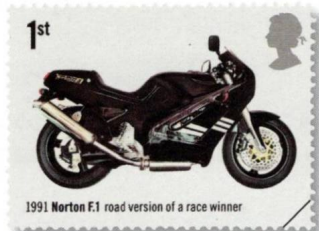


Motorcycles Six names that span a century



The stamps are designed by Ian Chilvers of Atelier Works, with illustrations by Michael English. Atelier designed last year's Crimean War stamps, and Michael English designed the Buses stamps of 2001; he is noted for his 1960s posters of bands like The Who.

A SET OF SIX STAMPS featuring British motorcycles from 1914 to 1991 goes on sale at Post Office branches and philatelic outlets and Royal Mail Tallents House on 19 July. Part of the series of Transport issues which commenced with the Buses set in 2001, it will be issued to coincide with the British Motorcycle Grand Prix at Silverstone.

The stamps feature: 1st class 1991 Norton F1 road version of a race winner; 40p 1969 BSA Rocket 3 early three cylinder 'superbike'; 42p 1949 Vincent Black Shadow fastest standard motorcycle; 47p 1938 Triumph Speed Twin two cylinder innovation; 60p 1930 Brough superior bespoke luxury motorcycle; and 68p 1914 Royal Enfield small-engined motor bicycle. The Queen's silhouette, printed in silver, is positioned upper right, with the value or service indicator at top left. The motorcycles are from the collection at the National Motorcycle Museum in Birmingham except for the Triumph Speed Twin and Royal Enfield motor bicycle which are privately owned.

The stamps will be issued to Post Office branches in sheets of 25. However sheets of 50 with gutter margins will be available from Post Office philatelic outlets and Royal Mail Tallents House.

FIRST DAY FACILITIES Unstamped Royal Mail FDC envelopes will be available from main Post Office branches and philatelic outlets about a week before 19 July, price 25p. Orders for FDCs with the stamps cancelled by a pictorial first day postmark of Tallents House or Solihull must reach Tallents House by the day of issue. Price £3.79 UK or £3.23 overseas.

Collectors may send stamped covers on the day of issue to: Royal Mail Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB (for Tallents House postmark), or to one of Royal Mail's Special Handstamp Centres (for the Solihull postmark) marking the outer envelope 'FD0517' (Tallents House), or 'FD0518' (Solihull). Covers can be posted or handed in at main

Technical details

Printer Walsall Security Printers

Process Lithography

Stamp size 41 x 30mm

Sheets 25 and 50

Perforation 14 x 14.5

Phosphor Two bands

Gum PVA

Gutter pairs Vertical

Cylinders and colours

All values W1 silver ● W1 yellow ● W1 magenta ● W1 cyan (blue) ● W1 black ● W1 phosphor



2005

The Motorcycles

Norton
F1
1991



After a decade in the doldrums, the much revered Norton marque made a dramatic comeback in the 1960s, with some unorthodox road and race-track motorcycles. Powered by piston-less Wankel rotary engines, their storming power delivery was silky smooth. Based on Norton's successful rotary racer, the 1991 F1 had a liquid-cooled engine within an aluminium frame and sported the latest in suspension and braking technology. Rapid acceleration and 140mph capability made the F1 a demanding, but exhilarating motorcycle to ride.

For most of the 20th century Britain was a world leader in motorcycle manufacture, producing everything from Ariel's motorized bicycles of the early 1900s to Triumph's 160mph superbikes of the 1990s.

BSA
Rocket 3
1969



BSA's Rocket 3 was one of the original superbikes, offering mighty 120mph performance along with superb roadholding and a high level of comfort. Its growing three-cylinder engine was designed to sustain high speeds without the vibration that plagued large-capacity British twins. When the BSA Group first launched the Rocket 3, alongside the basically similar Triumph Trident, there were high hopes for American sales success. But the machines' unusual styling was not very widely appreciated and the British trines struggled to compete against sophisticated and lower-priced new machinery from Japan.

Vincent
Black Shadow
1949



An unrivalled top speed of 125mph and exceptional character made the highly priced Vincent Black Shadow a motorcycling legend of the 1950s. The hand-built Shadow's V-twin engine lazily churned out endless power. But, while it readily ate up the miles on the open road, the Vincent was also manageable in town. Lavish use of light alloys helped to keep the Black Shadow's weight to a minimum, as did a radical 'frame-less' chassis, that utilized the combined engine and gearbox unit for structural strength. Vincent's carterized rear suspension layout was widely adopted by other makes in the 1960s.

