

The World of Personal Number Plates

# Regtransfers

Spring 2006

## .co.uk



**Engelbert's No.1**

 **Regtransfers.co.uk**  
PERSONAL NUMBER PLATES





## Letters & emails

Write to:  
The Editor  
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or email:  
[editorial@regtransfers.co.uk](mailto:editorial@regtransfers.co.uk)

### Every Witch Way

I have a copy of your magazine at home and my family have asked me to submit a photo of my registration number on my new car.

I picked the car up on 31st October, 2005, which was Halloween and my friend and myself dressed up. Also the salesman was dressed up. Note the black cat on the bonnet!

**I Greene**

Airdrie

*Now that's what we call entering into the spirit of number plates!*  
(Ed.)

### A Plate for Kate

Both my hubby and I are new subscribers to your mag and love the information within. At present I own a Fiesta with just a standard plate (hopefully this will soon change as my birthday is looming). I have dropped plenty of hints!!

Attached is a picture of myself with hubby's car showing **73 BMW**

I would love for him to see it in your next edition.

**Kate Adams**

Staffordshire



### Summer in the City

I am so very, very pleased with my new number **C1 TYG** - City Guy, City Gent or, as my partner suggests, City Girl. It hides the age of my motor-home and is a fun talking point when away in the countryside.

**Mark Byrne**

by email



### Seconded

This is the second plate I have purchased from Regtransfers. The price was very affordable and the transfer to my new car was very quick. Very delighted with my plate and the service I received.

**F Duffy**

Lanarkshire







### One small step

I would like to thank you for your company's excellent service. I have recently purchased the registration **H1 WKG**.

Having been thinking of having my own personal number for many years I finally made my choice.

I really wanted one, but always seemed to be one step away from the plate that said something about me.

On seeing H1 WKG I treated myself to the ideal present. Thank you for your very helpful customer service.

Thanks again you were brilliant!

**W.K.Griffiths**  
by email

### Spelling it Out

Here is a photo of my BMW with its new number plate **C2 TMA**.

C is for me, Carl. 2 stands for 'to', T for Tracey, my wife, M for Melissa, our eldest daughter and A for Alesia, our youngest.

**Carl Pearce**  
Derbyshire

### Passion Play

We live up in the North, in a little village just outside of Durham City

Not only do my wife and I share a passion for gardening and holidays, but also for our cars and registration plates.

As you can see we are both fond lovers of number plates.

We purchased both plates from Regtransfers some time ago and Suzanne & I thought you would like to show them in the magazine.

Suzanne loves her plate, we really were very lucky to stumble across it, & really goes well with her **SLK 230**

It's a dream plate for us, while my plate **57 NP** is very special as I was born 1957

**Nick & Suzanne Plant**  
Durham



### What's the Story?

Do you have a story about  
number plates?

If so, please send an email to:  
[editorial@regtransfers.co.uk](mailto:editorial@regtransfers.co.uk)

### Double Top!

I recently purchased a number plate from Regtransfers and would like to thank you for all your help and advice.

The registration number **A18 OKR** was an anniversary present and now sits proudly on my wife's car.

This number was purchased to match my own number **A18 OTR**. We are both keen dart players and the numbers were the obvious choice. (A 180 TR and A 180 KR)

My wife was very happy and totally surprised on the morning of our first wedding anniversary when she saw what I had bought for her. As the first anniversary is 'paper' I thought I'd present her with the V750 form.

Once again, many thanks.

**Terry and Kim Redhead**  
by email





# Nice

**Troy Ferriday's dad bought him his first car when he was just 14 years old - a Mark 1 Escort, 1300 GT.**

**It was from that moment on that his love of cars grew.**

"I have owned most makes and models over the years, from a Morris Marina, when I had just passed my test, to a high-powered Chevrolet Corvette. In fact I lost count years ago of exactly how many I have owned, even then it was in excess of one hundred and fifty, thirty of which were American."

Over the years, Troy has purchased a few cheap Irish plates to mask the age of these cars, but he never thought that one day he would have his own name on a plate. Firstly, did it even exist and secondly could he afford it?

