The World of Personal Number Plates

Regtransfers.co.uk

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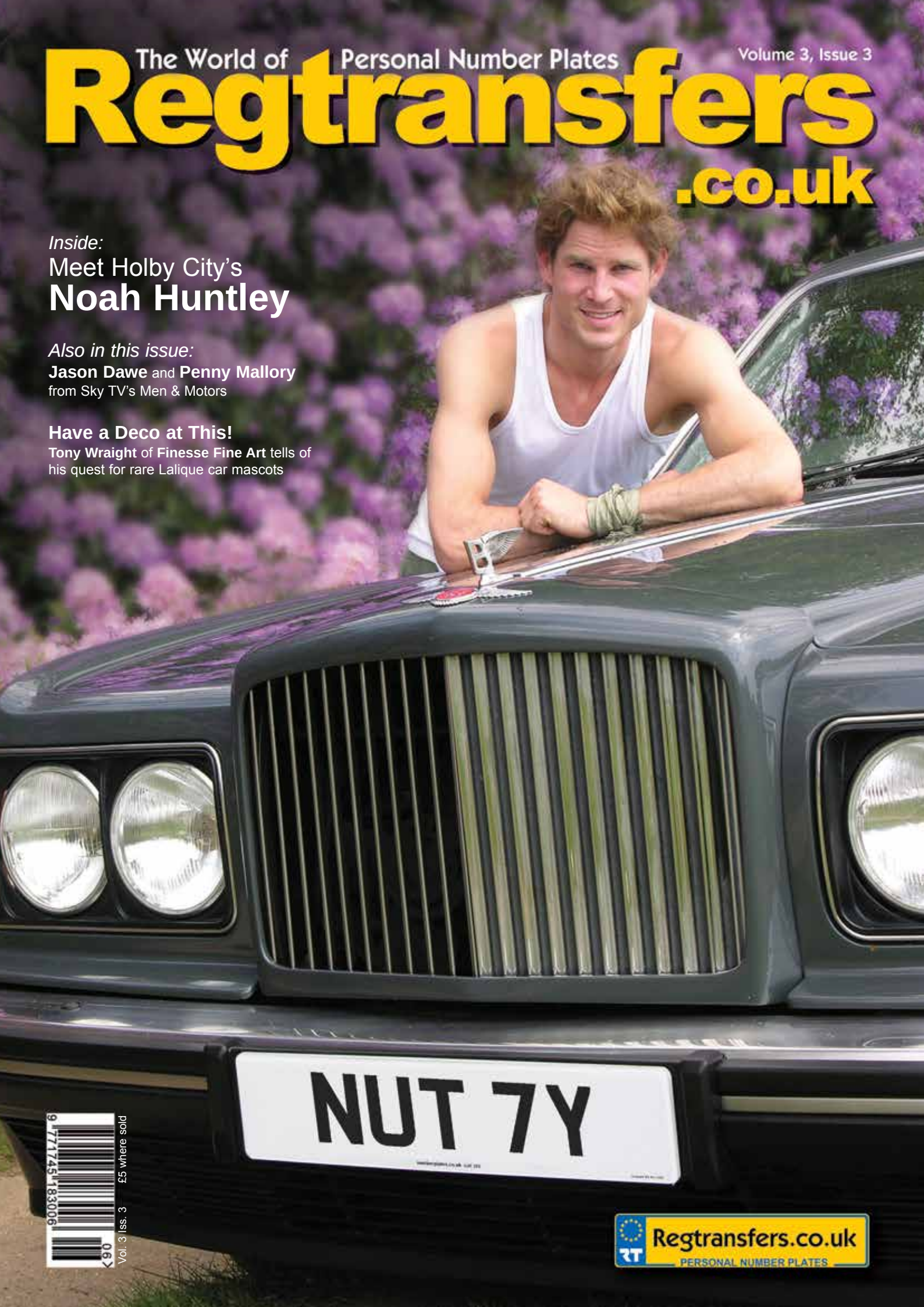

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Noah Huntley

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Have a Deco at This!

Tony Wraight of **Finesse Fine Art** tells of his quest for rare Lalique car mascots

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Letters & emails

Write to:
The Editor
Regtransfers.co.uk
139 High Street South
Dunstable
Bedfordshire
LU6 3SS

or email:
editorial@regtransfers.co.uk

A Duff Plate?

I have been interested in number plates as long as I can remember. So when **L18 DUF** came up for sale, I just had to buy it for my wife.

Her name is Libby Duff but she is known as 'Lib' so this is her full name.

The photo was taken in Dufftown, Scotland, where we got quite a few amused looks.

Peter Duff
Hertfordshire

Hometown

My daughter's name is Ikra and **E1 KRA** was the exact match.

She was only 40 days old when I bought this plate, and now she is three months.

I am sure she will love it when she grows up. Ikra is a popular name for Asian girls.

I also bought **M1 RPR** a few years ago because I was born in Mirpur in Pakistan so this number reads almost the exact name of my hometown.

Mohammed Yaseen
by Email

Hey Joe!

