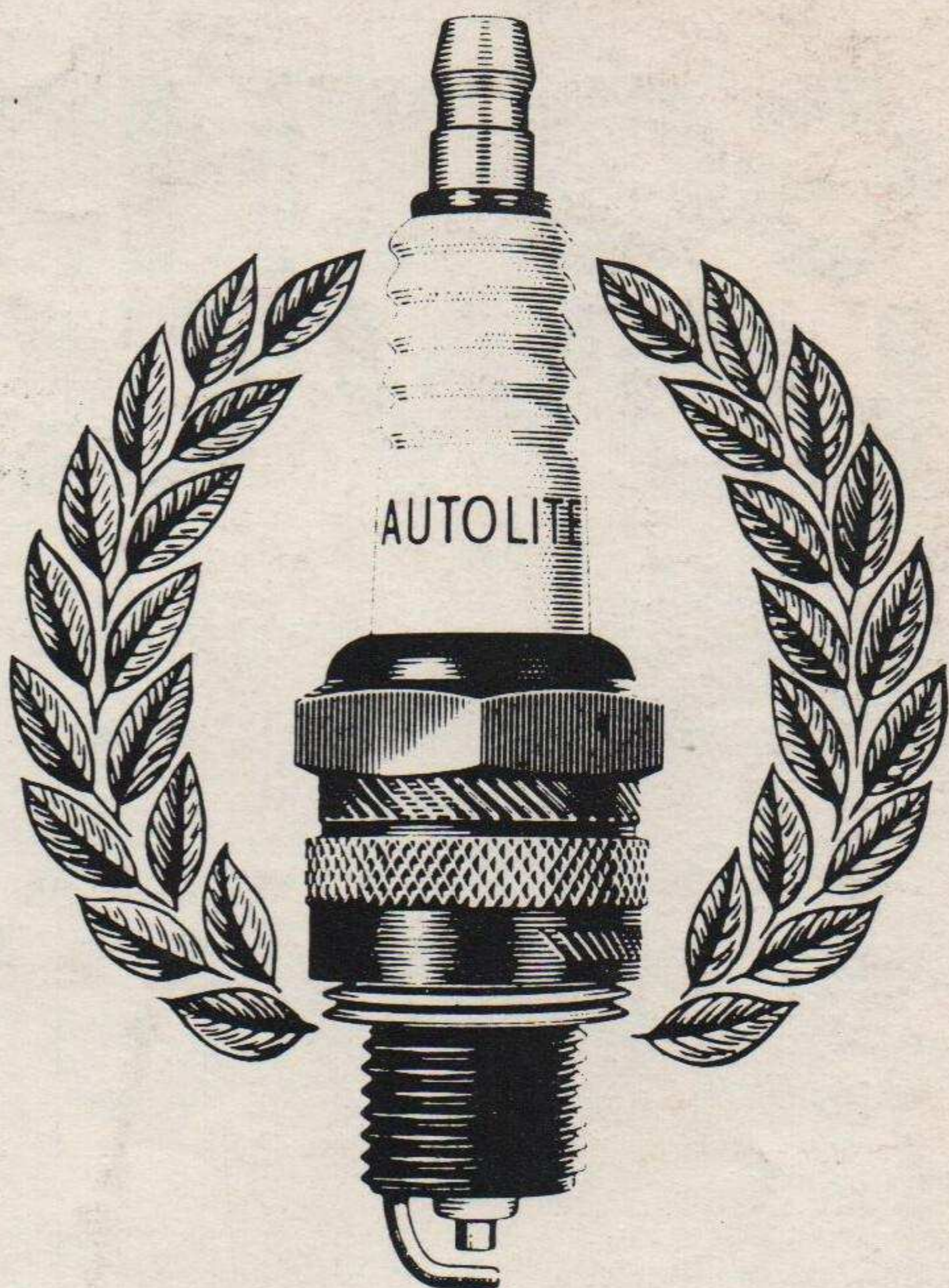
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Name _____