"Thankfully I found **T12 OYJ** at [Regtransfers.co.uk](http://Regtransfers.co.uk) and to my surprise it was well within my budget."

All of Troy's friends and family admire the number plate and have often commented that it must be worth more than the actual car.

"Occasionally I have returned to my car only to find somebody standing at the front or back reading what the plate says. Needless to say this always brings a smile to my face. In fact I am so pleased with the registration that I will never part with it."

Troy is a plumber by trade and keeps extra fit by working out regularly at his local gym. His interests outside of work are centred around his road-legal Superbike and Trials bike. He was once a Motocross rider and, for a number of years, also went karting at various tracks throughout England.

"As you can see I have a need for speed, hence the Subaru Impreza and thanks to Regtransfers it now has the perfect finishing touch."



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He's one of popular music's most successful survivors with over 130 million record sales to his name, four *Grammy* nominations, a *Golden Globe* for *Entertainer of the Year* (1988) and his own star on Hollywood Boulevard

The arrival of The Beatles in the early 1960's virtually killed off the career of Gerry Dorsey. But, with the guiding influence of Tom Jones' manager, Gordon Mills, he changed his name to that of the 19th century Austrian composer, Engelbert Humperdinck and success finally arrived.

At the age of 31, a last minute appearance (owing to the indisposition of Dickie Valentine) on TV's biggest show, *Sunday Night At The London Palladium* made him an overnight sensation.

His first UK No.1, *Release Me*, kept The Beatles' double A-side *Penny Lane/Strawberry Fields* from the top spot (breaking their run of consecutive chart-toppers) and reached No 2 in the USA.

Amazingly, at the height of the psychedelic Summer Of Love era, it was Engelbert who emerged as the biggest selling artist of 1967.

It was at one of his shows that year where a certain Mr James Hendrix's guitar 'accidentally' caught fire!

"Jimi was an incredible performer" says Engelbert. "He saved my bacon once when my guitarist fell ill just before the show was due to start, by playing behind the curtain.



Jimi, Cat Stevens, Gary Walker & Engelbert, backstage at the Finsbury Park Astoria, April 1967.



25 February 1967

"It sounded as though I had three guitarists instead of one that night."

Engelbert's fond recollection of the period was reflected in his choice of *Desert Island Discs* (BBC Radio 4) - which included both Jimi's *Purple Haze* and the Beatles' single he beat.

Six consecutive Top 5 hits followed, including another number one - *The Last Waltz* - and *There Goes My Everything*.

In America, Humperdinck's vocal range and songs of love and longing were noticed by none other than Elvis Presley - who nicked the Humpster's mutton chop sideburns and penchant for leather jumpsuits!

By the Seventies, Humperdinck had relocated to the USA - concentrating on the lucrative Las Vegas cabaret circuit.

More recently a mickey-taking appearance, alongside roly-poly British comedian, Peter Kay, in a brilliant TV beer advertisement did much to raise his current profile and his surreal contribution to the *Beavis And Butthead Do America* soundtrack went double platinum in the USA.



# Engelbert's No.1

**The Regtransfers' reporting team was privileged to catch up with pop legend, Engelbert Humperdinck at his Leicestershire home last summer.**

The 'Humpster', as Engelbert Humperdinck is affectionately known, had just returned from a punishing schedule of benefit concerts in the Far East in aid of the Tsunami Appeal when our interview team arrived. He was busy preparing to jet off once again to the States for yet another season of sell-out performances, so it was a real honour for us to be afforded some of his precious time at home for this rare interview.

Our visit also coincided with the happy outcome of what had been a

traumatic few days for Engelbert and his wife, Patricia, when they were finally reunited with their German Shepherd puppy, Charnie.

The family pet had escaped from the grounds of the mansion and Charnie's disappearance was the subject of nationwide press and TV coverage. Fortunately for the Humperdincks, media attention had helped to locate the hapless hound and the ecstatic couple were relieved that it hadn't been stolen or 'dognapped', as one of the tabloids had suggested! >>>



"Release me" pleads Charnie!