523 JOE was once owned by a millionaire who lived in the York area. He owned the number for many years which was on a Rolls Royce until I purchased it.

I think it was first registered in Birmingham, but I think you may already know that. I don't know the exact year it was issued though - maybe you can help me?*

I purchased this number for my three year old son whose name is **Joseph**.

Although my name is Jonathan, everybody knows me as Joe, so it looks quite good on my car until the 'real' Joseph gets a car (in a few years yet).

I would love a JS number but I am still saving!

Jonathan 'Joe' Spink
by Email

***523 JOE** was first registered by Birmingham County Borough Council in 1963. This is a 'reversed' registration i.e. with the letters at the end - those with JOE at the beginning date back to 1948. (Ed.)*

It's Now or Never!

Ever since the 1960's I have always been interested in car registration numbers. But I never thought I would see the day that I would own one with my own initials on. Looking through your website I saw **B1 PRG** and, being of a mature age, I thought if I don't get it now, I never will!

Your service was first class and all the paperwork was taken care of by you. Needless to say, like a professional footballer, I am 'over the moon' with everything.

Peter Roger Graizevsky
by Email

A Pair of 'Must Have' Plates

Firstly, thanks for the latest copy of your magazine - it's always a pleasure to receive it and it just keeps on getting better!

I thought I would take a chance, dig out the camera and send this picture of my cars and their very special registrations **D3 FTY** and **D6 FTY**.

Obviously, having a surname like 'Defty', I realised that a number plate would be attractive on both cars and I think they set them both off nicely.

The Porsche Boxster is a 1998, 2.5ltr and my wife Mandy drives a 1998 BMW 525Td SE.

I have owned **D3 FTY** for about three or four years now and **D6 FTY** was still available a couple of years later. It was a 'must have', so I bought that as well.

Steve Defty
Hartlepool

Coming Back for More

I am very proud of my registration **S555 FJB** and also for the very quick, excellent service received.

I will be looking for a number for my other vehicle shortly.

Frederick Boakes
by Email

The Godzilla of Cars

A quick message to say many thanks for my new plate **G15 GTR**.

As you will see it's now on my Nissan Skyline GTR R32 which I've had imported from Japan. It's quite a special car as it has 640bhp. It's been highly modified by a team of Japanese engineers. I felt being a GTR model it deserved a plate to suit.

When the car was developed at the Nürburgring in 1990 in Germany, it was described as the Godzilla of cars, hence it won 50 straight titles on the track. Its engine design was also technically way ahead of its time. It's not unusual for this car to develop more than 1000 BHP!

Pictures of the car are also going to feature in some UK performance magazines in the near future. I do believe this vehicle deserves as much exposure as possible not just for myself but for the Japanese mechanics who built the car to this specification.

William Clark
Midlothian

What's the Story?

Do you have a story about number plates?
If so, please send an email to:
editorial@regtransfers.co.uk

First Choice

I am 22 and part of a very happy family of four. I decided, once my little boy was born, that I'd treat myself to a numberplate as I always wanted one. I set my budget and off I went searching. Regtransfers - the obvious choice.

First I was looking through the DAZ **** plates, nothing I really fancied though. So I thought I'd try my initials - DB. Most plates contain three letters, so this search ended as a bit of a failure too. Then it clicked - an eight will cover my second initial. Brilliant - D8.

What should I make up with the other three characters? The next three letters of my surname maybe? I didn't fancy that really. So finally after a few random searches it came to me. My partner, my daughter, my son, in that order of course.**K**elly, **S**ophie and **J**oshua. They came up trumps!

D8 KSJ - How perfect! And it looks absolutely brilliant.

Darrell Beasley
by Email

D8 KSJ
PERSONAL NUMBER PLATES

On a Promise

I enclose photos of my car with the new registration **M33 MOG**, supplied by yourselves. It is my grandson Adam in the photo, as I've promised the car to him when he is old enough.

Your service was spot on and highly recommendable

P M Brache
Doncaster

READERS' GALLERY

Email your photos to: editorial@regtransfers.co.uk

Leroy Byfield,
Suffolk

Julian C Colclough
Newcastle-under-Lyme

Matthew Gommo
by email

Michael Buckholt
by email

Keith Fletcher
Leicestershire

Adding an extra Dimension

John Lawrence of **New Dimension Exhibitions** tells us he has found that most potential clients don't seem to remember the telephone number on the side of company vehicles ***- but they do remember the web address!***

"We decided to change the signwriting on a new vehicle and feature the website address instead of the telephone number", said John, "which has now increased enquiries by over 45% in the last six months!

"We purchased the registration number **WH05 NDE** from Regtransfers to add that little bit extra to the truck"

WH05 NDE
PERSONAL NUMBER PLATES

www.newdimension.co.uk

Now you can get Regtransfers . .

On the move

If you have a WAP-enabled phone or a WEB-enabled PDA, you can log into our website **Anytime – Anywhere**

You never know when you might want to look up a personal number plate as a present for a friend or family.

So, whether you're out shopping, in a wine bar or just down the pub, we will be there with you to help solve those Christmas, birthday or special occasion presents.

