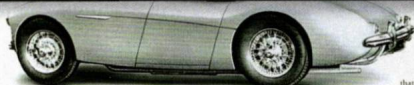


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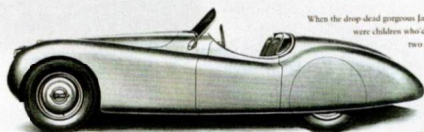
TRIUMPH TR3

The dream of every young man in a hurry who had to count the cost of his motoring, Triumph's TR3 of 1955 was sporty, snappy and multi-carbonated. The ultimate British Bulldog. What's more, it could crack 110 mph and cost a piffling £699. Triumph, like every other British car manufacturer, had its eye firmly on the car-crazy American market and exported TRs by the hundred. Back home it became *de rigueur* for sports up the Great North Road. With no door handles or wind-up windows, and a steering wheel that wouldn't look out of place on the deck of the Titanic, it was a study in pure British road. The TR3 was so low, you could put your hand out the door and stroke that new-fangled tarmac, asphalt.



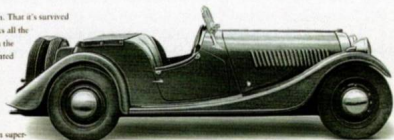
JAGUAR XK120

When the drop-dead gorgeous Jaguar XK120 appeared in 1948, beam-on nose was a big deal, there were children who'd never seen a fuzama and a ferry from Dover to Calais so you back two pounds. Small wonder then that post-war astute Brits took one look at the thousand pound Jag and sighed in admiration. It was quite simply the most stunning-looking thing made for the last two decades, and XK120 really did stand for 120 mph. That the world's fastest standard production car couldn't be bought. Owner Sir William Lyons had gravely underestimated demand and in the first two years the Coventry factory churned out just 40 XKs; you had to have a name like Clark Gable to own one. But by 1954 Lyons had worked his magic and XK120 production had shot up to over 12,000 cars.



MORGAN PLUS FOUR

Malvern-made Morgan is the British motor industry's weirdest phenomenon. That it's survived 60 years at all is remarkable, but to have been so unsooty by progress breaks all the rules. The £36 Plus Four of 1911 looks a lot like an 1996 incarnation with the same over-cupping, vintage-looking boards, side-opening bonnet and boom-mounted luggage rack. From the first four wheeled Morgans of 1916, the Company has consistently sold everything it could turn out, while many larger car makers went the way of all flesh. And Morgans are still being built the way they've always been with a hand-fitted aluminium body and a wooden framework made up of 94 individual pieces of ash. If you think you're the only one blessed by the march of modernity and the information super-highways, take heart. To buy a Morgan today you still have to join a six year waiting list.



The stamps were designed by Simon Clay, born 1964, who studied at the Batley and Bournemouth & Poole colleges of Art & Design. He has worked in various photographic studios, as a self-employed photographer, and now as the photographer at the National Motor Museum, Beaulieu, Hants. Mr Clay, married with three children, cites music and motorcycling as his two main hobbies. He recently sold his Triumph 750 Bonneville to buy more photographic equipment to further his career – what devotion to duty!

The pack includes car illustrations from the original catalogues, courtesy National Motor Museum, Beaulieu. The copy has been written by Quentin Willson, well-known motoring journalist of *Top Gear* magazine, and presenter of the *Top Gear* BBC2 series.

had one star, it was the Healey 100. Penned by Edward Healey long after, it so impressed Austin's chairman that he bought the rights on the spot. With almost indolent haste, the Healey were removed and changed overnight to read Austin Healey. At £750, it was a steal. And everybody wondered how they did it for the money. The brochures sang about Healey's high-speed knock how and Austin's low-cost parts, and, with a 50's showmanic flourish, remarked that 'the snug silencers and tailored top will correct the complexion of the outdoor woman'. Few cars better sum up that motomania world of headscarves, flat caps and triple-wheeled bicycles.

Royal Mail news Classic sports cars • 1997 special issues • Christmas aerogramme • Stamp book update • Burns stamps award and exhibition • NPM news

Classic sports cars Stamps commemorating five popular classic British sports cars go on sale at post offices, and philatelic outlets on 1 October. This year marks the centenary of the first British-built car, and of the the first London-to-Brighton run.

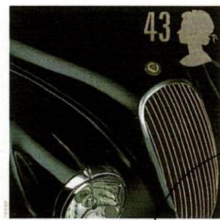
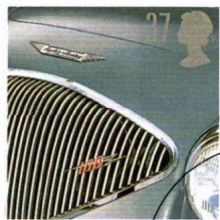
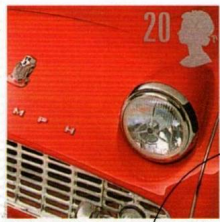
The **20p** stamp (inland 2nd class rate) features the Triumph TR3 of which over 13,000 were produced between 1955 and 1957. The car was squat, snorty, and multi-carburettored. It was capable of speeds of 110mph, and cost what now seems a piffling £699. Triumph was keen to exploit the US market and many TR3s were exported. It was noted for its lack of door handles, wind-up windows and lowness of body.

The **26p** denomination (1st class inland & EU rate) depicts the MG TD, built between 1950 and 1953; nearly 30,000 were manufactured. It is said that during the war many GIs in Britain took a fancy to the old MGs much driven by Spitfire pilots. By 1949 the Nuffield Organisation had developed the MG TD, sold at £445, and capable of 80mph. Within three years over 23,000 had been exported to the USA, earning it the accolade of Britain's best-selling export. It was seen as a fun car, noted for the separation of the seats by just a slim gear-lever.