>>> Engelbert had celebrated his 69th birthday a few weeks before our visit and unbeknown to him, wife Patricia had asked a family friend to contact our sales team to help locate a personal registration for the Humpster's Jaguar. They were looking for a special joint-birthday present and a personal number plate seemed an excellent idea.

As Engelbert has been the proud owner of registration **EH 1** for some years now (displayed on his classic Rolls Royce Corniche), it seemed appropriate that he should also have a personal number on his other vehicle.

**25 AGD** was the birthday present from his wife Patricia and friend David Spradbury. Patricia had tried, but couldn't think of what to buy the man who has everything, so it was David who came up with the idea of a car registration. Although Engelbert already had **EH 1**, they thought they would buy something to represent his real name, Arnold George Dorsey.

They decided to call Regtransfers and one of our helpful sales advisors found the number **25 AGD**. At first, his wife, Patricia, was worried that the numbers added together made seven, which might be considered unlucky, but fortunately she decided to buy it. The plates were made up and wrapped, and left at the bottom of

the pile of cards that were waiting for him on the morning of his birthday. When he first opened them he thought it was a joke. But this quickly changed to elation as the 25 represented his birthday - the 2nd of the 5th - which his wife and friend hadn't realised at the time.

In January this year, Engelbert took to the stage at De Montfort Hall to receive an honorary doctorate in music from the University of Leicester.

"I am extremely proud to have received this honour" he said. "It is the first honour I have received from my own city, or indeed my country, and to be honoured by the University of Leicester has given me a massive boost."

Engelbert was chosen as one of four nationally and internationally acclaimed people receiving awards at the ceremony because of the support he has given to the university over the years. University chiefs also chose Engelbert for the award because of his role in putting Leicestershire on the international map.

Engelbert is a proud patron of the County Air Ambulance service, which needs to raise £2.4 million a year to keep flying, so he decided to auction one of his prized Harley-Davidson motorcycles to raise money for charity. >>>



Engelbert has owned the Soft-tail Classic bike since 1992



>>> At the time of our visit, the bike had attracted 14 bids, the highest in excess of £5,000, on the auction site, eBay and there were still nine days left to run. Fund-raisers hoped the sale would attract offers of up to £50,000 because of the glamour associated with the mega-star.

He has owned the Soft-tail Classic bike since 1992 and used it to ride up and down the Pacific Highway in California.

"I do not ride the bike as much as I used to and it is such a beautiful bike that it seems a waste for it to stand around not being used. So I decided to put it to good use. I want it to go to a good home and raise money for a worthy cause in the process," he said. The cash will go to The University Hospitals of Leicester, The University of Leicester Research Centre, County Air Ambulance and various other charities.

We would like to thank Engelbert for giving up his valuable time to



The Humpster's 1999 **Dance Album**, was his first in the dance genre. Released by the red-hot dance label

Interhit Records, it features newly recorded dance versions of six of Engelbert's greatest hits, along with five original songs.

His latest double album **You Belong to My Heart** features some of Engelbert's favourite songs, performed in his own inimitable style, including The Beatles' *Penny Lane* which he beat to the No.1 spot back in 1967.



For full details of Engelbert's recordings and live work, you can visit him online at:

[www.engelbert.com](http://www.engelbert.com)

talk to us and reminisce about his long and glittering career.

Incidentally, he still performs an average of 140 shows a year and we wish him every success on his forthcoming concert tour in America.

It just goes to prove that his Last Waltz is still a long way off!

*Reporting team:*

*Angela Banh and John Doherty*

*Location photography:*

*Stan Thompson*

*Additional material:*

*Len Stout and Barry Monks*



Although Engelbert already had **EH 1**, they thought they would buy a registration to represent his real name, **Arnold George Dorsey**.