You have the technology – we have the solution

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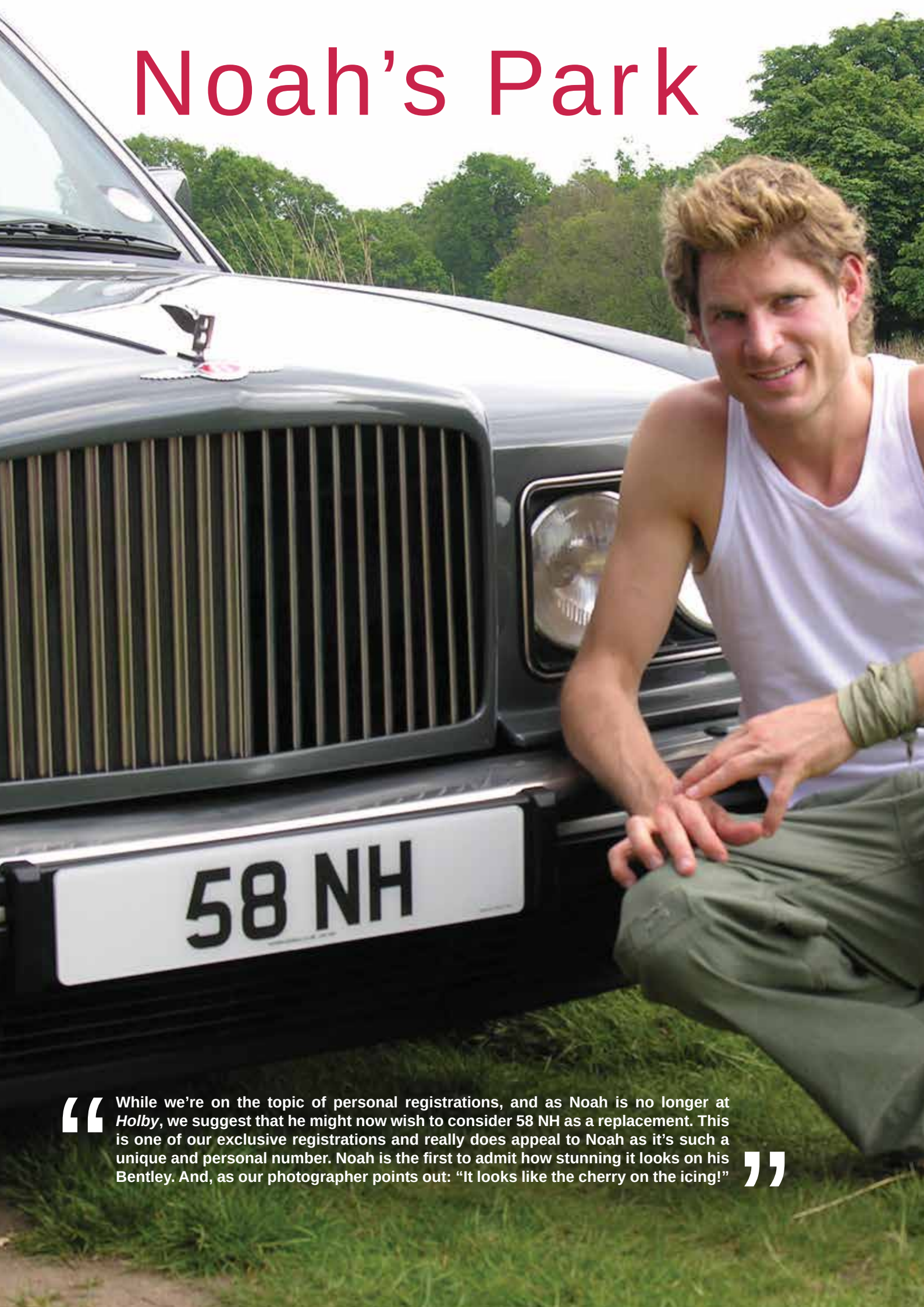
Noah's Park



"While we're on the topic of personal registrations, and as Noah is no longer at *Holby*, we suggest that he might now wish to consider 58 NH as a replacement. This is one of our exclusive registrations and really does appeal to Noah as it's such a unique and personal number. Noah is the first to admit how stunning it looks on his Bentley. And, as our photographer points out: "It looks like the cherry on the icing!"

It's late May and the hottest day of the year so far. Regtransfers' reporting team couldn't have chosen a better time or location to catch up with former *Holby City* actor, Noah Huntley. We've arranged to meet him in picturesque Richmond Royal Park, close to his West London home.

Noah, probably best known for the role of aristocratic heart-surgeon, Will Curtis, in the long-running BBC television hospital drama, has interrupted his busy schedule of filming, rehearsals and auditions to talk to us about his career and his newfound interest in personal vehicle registrations.

Bentley

Noah arrives in style in a Bentley turbo that turns heads as it glides effortlessly into the car park of Pembroke Lodge Restaurant, a magnificent Georgian mansion in the grounds of the park. Over a spot of lunch al fresco, at a table commanding breath-taking panoramic views across the Thames Valley to Windsor and Surrey, Noah tells us that he bought the Bentley (he was originally considering a Ford Focus!) when he first started filming *Holby City*.

