

The World of Personal Number Plates

# Regtransfers

Autumn 2006

## .co.uk



Inside this issue:

Millionaire's

# Chris Tarrant

in a tiswas about  
number plates!

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## Hypocrisy!

I thought you might like to publish a photograph of my son's 2004 wedding car.

The photograph - though doctored, has taken pride of place in our family album as it perfectly encompasses the purpose of the happy occasion and the anticipated continuity of our family name.

**Richard and Isabelle Sykes** were married in France in April 2004 with a wedding blessing in Lancashire and reception in June 2004, partly paid for by proceeds from a *Cash in the Attic* programme which can still be seen occasionally on Sky TV.

I have owned the **S4 KES** plate for eight years now and though it can only be used legally on my 2002 Mondeo with the closed four format (see inset), on a pre-2001 car the open four 'computer' font is still quite legal. How confusing!

Needless to say the italic format on the wedding car is for exhibition purposes only!

When will the government change their hypocrisy with these plates? The DVLA make their money from them and then prosecute people for their creativity in displaying them.

Personal registrations are memorable and easily identified which is the prime purpose of having the plates in the first place!

**David Sykes**  
by email



## 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)

## Just browsing

I saw the registration **L200 AHA** on your site while just browsing, and I could not resist buying it, as my vehicle is a Mitsubishi L200 Warrior and my initials are AH.

Although the letters are AHA, it reads AH both forwards and backwards.

Many thanks for the excellent service.

**Allen Harris**  
by email

## A Dog's life

We think our new registration number plates are great together. It all came about by a friend phoning my husband, Stuart, saying that he'd seen a number plate he thought I would like, **K90 GAB** - my name, Kath Gabbitas.

But it was the way K90 read - canine, since we are both dog lovers and we have a great big soft black Labrador who really owns the car!

**Kath Gabbitas**  
(and Storm the dog)  
by email



## 'ello, 'ello

The registration of my vehicle is **A80 NGO** and it is on a Mazda Bongo people carrier as in the photo.

I was stopped by the police and faced with Mr Nice and Mr Nasty who asked me to pose by the vehicle. They asked if I would wait while they loaded film into the camera. When they asked me to smile, it was then that I realised there was something more to this. So I asked why. The reply was that their sergeant had one like mine and would most likely be quite envious of this plate.

**Trevor Chubbock**  
by email







# Letters & emails

Write to:  
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or email  
editorial@regtransfers.co.uk

## Morgan

Thanks to Registration Transfers we now have cherished numbers for our cars.

**V80 MMC** for my Morgan Plus 8 and **V600 MMC** for my wife's V6 Roadster. For the uninitiated MMC stands for Morgan Motor Company.

**Philip Parkes**  
by email

## Simon says

I have just bought my second private plate from Regtransfers. The first one I bought was **X3 SRD** which is currently available through Regtransfers.

Having recently bought a Nissan Micra C+C I have gone for **SU51 MON**. I wanted to get 'Simon' on the plate but **S7 MON** was out of my price range.

On both occasions I have been extremely impressed with the service I have got from Regtransfers and would deal with them again in the future.

**Simon Ralph Draper**  
Watford  
by email



## Dream fulfilled

I am a verified car nut and ever since I was crashing Corgis into each other when I was small, I have always dreamt of having my very own private plate. As I grew up the passion for cars grew and as soon as I was 17, that's it, I was driving.

The private plate search didn't really get going until I was really working full time and hit a few pot holes along the way. The problem was my initials - DMN. Everywhere I discussed this I got told the same thing: "You can't get those letters in that order, they are for the Isle Of Man!"

Now this went on for months trying to make plates that could look anything like my name. The search had loads of headaches and failures, but then one day I found the plate . . . I was gobsmacked.

The plate **D16 NSH**. Everything fitted, D for my initial, NSH for my last name and 16 is my birthday. Perfect! The search has ended and the dream fulfilled.

**Duncan Nash**  
Leighton Buzzard



## On the buses

I acquired the plate **JHA 11** in 1984 from a dealer in Cropredy, Oxfordshire who told me that it had originally been assigned in 1945 to a bus of the Midland Red Company.

I had no success in tracing the original bus until contacting an organisation called *The Birmingham and Midland Motor Omnibus Trust*.

The Trustees were most helpful, eventually unearthing two photographs of the bus in operation but in need of a good cleaning.

As can be seen on the photograph of my car, the registration displays very well for a person with my name and initials.