These makes, along with other great names like AJS, BSA, Matchless, Norton, Royal Enfield, Velocette and Vincent were famous all over the globe for their sturdy, reliable engineering and high-quality finish.

Triumph
Speed Twin
1938



When Triumph's Speed Twin was launched in 1938, it changed the face of motorcycling. The Speed Twin, with its smooth and powerful parallel twin-cylinder engine, was such a revelation, that when postwar production resumed every major British marque had to offer a 500cc twin cylinder motorcycle designed on similar lines. Designed by the brilliant Edward Turner, the stylish and compact Speed Twin could top 90mph but, being simple to manufacture, it was keenly priced. Swift 650cc twins derived from the 500cc original would make Triumph a world famous and profitable marque in the 1950s and 1960s.

Brough Superior
SS100
1930



Claimed by the company proprietor George Brough to be the 'Rolls Royce of Motorcycles', the Brough Superior was truly in a class of its own. Brough's most famous product, the handsome SS100, was sold with a 100mph guarantee and renowned for superb roadholding. A lusty one-litre V-twin engine, made by JAP, powered the SS100 via a Sturmey Archer three-speed gearbox with hand change. This Alpine Grand Sport version has Bentley & Draper rear springing. One of Brough's most famous customers was TE Lawrence, otherwise known as 'Lawrence of Arabia', who owned six SS100s.

Royal Enfield
T140
1914



Royal Enfield got into its stride as a motorcycle maker in 1910 and became known for building solid, dependable products. One of the earliest was this lively Model 140, with a 425cc V-twin engine. Its advanced features included automatic lubrication, and an all-chain transmission at a time when hole bolts were still widely used to drive the rear wheel. An ingenious two-speed mechanism was operated by a 'coffee grinder' handle alongside the petrol tank. Royal Enfield went on to produce larger V-twins and a series of rugged single-cylinder machines.

Motorcycles

Royal Mail First Day Cover



1991 Norton F1 road-racer (1 x 10p)



1969 BSA Rocket 3 early three-cylinder superbike (1 x 10p)



1949 Vincent Black Shadow road-racer (1 x 10p)



1938 Triumph Speed Twin single-cylinder road-racer



1930 Brough Superior SS100 single-cylinder road-racer



1914 Royal Enfield T140 single-cylinder road-racer



Mrs J Robinson
200 Manorbier Road
Ilkeston
Derbyshire
DE7 4AB

Royal Mail, Tallents House, 21 South Gyle Crescent, Edinburgh EH12 5PW

Post Office branches for the Solihull postmark. A non-pictorial Solihull postmark is also available from the Special Handstamp Centres; request 'FDO518 NP'.

Details of sponsored handstamps for 19 July will be announced in the *British Postmark Bulletin* – available on subscription from Tallents House (£12.25 UK/Europe; £24.95 elsewhere). For a sample copy write to: The Editor, British Postmark Bulletin, Royal Mail, 148 Old Street, London EC1V 9HQ.

A pack (top, price £3.40) and stamp cards (30p each) will be available at main Post Offices and philatelic outlets and from Tallents House. The pack was designed by Atelier Works and written by Mick Duckworth, a former Editor of *Motorcycle News*, and author of books on British motorcycles.

Motorcycles For most of the 20th century Britain was a world leader in the manufacture of motorcycles, and the stamps represent a wide range of UK manufacturers. Each cycle featured represents a major advance in design. The Royal Enfield (68p) was the first with an all chain transmission; before that, hide belts had been used. The Brough Superior (60p) from 1930, was sold with a 100mph guarantee. Its most famous owner was T E Lawrence (of Arabia). The Triumph Speed Twin (47p) was the first with a parallel twin cylinder engine which every other British manufacturer then replicated. The Vincent Black Shadow (42p) had a radical frameless chassis that combined the engine and gearbox for structural strength and its cantilevered rear suspension was widely adopted by other manufacturers. The BSA Rocket 3 (40p) was one of the first super bikes offering 120mph plus performance from its 3-cylinder engine. The Norton F1 (1st class) was powered by a pistonless wankle rotary engine and was a road version of Norton's champion racing bike of the 1980s •



BSA
THE MOST POPULAR MOTOR CYCLE
IN THE WORLD