"Will Curtis was actually a lord in the series so the experience of driving the Bentley backwards and forwards each day to Elstree Studios really helped me get into character - much to the amusement of some of the cast," he explains.

After getting the Bentley, Noah set about looking for a personal registration to give it some identity.

"I got some really good help when I contacted Regtransfers," he says. "And after considering a number of suggestions from your helpful sales team, I finally settled for the registration **B4 WCH** to signify: 'Before Will Curtis, *Holby*'."

While we're on the topic of personal registrations, and as Noah is no longer at *Holby*, we suggest that he might now wish to consider **58 NH** as a replacement. This is one of our exclusive registrations and really does appeal to Noah, as it's such a unique and personal number. Noah is the first to admit how stunning it looks on his Bentley. And, as our photographer points out: "It looks like the cherry on the icing!"

But Noah tells us that he is thinking of selling the Bentley now, as he has completed his residency at *Holby*. His character's story came to a tragic conclusion in March, when Will Curtis suffered a painful death after being impaled on some scaffolding. This was Noah's second fatal departure from a TV drama, having first been killed-off some ten years earlier when, as Luke McAllister in *Emmerdale*, he died in a car crash while attempting to escape from the clutches of the dreaded Dingle family! And Noah is quick to point out that he came to an unfortunate demise in two of his recent film outings: *Event Horizon* and *28 Days Later*.

"What does this say about my choice of roles?" he contemplates wryly.

We pluck up the courage to ask Noah to explain the origins of his nickname, 'Nut'. He looks surprised and impressed with the depth of our research.

"I don't know if it's because of my personality or the rather unfortunate incident when I was six and got a hazelnut stuck up my nose!" he is happy to confide. With tongue in cheek, this confession gives us the perfect opportunity to suggest another of our exclusive numbers: **NUT 7Y**. This number is from our 'Fun Registrations' range, > > >

"I got some really good help when I contacted Regtransfers," he tells us. "And after considering a number of suggestions from your helpful sales team, I finally settled for the registration B4 WCH to signify: Before Will Curtis, *Holby*."

> > > which seems ideal for Noah in the circumstances. Noah chuckles at the sight of it attached to his Bentley and is even happy to pose with it for our magazine cover shot. But we doubt that his *Holby City* alter ego, the disapproving Will Curtis, would approve!

Noah's youthful looks make it hard to believe that he's been appearing regularly on our TV screens for over eighteen years now; he made his television debut in 1987 at the tender age of twelve as Inspector Mike Burden's son, John, in the first of the Ruth Rendell Inspector Wexford novels to be adapted for the small screen. Noah went on to reprise the role in three further Wexford dramatisations, which starred George Baker as the gruff, West Country detective, Reg Wexford. This was before joining the cast of the long-running farmyard soap *Emmerdale* for a two-year stint when he was just eighteen!

Noah reveals that he and his sister are the only members of his family to 'tread the boards' professionally. He was brought up in a large farmhouse in West Sussex which he shared with his seven siblings. Another surprising fact about Noah is that he's one of three sets of twins born to proud parents, Karen and Graham.

rhododendra

After lunch, Noah is particularly keen to show us the magnificent displays of rhododendra in this royal enclave. Ensconced in the leather-clad comfort and luxury of Noah's Bentley, our reporting team is conveyed in style (just for a change!) to what appears to be an enclosed garden in a tucked away corner of the vast parkland.

"Not many people seem to know about this," enthuses Noah as he leads us into this secluded area, where our senses are assailed by multi-shades of rhododendron blossom in spectacular abundance.

After taking a leisurely stroll round the well-manicured grounds and a stop-off for a photo opportunity, we soak up the unexpected sunshine while Noah fills us in about his most recent acting assignment: he's just returned from New Zealand, having completed location shooting for the Disney multi-million-dollar film adaptation of *The Lion, the Witch and the Wardrobe* - the first big-screen instalment of C S Lewis's *The Chronicles of Narnia* - which is due to reach cinemas before Christmas. It was a physically demanding role for which Noah had to brush up his horse riding skills.

Noah is a keen athlete and supports events such as the British Heart Foundation's annual London

58 NH
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to Brighton Bike Ride. This is the BHF's major fundraising event of the year and the biggest bike ride in Europe, attracting applications from thousands of cyclists. Since it started in 1980, the event has raised more than £26 million for the charity involving more than 550,000 riders. We move on swiftly to another topic of conversation, when a member of our reporting team begins to impart his experience of extreme saddle discomfort during a similar charity bike ride!

Banana Army

In October Noah ran *The Great North Run* as part of the *Banana Army* team raising money for Leukaemia Research. The charity, established in 1960, is the only national research charity devoted exclusively to leukaemia and depends entirely on voluntary donations.