Address _____

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AUTOLITE SPARKS WINNERS

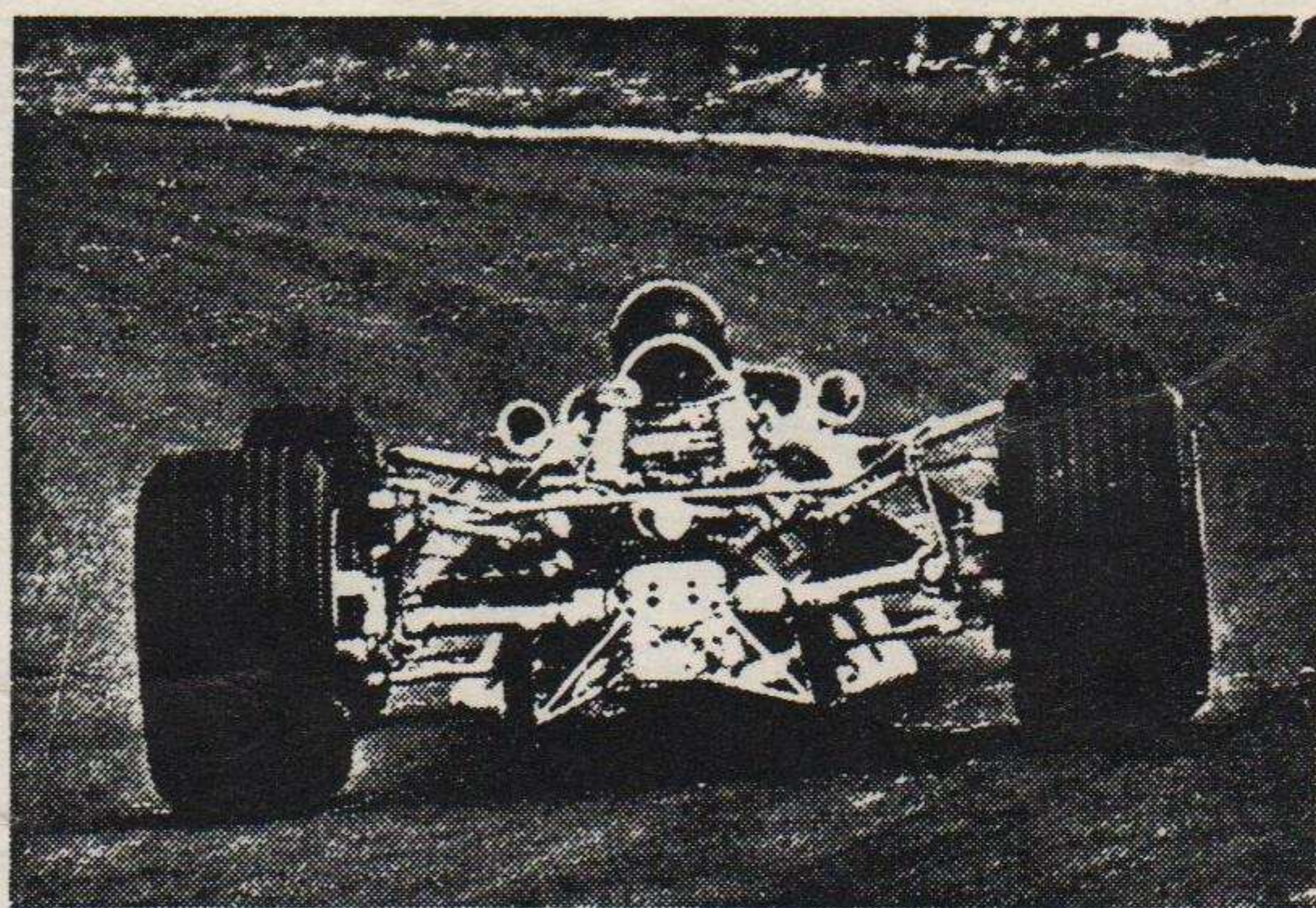
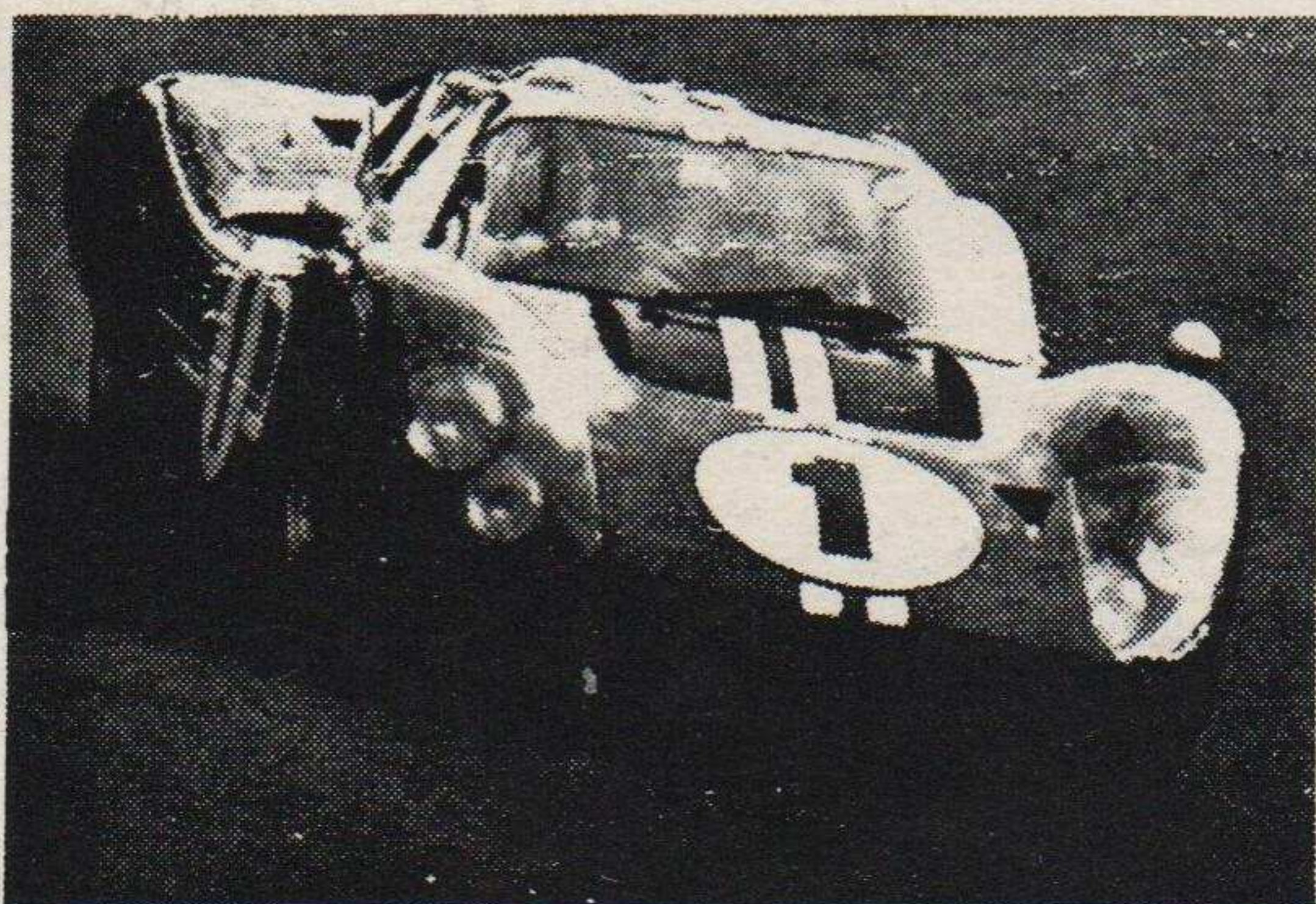


INDIANAPOLIS "500"

A. J. Foyt, winner of the 1967 Indianapolis '500',
in his Autolite-sparked Coyote-Ford.

DUTCH GRAND PRIX

Jim Clark, winner of the 1967 Dutch Grand Prix
in the new Lotus Ford. Plugs? Autolite, of course!



LE MANS "24 HOUR"

Winning car in the 1967 Le Mans '24 Hour'
- an Autolite-sparked Ford Mk. 4.
Drivers: Dan Gurney and A. J. Foyt.



FIT THE MODERN SPARK PLUG IN YOUR CAR  LONG-NOSED

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