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preferred partners







# Even Stephen's

**S**tephen W Latimer of Loughborough in Leicestershire, purchased an orange MGF sports car from his next-door neighbour. The following week, his perfect registration SL 1000 just happened to come along thanks to Regtransfers.co.uk's advertisement in the *Daily Telegraph* motoring supplement – uncanny timing since he never spotted a number plate so attractive before.

Stephen was very keen to try and trace the history of this very old Dundee registered mark and we are pleased to be able to tell him that 'SL' prefix numbers were first issued at Clackmannonshire, Scotland in December 1903.

It was a bureaucrats' paradise in

those dark and dismal days of 1973, when car numbers purist Stephen William Latimer fancied the letters 'SWL' for his Mini. He discovered that the 'SWL' sequence was first issued in Oxfordshire so he placed an advert in the local paper and received one reply from someone who was about to scrap a Ford Corsair bearing the registration **84 SWL**.

In those days you could not simply transfer the number, you had to buy the whole car. The Corsair cost him only £20, but getting it home to Leicestershire was a further £50! That wasn't the end of the story however, as he actually had to register the car in the name of his father's business because the rules required the vehicle to belong to someone else for six months before the number could be transferred. This led to six months of complaints from the neighbours about a wrecked Corsair in the driveway.

In 1976, through a newspaper advert, Stephen then managed to snap up **9 SWL**, complete with an Austin 1100 and transferred the

mark - *when the transfer fee was still only £5!* - to his Mini, which had previously been graced with **HAY 212L** and **84 SWL**. When finally sold, it was given the 'cover number' **RYD 956L**, which meant that no less than four different registration numbers were showing in the tattered and fading old-style log book. **9 SWL** has adorned eleven cars since first acquired.

Two years later, Stephen thought 'his number was up' when he gave chase to an off-duty policeman. He could not believe his luck when he saw PC Ray Smith driving >>>







>>> another Mini bearing the registration **SWL 9** (the 'twin' of his own pride and joy) through Shepton Mallet in Somerset. The officer did not mind being flagged down and it was just the ticket as he eventually gave in to sheer persuasion and persistence and sold Stephen the rusting car - which he drove regularly for about three years until the hydrolastic suspension collapsed - together with the 'arresting' number plate.

Stephen assigned the number to his prize possession - a 1962 Morris Minor, which was considered to be one of the family. Stephen's grandmother had bought it when she decided to learn to drive at the age of 70! The Morris has covered only 39,000 miles, averaging just 1000 miles a year since it was acquired and the back seat has never been used! Stephen has entered it in several Norwich Union RAC Classic Runs.

On the day of the transfer inspection, the Mini's clutch master cylinder failed and, with great difficulty, he drove the 60 miles to the local vehicle licensing office where the staff were highly amused that he should be transferring a number *to* and not *from* a Morris Minor! The 1968 Mini was given the cover number **BYC 285B**, implying it was four years older than it actually was.

Because he has the original old-style log book, Stephen knows the complete history of **9 SWL**, but tracing the history of **SWL 9** was somewhat more difficult. He wrote to the Senior Archivist at the Oxfordshire County Council who was able to tell him only when the vehicle was first registered and who originally owned it. But, alas, the owner of the 1952 moped in question had long since gone.

A further record was found, however, which showed that the mark must have been the subject of a cherished transfer in 1971. Stephen was advised also to contact the public record office at Kew but to no avail.

In 1982, during another dispute at the DVLA concerning yet another **9 SWL** transfer, his V5 registration document became 'locked in the system' for nearly six months before he was able to proceed with a transfer to another Morris Minor (giving him yet another set of twins). One year later, during the next transfer, he received a fixed penalty ticket by a traffic warden for not displaying a current tax disc. At that time it was necessary to submit the discs with the transfer application, leaving him with no

alternative but to break the law. After writing an explanatory letter to the Chief Constable, the fine was quashed.

Since first becoming a two-car man sporting gloriously legal matching plates. Stephen has amassed 22 awards at a total of 36 Registration Numbers Club (RNC) and Cherished Numbers Dealers' Association (CNDAs) rallies which he has attended, travelling thousands of miles all over the country and collecting virtually every publication on the subject.