Since we last saw Noah on our screens, he has been busy filming other projects around the world. A TV version of the popular Radio 4 programme *Afternoon Play* will be screened on the BBC in January 2006. A play by Martin Sadofski, *Your Mother Should Know* is a dark comedy and, not wanting to give too much away, Noah will only tell us that he plays a character called Gary, and that the cast includes Sheila Reid and Clare Cox.

Most recently, Noah has just returned from filming *One Step Beyond* in Australia. This true-life film portrays the courageous and inspiring story of Warren Macdonald who climbed Kilimanjaro despite having had both legs amputated following an accident on North Queensland's Hinchinbrook Island in 1997. Noah takes the lead role, playing Macdonald himself. *One Step Beyond* will be shown on Channel 4 sometime in 2006.

Television dramas, blockbuster movies, theatre work and charity fund raising events: it's all in a day's work for this personable young man who was not yet into his teens when he landed his first television break. And with *The Lion, the Witch and the Wardrobe* destined to become the top box office movie attraction this Christmas, it's not difficult to predict that Noah Huntley is going to be a big household name before long.

park

We thank Noah for giving up his time to talk to us and for sharing the delights of Richmond Royal Park, which is the largest open space in London covering almost 2,500 acres. It is home to a huge array of wildlife, where herds of fallow and red deer roam freely. The park has been designated as a Site of Special Scientific Interest and a National Nature Reserve. It is well worth a visit, as it offers a unique countryside experience so close to central London.

*Interview and photography by **Stan Thompson***
Reporting team: Angela Banh & John Doherty
Regtransfers.co.uk © 2005

"I don't know if it's because of my personality or the rather unfortunate incident when I was six and got a hazelnut stuck up my nose!"

Stuck for that special gift?

With Christmas just around the corner look no further for that very special gift - *a personalised number plate from Regtransfers.co.uk.*

You don't even need to own a vehicle in order to have your very own personal registration. They can be held on certificate indefinitely or transferred between vehicles at any time.

A truly unique gift that will last a lifetime.

There are so many ideas to choose from - names and initials or words and letters with some special significance.

Don't forget, if you need any help in choosing the perfect plate, call one of our sales advisors now, in time for Christmas.

Ask about Our special **Gift Package**

Call now for details

01582 477333

The Perfect Christmas Present

Have a Deco at this!

. . . says **Tony Wraight** of **Finesse Fine Art** in Dorset

Tony.s business partner **W**illiam **J**ohn **F**lint with **1 WJF**

I purchased the registration **1 TVW** many years ago. It used to belong to Westward TV before they went into liquidation. I was extremely pleased to finally obtain it and I have placed it since on a succession of Mercedes cars - at present it is fitted to my latest silver Mercedes S class limousine.

Amazingly I also located **TVW 2** last year. This was on an old VW camper van just 25 miles from my home but I had absolutely no knowledge of it as it was laid up and seldom used by the owner. It was being advertised in the Times and the only reason the owner wished to sell the registration was because he was immigrating to Australia with the camper but did not require the number. I was very lucky to find this one and rushed to buy it at 7am on the Sunday morning as soon as it appeared in the paper. I have since fitted it on my latest silver Mercedes SL500 sports car.

My good friend and business partner Bill also has his own number plate **1 WJF** (William John Flint) on his silver Mercedes E class estate and has just acquired **WJF 2** - both purchased from Regtransfers.co.uk.

I spend my time travelling to auctions in UK and around the world buying fine Lalique glassware rare motoring artefacts and quality Art Deco bronzes. I am now the World's leading specialist in rare mascots, having put together many fine collections on behalf of important clients and collectors around the world.

Motoring mascots are one of the few ways anyone can now adorn their vehicles to make them look special. It's been a 40-year love affair with SS Jaguars, mascots, Art Deco and Lalique glassware.

It all began in 1965 when I saw an advertisement in a local newspaper for a 1938 SS Jaguar 3.5 litre car for just £50. I called round to the address to find not one but three cars available - one complete and roadworthy, the other two more for spares. After negotiating, I bought the lot for £35 - every penny I had in those long-haired, far away happy hippy days.

In the boot of the drivable car was a wonderful compartment where a fantastic array of tools once sat. I was determined to complete this set, and so I advertised. I found dozens of un-restored Jaguar cars, including SS models, scattered around UK. Needless to say I soon completed the tool kit.

So began a wonderful period in my life. I used the car for two years, and found a great fascination in driving behind an imposing Jaguar mascot. In those days one could leave a beautiful old car anywhere without fear of it being scratched or having its mascot stolen.

I then started a little gardening enterprise and within one year employed twenty people. This gave me the funding to rent the garages I wanted, and to start buying more SS cars. Within three years I crammed about ten lock-up garages with around fifteen cars, all in various states of neglect. I'd purchased them from dusty yards, farms and even a field where I had to cut down trees to remove the car from its resting place!

I remember travelling to Detling in Kent where I found a wonderful old SS 3.5 DHC covered in cobwebs. It hadn't been driven in twenty years, yet amazingly it started with just a new battery! That night I drove it the 150 miles back to Dorset. The face of the garage attendant was a picture when I filled up with petrol as the car was absolutely filthy with forty years worth of dust and cobwebs covering its bodywork and interior. I was very happy that no policemen happened to be on patrol that night and I can report that it drove back to Dorset without any problems whatsoever.

