

Grand Prix Six special drivers and their cars



Technical details

Printer Cartor Security Print

Process Litho

Stamp size 41 × 30mm

Sheets 25 and 50

Perforation 14.5 × 14

Phosphor Two bands

Gum PVA

Gutter pairs Vertical

SIX STAMPS featuring racing cars go on sale at Post Office branches and philatelic outlets and Royal Mail Tallents House on 3 July. The issue marks the 50th anniversary of the British Grand Prix, this year held at Silverstone. The stamps feature: Stirling Moss in 1957 Vanwall 2.5L and Graham Hill in 1962 BRM P57 (1st class); Jim Clark in a 1963 Lotus 25 Climax and Jackie Stewart in 1973 Tyrrell 006/2 (54p); and James Hunt in a 1976 McLaren M23 and Nigel Mansell in a 1986 Williams FW11 (78p). The stamps were designed by True North, Manchester. The stamps will be issued to Post Office branches in sheets of 25, but sheets of 50 with gutter margins will be available from Post Office philatelic outlets and from Royal Mail Tallents House. The stamps are issued in separate sheets, not in se-tenant pairs. A hidden '2007' is printed in microtext on the cars or the drivers.

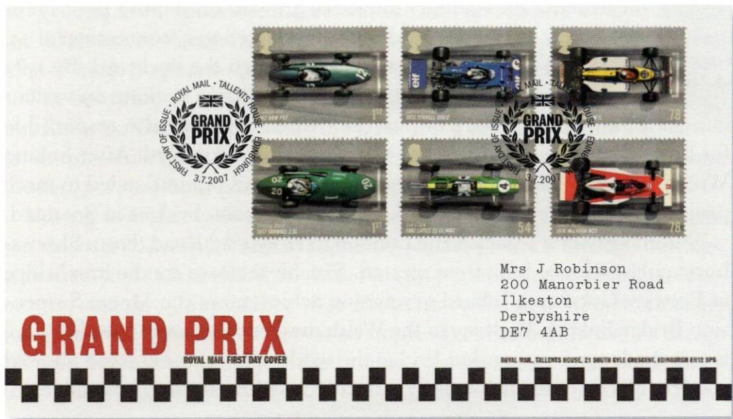
FIRST DAY FACILITIES Unstamped Royal Mail FDC envelopes will be available from main Post Office branches and philatelic outlets about a week before 3 July. The cover is designed by True North. The filler card features the circuits at Silverstone, Aintree, Donington, and Brands Hatch. Orders for serviced FDCs must reach Tallents House by the day of issue. Stamped covers may be sent on the day of issue to: Royal Mail Tallents House, 21 South Gyle Crescent, Edinburgh EH12 9PB (Tallents House postmark) or the nearest Royal Mail Special Handstamp Centre (Silverstone postmark) with the outer envelope marked 'FD0723' or 'FD0724'. Covers can be posted or handed in at main Post Office branches for the Silverstone postmark.

For details of sponsored handstamps and addresses of the Handstamp Centres see the *British Postmark Bulletin* – available on subscription from Tallents House (£12.25 UK/Europe; £24.95 elsewhere). For a free sample copy write to: The Editor, British Postmark Bulletin, Royal Mail, 148 Old Street, London EC1V 9HQ.

PHILATELIC PRODUCTS A well-illustrated pack has been written by Sir Stirling Moss, who reminds us that 'it sounds crazy now, but the danger was part of what made racing special'. The pack gives details of the careers of the six drivers commemorated on the stamps. The pack was designed by Iris Associates and printed by Walsall Security Printers. A Medal Cover will be produced – details to follow •

Grand Prix prices

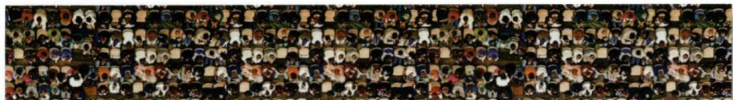
Set of stamps	£3.32
Presentation pack	£3.85
FDC envelope	£0.30
Serviced FDC (UK customers)	£4.38
Serviced FDC (overseas customers)	£3.73
Stamp cards set	£1.80



Mrs J Robinson
200 Manorbird Road
Ilkeston
Derbyshire
DE7 4AB



First day postmarks Union flag and winner's garland, and Union and chequered flags.



The statistics, though remarkable, are only a fraction of the story. It was his way Stirling Moss raced, the sheer character of the man, which so endeared him to the British public. To say he approached every race as though it was his last might sound trite, but in an era when for many drivers the next race really was their last, Moss always, but always, drove to win.



the privatizer Rob Walker, he turned down a lucrative approach from Ferrari; in most people's opinion it cost him at least one world championship.

More than 40 years after he retired, Moss is still as competitive and active as ever, watching every Grand Prix with a keen and technical interest.

"I spoke to Michael Schumacher and asked him why they didn't insist on taking things like traction control off the cars to make it more of a contest between drivers, not just machines. He said he liked things like that, thought they were part of the sport." Sir Stirling Moss laughs, shakes his head. "We had to agree to differ."

And that of course is one of the reasons he never won the F1 world championship, finishing second four times, when other, lesser, drivers did. Not for Moss the long view, the careful picking up of points for two and fourth place finishes.

There was more. Moss drove hard, and to finish fast, but he drove fairly. He was another old-fashioned word – a sportsman.

"I'd like to say excitement, but I can't. I know it's not as much fun now, though I'd love to see what these fine modern drivers could

"Concentration was the key for me. Whenever I wanted to go faster in a race, I just concentrated harder."

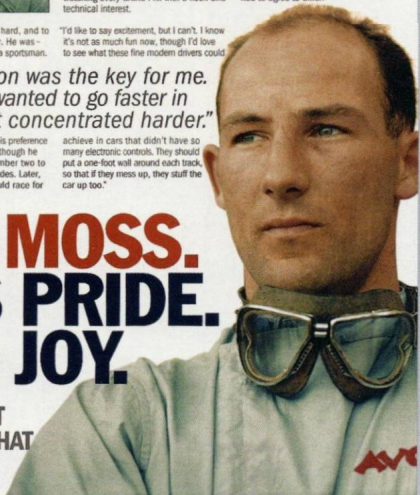
And there was his patriotism, his preference for driving British-made cars, though he spent his early career as number two to Juan Manuel Fangio at Mercedes. Later, having given his word he would race for

achievements in cars that didn't have so many electronic crutches. They should put a one-foot wall around each track, so that if they mess up, they stuff the car up too."

"For me, that isn't racing. I understood the reasoning, but couldn't bring myself to do it. I loved what I did because I loved to race, simple as that. I loved the people, the circuits, the cars, the atmosphere, everything about it, including – in fact especially – the danger. It sounds crazy now, but it was part of what made racing so special!"

STIRLING MOSS. BRITAIN'S PRIDE. AND JOY.

"IT SOUNDS CRAZY NOW, BUT THE DANGER WAS PART OF WHAT MADE RACING SPECIAL."
STIRLING MOSS



STIRLING MOSS | 1957 | VANWALL 2.5L

For a decade the wonderfully versatile Briton was the man every other racing driver in the world wanted to beat. Moss had a calm, unfussy style but never failed to give every race his all and beat the best in F1, rallying, sports cars, touring cars, F2 and F3, sometimes driving in four or five categories at a single meeting. Records were set at the 1957 24 Hours of Le Mans and the 1958 24 Hours of Daytona.



STIRLING MOSS	
GRAND PRIX	74
VICTORIES	16