The subject for the **37p** value (airmail postcard rate) is the Austin-Healey 100, made between 1953 and 1956. Over 14,000 were produced of this car which was the star of the 1952 Earls Court Motor Show. It was capable of speeds of up to 115mph and could accelerate from 0 to 60 in just 12.3 seconds. Its price was a nostalgic £750.

The Jaguar XK120 is shown on the **43p** value (basic airmail letter rate). This was launched in 1948 when austerity was very much the 'name-of-the-game' in Britain. Yet by 1954 some 12,000 of these cars had been sold at almost £1000 each. XK120 really did stand for 120mph. In the early years production could not keep pace with demand and most were owned by the rich and famous.

The final stamp, the **63p** denomination (airmail letters, second rate step), depicts the Morgan Plus Four, capable of 105mph and manufactured from 1951 until 1969. In true Morgan tradition, numbers were limited, only 3737 were produced. When first sold it cost £565. From the first four-wheeled Morgans of 1936, the company sold everything it could make. Even today Morgan cars are still built in the traditional way and there is currently a six-year waiting list.



FIRST DAY FACILITIES Unstamped Royal Mail first day cover envelopes will be available from main post offices, the British Philatelic Bureau and



Post Office Counters philatelic outlets around a week before 1 October, price 25p.

The Bureau will provide a first day cover service – collectors may order the Royal Mail cover bearing the stamps, cancelled with a pictorial ‘first day of issue’ postmark of the Bureau or Beaulieu, Brockenhurst. Beaulieu is the location of the National Motor Museum who have co-operated in the issue of these stamps. Price £2.64 (including VAT) to UK addresses, £2.25 to overseas addresses (no VAT). Orders for first day covers must be received at the Bureau by 1 October 1996.

Technical details

Printers Harrison & Sons Ltd

Process Photogravure

Size 35mm square

Sheets 100

Perforation 14

Phosphor 20p: one band ●
26p-63p: two bands ● Blue
fluor in phosphor

Paper OBA (Optical Brightening Agent) free

Gum PVA

Cylinder numbers and colours

20p P40 (phosphor) ● 1A (silver) ● 1B (greenish yellow) ● 1C (bright scarlet) ● 1D (vermilion) ● 1E (new blue) ● 1F (black)

26p P41 (phosphor) ● 1A (silver) ● 1B (greenish yellow) ● 1C (magenta) ● 1D (greenish blue) ● 1B (black)

37p P41 (phosphor) ● 1A (silver) ● 1B (greenish yellow) ● 1C (bright magenta) ● 1D (deep turquoise-blue) ● 1E (new blue) ● 1F (black)

43p P41 (phosphor) ● 1A (silver) ● 1B (greenish yellow) ● 2C (magenta) ● 2D (greenish blue) ● 3E (black)

63p P41 (phosphor) ● 1A (silver) ● 1B (greenish yellow) ● 1D (magenta) ● 1D (greenish blue) ● 1E (stone) ● 1F (black)

Collectors may send their own stamped covers on the day of issue, for these cancels, to: British Philatelic Bureau, 20 Brandon Street, Edinburgh EH3 5TT, or Special Handstamp Centre, Royal Mail, Wexham Road, Slough SL1 1AA (for Beaulieu postmark). The outer envelope should be endorsed ‘FD9625’ (Bureau), or ‘FD9626’ (Beaulieu).

First Day Posting Boxes will be provided at most main post offices for collectors who wish to post covers to receive local (mostly non-pictorial) ‘first day of issue’ handstamps.

Details of other special handstamps, sponsored by Royal Mail, stamp dealers and others, will be found in the *British Postmark Bulletin* – the Royal Mail’s magazine for postmark collectors. It is available on subscription from the British Philatelic Bureau: £10 UK and Europe; £21.75 rest of world (airmail).

Collectors are reminded that it will be in order to affix just the 20p Cars stamp to covers to receive all special cancels (‘first day of issue’, sponsored and philatelic counters), in use on 1 October. The minimum 1st class rate is suspended on this day as the set includes a 2nd class rate stamp; this concession applies only to the 20p Cars stamp; otherwise covers must bear at least 1st class postage.

PRESENTATION PACK AND STAMP CARDS A presentation pack (price £2.25) and stamp cards (25p each) will be available from the Bureau, Post Office Counters philatelic outlets, and main post offices.

EARLIER CAR STAMPS Somewhat surprisingly for a country so associated with the car industry, motor vehicles have featured on relatively few British stamps. The Mini and Jaguar featured on the 6d stamp in the 1966 British Technology set and four stamps honouring the British Motor Industry (1982) depicted the Austin Seven and Metro, the Ford Model T and Escort, Jaguar SS1 and XJ6, and Rolls-Royce Silver Ghost and Silver Spirit.

Other motor vehicles have been depicted on: 1974 Fire Engines 3½p (first motor fire engine, 1904); 1974 UPU 8p (airmail van); 1976 Telephone Centenary 11p (Mini); 1979 Police 11½p (Land Rover); 1985 350 Years of Postal Service 17p, 22p & 31p (postal vehicles, buses and taxis); 1987 St John Ambulance 22p & 31p (ambulances). A toy car featured on one of the 1992 ‘Memories’ Greetings stamps. Commercial vehicles and vintage cars were depicted on 50p stamp book covers in 1978-81. Postal vehicles have been shown on other stamp book covers ●