I then employed a mechanic to work on the cars I bought and so began a thriving business. In the course of locating the cars I encountered some amazing sights, like a man who owned nearly one hundred old pre-war Rolls-Royce cars all lined up in dusty sheds. He just wanted to sell me his un-restored SS DHC and showed me about twenty tea chests filled with around five hundred old car mascots. Among them was a lovely SS Jaguar leaping Brau mascot that I bought from him. This man owned a scrap yard and was very secretive about owning so many great cars. He saw that I was very interested in the mascots and took me to a walk-in safe. Inside there were even more mascots, including a number of glass ones, which I later found out were Lalique.

As I'd started selling SS Jaguar cars to enthusiasts in the UK, USA and Europe, I started advertising spare parts for them too. I soon built up a thriving trade in such pieces including P100 headlamps. As demand for these was so great, especially from the USA, and they sold so well, I decided to employ specialists to restore them. I used to attend the RR rally and Beaulieu Autojumble, setting up a gigantic stall with dozens of restored lamps. I also started to collect rare car mascots at this time. However, I was a dealer foremost and always sold the best ones, especially Lalique, as these were the easiest to sell.

> > >

RenÈ Jules Lalique 1860-1945

Born in Ay, Marne, France, Lalique was a glass designer, renowned for his stunning creations of perfume bottles, vases, jewellery, chandeliers, clocks, and, in the latter part of his life, automobile hood ornaments. The firm he founded is still active.

At the age of 16, he was apprenticed to the Parisian jeweller, Louis Aucoq. From 1878-1880 he attended Sydenham Art College in London, England. After returning to France, he worked for Aucoq, Cartier, Boucheron and others.

In 1882 he became a freelance designer for several top jewellery houses in Paris and four years later established his own jewellery workshop. By 1890, Lalique was recognised as one of France's foremost Art Nouveau jewellery designers; creating innovative pieces for Samuel Bing's new Paris shop, La Maison de l'Art Nouveau. He would go on to be one of the most famous in his field, his name synonymous with creativity and quality.

René Lalique is buried in Le Père Lachaise Cemetery, Paris, France.

> > > I never realised in those carefree days that there were thirty different types. When I eventually found out I was determined to track them all down and build my own collection. My lamp, old car sales and restoration businesses were all steadily building up and so I decided to advertise. Placing 'wanted' advertisements in all the old motoring publications proved to be an excellent idea as I soon started to locate some beautiful mascots and to buy a few Lalique variations.

My interest in SS Jaguars continued and I found many more examples up and down the country. After about ten years I had purchased about fifteen Lalique mascots and so I started to include them in my stock advertising. This encouraged private owners throughout the world to contact me and one day I received a call from an overseas private collector. This call was to change my life forever. The client wanted to buy not just one Lalique mascot, but all my Lalique mascots, then further decided to build on my holding of fifteen examples and achieve the ultimate collection in the world. This dream commission led me to the far corners of the earth for many years afterwards.

I started by travelling in France and soon found, apart from the more common clear Lalique 28 examples I had purchased, some examples of the Falcon, Large Dragonfly, Falcon and Coq Nain made in amethyst and coloured glass.

These variations were also far more expensive and with the backing of my client I embarked on a mission to locate not only every example in the normal clear and frosted glass, but to also to buy every example of every type of mascot in tinted, coloured and opalescent glass. My quest led me to Switzerland where a few mascots appeared for auction, including a rare strongly amethyst tinted Eagles Head. This piece was, at the time, estimated very lowly and soon I realised that other dealers from the USA, France and Japan were also after it, having themselves spotted the auction house's mistake. Of course I had to own it for my client, and at the time it set a new world record of £26,500 for the piece. It was then I started to be contacted by many collectors and dealers in France and Europe.

Knowing that I had set the world record price, they started to offer me rare Lalique and other mascots. My client by this time had also given me a commission to build up a major metal mascot collection and a choice non-mascot Lalique glassware portfolio.

After five more years my client invited me to his home and I was naturally interested to see how he was displaying his impressive collection. He told me that they were kept in a cage! He led me over to a large garage complex in one corner of which was a large metal security walk-in safe and inside, stacked to the ceiling, were hundreds of unopened boxes. I persuaded him to start opening the boxes and to display them properly.

He took my advice and when I next visited him he had removed the pieces but had simply stacked the Lalique pieces into a large glass display cabinet in his office. This was rather daunting to say the least as I realised that here on three shelves sat the very finest Lalique mascot collection in the world. Anyway, he soon started to appreciate his collection far more and built long shelves in his garage to display this gigantic metal mascot collection which by now was also building into the world's finest as there were close to 1400 fabulous pieces just in this one area. He then purchased wonderful, extremely rare French Art Deco cabinets to house his fabulous Lalique collection in great style. It had taken me fifteen years to track them all down and as I had purchased them all personally, and examined each closely, I had gained so much experience that helped me greatly over the next fifteen years.