Stephen is an 'old campaigner' and did it the hard way, fighting tooth and nail to beat the system, but his personal ambition to own a cherished number has been balanced by the sheer pleasure of motoring.

After becoming a member of the Institute of Advanced Motorists at the age of just 19, he has always considered the prestige that comes with cherished plate ownership to be just the icing on the cake.





# Wayne's World

Wayne Turner from Thetford in Norfolk was given the Regtransfers book, *Fanatical About Number Plates* as a Christmas gift and after reading and thoroughly enjoying it, he felt compelled to tell us his own story

I'm 27 years old now, but the story really starts ten years ago when I purchased my first personal registration at the age of just 17.

I had just passed my driving test and bought a car but still had a bit of extra money left over. As with most youngsters the money was burning a hole in my pocket, so my dad, who has **A9 OPT**, suggested that I buy a personalised plate to add the finishing touch to my car. So I did. In November 1995, I purchased **A12 WET** as in **A1** (the best), **2** (to) and the initials WET for **Wayne Edward Turner**.

Several years later I met my partner Michelle. One Christmas, I remembered how she had often said she would love her own personal registration. I thought it would be fantastic if I could get one for her as a surprise present. So I began looking for something suitable. To my surprise **J80 MLT** was still available, J (for **June**), 80 (for **1980**) and MLT for **Michelle Lesley Targress**, which I bought in September 2000. Needless to say she was overjoyed.

Happy motoring continued for a while, I saved hard and bought my dream car, a BMW M3 Convertible, which displayed my **A12 WET** number plate with pride. Through my own fault I had an accident and damaged the car quite badly. I claimed on my insurance, which in turn pushed up my premiums for the following year making them far too much, so the car had to go.



Once again the money from the sale was burning a hole in my pocket. Flicking through an AutoTrader magazine a few weeks later, I saw a big two-page spread from Regtransfers.co.uk advertising thousands of registrations, one of which was **WAY 17E**, basically my ultimate number plate. I phoned to ask the price but it was a little too much at over £11,000. Over the course of the next two days and a

few price-bartering phone calls later the registration was secured for around £9500 including VAT, which I was more than happy to pay for such a great plate.

So the **WAY 17E** plate went onto my new, cheap-to-insure car, whilst **A12 WET** was put onto a brand new road legal, quad bike that I fancied getting as a fun vehicle to mess about on. Since then I've seen a few other road legal quads but none displaying a personal registration. It definitely turns heads wherever I go prompting me to wonder if my accident was fate as I had never seen the **WAY 17E** registration advertised before then.

I now have the number plate bug, so when the "55" plates were released, I looked for a >>>>> nameplate for my partner.







In June 2005, even before the "55" plate cars were out on the road, I purchased **MM55 HEL** at a reasonable price having previously looked for a Michelle plate but finding nothing available that I considered to be any good. I am, for the time being, holding this on a retention certificate, as we don't have a vehicle new enough to put it on.

My most recent purchase was in

November 2005 when I acquired **P333 TAR** (Peter) for my dad. This is his surprise 60th birthday present in June 2006, although he already has **A9 OPT** which doesn't really mean anything apart from the **PT** part, although we have always taken the mickey out of him, saying it means **Old Peter Turner**. I'm sure he will love his new number plate because he has always wanted to improve on his one for quite some

time and I thought this was a nice way of saying a big thank you for all he has done for me. I am confident the **A9 OPT** won't go to waste, as that will probably be transferred to my brother's car. His name is Philip Turner, at the moment he's not interested in personal plates but I'm working on him and it will be a starting point.

About three years ago my dad bought my step mum **M5 KLT**, (**Ms Kirsty Lorraine Turner**), so it really is becoming a family affair.

I'm the most fanatical one by far and I'm tempted to buy **T3 RNA** (Turner). It's available, but I can't quite justify paying the asking price at the moment, firstly, because it would end up being on retention and secondly, I'm being made redundant this year.

But who knows, with that redundancy money burning another hole in my pocket, I might just treat myself one more time!





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