**John Hall**  
by email





## A word from the RNC

# Records, Records and Rallies

by Rod Lomax, RNC Publicity Officer

What a year it's been for cherished number plate prices. **Roman Abramovich**, the 37 year old Russian billionaire, paid a record price of £285,000 for **VIP 1** earlier this year, a replica of which was used to mark the visit to Ireland of Pope John Paul II and displayed on the famous *Popemobile*. Amazingly this record, too, was broken at the beginning of July when Bonham's sold **M 1** during the Goodwood Festival of Speed weekend at Lord March's stately home in West Sussex. An original 1903 issue granted to the owner of Tatton Park in Cheshire for his 16hp Darracq, it sold for an all-in figure of £331,500, a staggering price when you consider that its auction estimate was just £80,000-£120,000. The plate was owned by the National Trust and the money raised will go to conservation projects on the estate. The lucky buyer wishes to remain anonymous but said he had bought it for his 6 year old son's birthday and that it will stay in the North-West of England.

### The 2006 RNC rally

On Sunday 25 June over 85 cars all bearing cherished number plates descended on a sunny Woburn Abbey in Bedfordshire for the Registration Numbers Club annual rally. Several members and their partners stayed in the area for the weekend and attended an excellent dinner on the previous evening in Woburn village at the Bell Hotel & Restaurant.

Registration Numbers Club rallies provide a meeting point for members from all around the country to get together for an informal meeting and participate in a light hearted competition where their registrations are placed in different classes - best No.1 plate, best prefix plate, best name plate, farthest distance travelled, etc. with these being voted for by the members themselves. A splendid selection of trophies were awarded to class winners and a raffle with donated prizes raised funds to help support the club.

As with all organisations these days, the Registration Numbers Club



does need a regular supply of funds to operate and 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 rallies would not be as successful as they are.



Colin Richards

For those enthusiasts in the far north of the country an additional regional rally was held this year near Aberdeen. The Grampian Transport Museum in Alford was the venue on Sunday, 13 August and all proceeds from this event were donated to UNICEF. This was organised by one of our Scottish area members, **Sam Murray**, and again further details can be supplied from the club office or by viewing the web site - [www.rnc.cc](http://www.rnc.cc)



Sam Murray



The World of Personal Number Plates [Regtransfers.co.uk](http://Regtransfers.co.uk)



**The Registration Numbers Club**, is the only traditional 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.

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.

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**STOP  
PRESS**

# It's a Frame-up!



Photo: Stan Thompson

**P**ictured here in the boardroom of his Mayfair HQ, celebrity hair stylist **Nicky Clarke**, who graced the cover of our last issue, was delighted to be presented with a framed blow-up of his cover portrait.

Last autumn we were privileged to supply Nicky with his ultimate

personalised registration, **H41 RDO**. Nicky was so thrilled with his new number that he told the *London Evening Standard*: "It's a cut above the rest and not even a mega offer will separate me from it."

Commenting during our follow-up visit some six months later, Nicky told us that he has derived much

pleasure from owning this distinctive number, particularly the fun factor involved. "I love the number enormously," he said.



**C**hris Tarrant is one of the best-known faces on British television. His current high profile is very obviously attributable to the phenomenal success of the quiz show *Who Wants to Be a Millionaire*, but his career was already in great shape long before *Millionaire* ever appeared on our screens.

After leaving Birmingham University, where he read English, Chris worked for some time as a teacher. Despite having a respectable job, circumstances left him nearly homeless and for several months he actually had to live in a van near the school where he worked. Legend has it that he even received mail addressed to '161 GLO, Sprules Road, London SE4', the number being the vehicle's registration.

Eventually Chris tired of teaching and began to look for more inspiring employment. He set his sights on a television career, but his approach to job hunting was unorthodox to say the least. The trademark enthusiasm and energy that remain such a visible part of his style today were channelled into a letter writing campaign. Chris wrote to television companies insisting that he was "the face of the 70s" and pretty much threatening that they risked losing him and the fantastic opportunity he represented unless they acted quickly. Astonishingly, this bizarre and arrogant approach worked, and Chris was invited to audition for Midlands TV company ATV.

The rest, as they say, is history, but a couple of high points do bear special mention. In the mid-1970s Chris became a cult hero, fronting *Tiswas* on Saturday morning television. Although officially a children's show, *Tiswas* achieved remarkable popularity amongst adults, and the show endured well into the '80s. Chris continued to enjoy great popularity when he moved to London's Capital Radio, where he made the coveted breakfast show slot his own from 1987 to 2004.