I had always dreamt of handling the ultimate Lalique pieces from the moment I purchased my original 1932 Lalique catalogue and realised just how many beautiful objects René Lalique had designed. Over the past decades I have been very lucky to handle the finest of these. But, as the Lalique collection grew, one piece still eluded me. The Fox!

This was the rarest of all 30 pieces and all I had to go on was a rather blurry photograph in an early Lalique catalogue. The situation was to change in the mid 1980's when one evening at about midnight I received a call from a dealer in Paris. He said that he knew of one that had just been purchased by another dealer. He said that if I could get to Paris the following afternoon it could be mine. I did not sleep that night knowing that it existed and that it would hopefully be mine the next day. I also realised that as it was an extremely rare piece and if anyone else knew of its exact whereabouts it could be lost forever to other collectors who also wanted an example. I flew to Paris and the piece was indeed there. I was amazed by its size and detail and spent many happy days photographing it before it went to my client who had now managed to achieve his dream collection.

There were apparently only six Foxes known to exist in the world in the late 1980's. Since then I have located four more perfect examples and four more in damaged condition, one missing a base, another with badly damaged ears and another broken in half and glued together. So just how many were actually made? Where will I find the next one? A lifetime's quest for me! Through the 1980's I found that the prices of Lalique and rare metal mascots were starting to reach very high levels,

culminating in 1989 with tremendous auctions held in Monaco and Paris, where rare metal mascots were starting to reach well over £5000 each and an example of the Bugatti Royale without the important foundry stamp also claimed the world record price for a metal mascot at £33,000.

This was yet another milestone I had yet to reach, but within three years I tracked down a superb Bugatti Royale mascot in an obscure country auction in France and purchased this example, which luckily also had the Valsuani Cire Perdue foundry stamping still intact. In 1989-1990 the world economic climate changed and with the Iraq crisis the Japanese buyers lost interest in Lalique collecting and so the marketplace fell before steadying at a lower level. It took a further five years to regain the lost ground and at long last it returned to 1989 levels around 1999.

The marketplace today is also extremely selective, with the rarest pieces achieving premium prices. It is ever more challenging, but one thing remains constant - the rarest pieces are even more difficult to locate. The elusive Fox has now been joined in his lair by the Owl and the Comete. I now spend far more time tracking the rare pieces down and I am still building up important metal and Lalique glass collections for my world-wide clients.

Doubtless you will like to know which piece is my favourite at this time? It is extremely difficult as I love so many, but is has to be my 1923 unique solid silver 'Dove of Peace.' Embodying a beautiful dove holding the olive branch of peace, carrying his family crest.

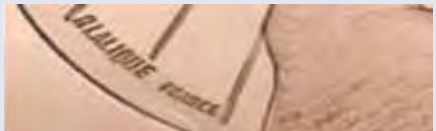
It is unique, it has true style, was commissioned by a famous person, and made by a master craftsman in solid silver.

This mascot sums up everything about a truly great mascot.

Finesse

Telephone:
07973 886 937

www.finesse-fine-art.com



Jason & Penny's ROADSHOW

Jason Dawe and **Penny Mallory** have been presenting The **Used Car Roadshow** on its travels throughout the UK during the summer. They have been meeting buyers and sellers alike, offering tips and advice and revealing just how to get more car for your money. The show is being broadcast on Sky's Men and Motors channel and is scheduled to continue right up until just before Christmas 2005.

As a representative of Regtransfers, I was invited along to Ripley Castle near Harrogate on 7 August 2005 as a contributor to this episode of the show when the issue of number plates would be raised. As an invited 'expert' I was duly quizzed about the value of a selection of interesting number plates displayed on some of the cars exhibiting on the day. It went well I was told but at the time of writing I hadn't seen my handywork.

Once filming had finished I was able to talk to both Jason and Penny and explain what Regtransfers is all about. It transpires that my knowledge and enthusiasm for number plates must have worked as shortly afterwards both presenters were after buying their very own personal registrations. Jason purchased **D4 WEJ** and **JA55 UND** for use now and on a new car in future. He also bought **D8 UTH** for his wife Ruth Dawe.

One of the many splendid classic cars on display at the Harrogate show

We met up once again on Sunday, 4 September 2005 on Trax Day at Silverstone race track. When they broke for a brief lunch break I asked Jason what prompted him to by these particular number plates.

"I always admired nice plates and had seen some crackers over the years," Jason enthuses.

"After being shown the Regtransfers magazine at Harrogate I went straight to your website and

> > >

> > > searched around for hours and was amazed by some of the great plates and prices.

"A friend of mine, Malcolm Earp, bought a great plate, **E4 RPM** for his Mercedes. I thought it looked so good I decided to find one for myself, and even more so for my wife. Her registration had the letters RTA (Road Traffic Accident) on it, which we didn't like for obvious reasons and so it had to change.

"After finding one or two registrations on your website I called you, and you came up with some really good alternatives. I was so happy with your ideas, and the prices, that I ended up buying three.

The good thing is that although I change my cars quite often, the registration will stay the same from now on.

An added bonus is that this has also solved the Christmas gift idea for my parents."

Penny, on the other hand, bought just one registration **BO55 TEA**. This will be used in the near future (when she gets a new car) and represents a new business venture she is heading up with her husband, Paul Hembery and friend Nick Green. Their aim is to create a chain of British Tea Shops aptly named 'Tea-Total' and Penny says the number plate will be "a total and utter reward for all her hard work - as well as a great investment.

"I didn't think I would ever buy one", she adds, "but it has been quite fun really. I didn't even need to persuade my husband as he just loved the idea."

"The whole buying process was painless, quick and easy and was sorted out in one friendly phone call by one of your sales negotiators named Ian," Penny concluded.

Both presenters have their own websites, Penny can be found at **www.pennymallory.co.uk** where she provides a comprehensive background about what has brought her to where she is today - one of TV's best presenters and motoring correspondents. Jason can be found at **www.jasondawe.com** - a website that not only gives you a great insight into the man as a TV presenter, journalist and motoring correspondent, but also is extremely informative for anyone into buying or selling cars.

Just getting back to our last meeting at Silverstone on 4 September 2005, the one thing that struck me about both Jason and Penny was how nice they both were.

That was until they ended up in a bit of a tug of war over a number plate I had taken along for their comments. It just shows how personal number plates can really change your outlook on life, and the photograph was taken to prove it.

Article & photographs:
Len Stout, Marketing Manager
Regtransfers.co.uk © 2005

STOP PRESS

Number plate fever has really taken hold of the Used Car Roadshow team. Now the programme's director, Ron Fisher, has also bought a registration.

As an avid Chelsea fan he has gone for **Y100 CFC** to celebrate their centenary year.

Let's hope he directs the rest of the crew to **Regtransfers.co.uk.**

A word from the RNC

by Rod Lomax Publicity Officer

The Registration Numbers Club annual rally was held, for the second year running, at Holker Hall in Cumbria over the weekend of 2/3 July 2005. Twenty four members and partners enjoyed an excellent meal at the Lymehurst Hotel in nearby Grange-over-Sands on the Saturday night and almost 80 vehicles displayed a splendid range of cherished number plates on the following, pleasantly sunny, summer day.

We were joined this year by several members of the Porsche Club, Lancashire & Cumbria region, who brought along some very nice examples of these exotic cars - most sporting very nice plates as well. One member even brought a restored vintage Porsche tractor along on a trailer. Yes, they did make tractors at one time.

The annual rally provides a meeting point for members from all over the country to get together for an informal chat, an exchange of information and to participate in a light hearted competition where members registrations are placed in different classes - best No.1 plate, best prefix plate, best name plate, farthest distance travelled, etc. - and are voted for by the members themselves. A selection of trophies are awarded to winners and a raffle, with donated prizes, helps raise funds to support the club.

We are indebted to several registration dealers for sponsorship of our not inconsiderable costs - marquee hire, site rental and trophies - and without whose financial assistance our rally could not be as successful as it is.

The cherished registrations market does seem to be currently experiencing a lull in sales and many dealers have had plates for sale for many months. Special offers abound and some real bargains are to be had at present - some dealers are even inviting you to make an offer. Do an internet search yourself and you'll see what I mean. Whether this is due to the present high street trading situation, or whether the market has become saturated, is not really clear.

One thing is sure, people generally have less spare cash due to increased mortgages and the recent hikes in council tax and energy costs. The moral could be: buy at a bargain price now before prices increase again.

The Registration Numbers Club, is the *only* UK based club catering for enthusiasts of personalised vehicle registration numbers. Joining us costs very little and the benefits could be substantial. We were originally founded in 1977 and currently produce a quarterly newsletter, RNC News, which is *the* original independent club publication and is available free to subscribing members.

Our next annual members' rally will be held at Woburn Abbey in Bedfordshire on Sunday 25 June 2006. Please visit **www.registrationnumbersclub.org.uk** or just type our short web address **www.rnc.cc** into your browser where the exact location will be announced later in the year and where pictures and results from the 2005 event are also featured.

The club is run by Honorary Secretary, Steve Waldenberg from the RNC office in Leeds. Rod Lomax from Bury in Lancashire is the club Publicity Officer and John Harrison, who has an expert knowledge of the whole system of vehicle registration in this country, is club Archivist & Advisor.

For information about the RNC, please contact:

Steve Waldenberg
Honorary Organising Secretary

RNC Office
PO Box MT12
Leeds LS17 7UD

Tel : 0113 226 7497
Fax: 0113 226 1110

Email: **organisation@registrationnumbersclub.org.uk**

Rod Lomax
Publicity Officer

5 Bank Top
Baldingstone
Bury, Lancs
BL9 6RY

Tel: 0161 764 8180
Fax: 0161 764 3800

Email: **publicity@registrationnumbersclub.org.uk**

John Harrison
Archivist & Advisor

175 Hillyfields
Loughton
Essex IG10 2PW

Tel: 020 8508 8851
(evenings/weekends only)

Email: **harrison@unisonfree.net**

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