# Chris Tarrant

For a man who has no great interest in cars, Chris Tarrant is certainly a great source of number plate stories. The tale of Chris's **161 GLO** postal address is widely circulated on the Internet, and is featured in the Wikipedia article about him. Chris's love of fishing is also a matter of public record, and it was that which brought about our interview with him at Elstree Studios, where he was filming new episodes of *Millionaire*.

The idea of a personal number plate quite appealed to Chris but he didn't want anything too obvious or egocentric.

## Fish

"I never particularly wanted anything like CT 1 or CT anything for that matter. It's a bit too flash and I don't particularly want everyone driving past to know it's me. I do know people who have personal number plates: Tarby, Paul Daniels, Diddy (DJ David Hamilton) and, of course, my old lady. I do know quite a few actually. I remember a bloke years ago, he was called Colin Tailor and he had a number - CT something - and he asked me if I wanted to buy it for £500. I said no, not really - but it would be all right now, wouldn't it? But I do have this great love of fishing, and it sort of seemed that a fishing themed number plate would be really good fun."

A personal number plate for a keen angler... That was quite a challenge, even for the UK's largest car registrations dealer, but Regtransfers.co.uk had a plate that Chris thought was just right: **CHU 8B** to represent one of the most popular freshwater fish, the chub. As we give him the plates, Chris doesn't think that all his family and friends will see the appeal quite as he does.

"I'm sure they will go, 'Oh for Christ's sake, you've finally flipped haven't you'. Ingrid (Chris's wife) wouldn't know one end of a chub from another. She'll have no idea what it is!"

The fishing isn't just a peripheral interest for Chris Tarrant, it is a

major obsession - a real passion.

"It started when my granddad took me fishing on the Thames for perch when I was about four. I was hooked for life." Chris keeps a straight face as he delivers the pun. "And my dad was a keen fisherman as well, so I have always fished."

"I can't imagine my life without fishing. I have met lots of people who have become really good, close friends over 30 or 40 years. Ingrid says that most of my mates only ever talk about fishing, but I think that's good! Surely better than talking about television and radio and the rather unreal world I inhabit for a living. So, most of my mates - my hard-core mates - are fishermen."

"I just love it all. I fish on the rivers in this country a lot. I fish on the Kennet a lot, I fish on the Avon a lot. There's always some sort of fishing rod in my car, telescopic or whatever, so if I'm filming for a couple of weeks, well, if I get finished early in the evening I can just drive off and fish. There's always somewhere you can go, and it just chills me out."

So, an experienced angler must have some great traditional style fisherman's tales, mustn't he?

"I've caught some very big carp. I caught a 30 pound carp in 1976 when *nobody* was catching big carp. That was a *huge* fish and I caught two of them that year, and it was unheard of. They're a lot more common now."

*continued on page 16 . . .*



Chris and Ingrid at the 10th anniversary Gala dinner of The Rabbit Welfare Fund, of which they are both patrons.  
[www.houserabbit.co.uk/rwf](http://www.houserabbit.co.uk/rwf)



...gone fishing

ID BRIGGS



CHU 8B





Regtransfers Marketing Manager, Len Stout, presents Chris with his very fishy registration

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Chris hits his stride, and tales of the hunt emerge with great enthusiasm.

"The biggest fish I ever caught on rod and line was a 200 pound halibut off the west coast of Canada. It was like playing the monster of the deep and it just beat me up - *completely* beat me up - for about an hour and a half. My body, my biceps, my chest, were literally battered black and blue. In the end I didn't particularly want the 200 pound halibut, but I thought, 'I am *not* going to let this bloody thing go!'"

"We finally got it to the surface and took a load of photos, but then we just took the hooks out and put it back. They all thought I was crazy, and said, 'We can't believe you're putting a fish like that back!', but what was I going to do with a 200 pound halibut 8000 miles away from home? I do like halibut to eat, and a nice little 30 pounder would have

been great, but this thing was *ridiculous*, so we put it back. So, in the end they all cheered and were proud of me for doing my bit for conservation. In fact, we put most fish back these days."

## Constant

Fishing has been an important and constant feature of Chris's life since childhood – something which has, no doubt provided some stability and reassurance at the various crossroads in his winding career path. Considering how much of a fixture he seems to be on our TV screens these days, it comes as something of a surprise that Chris was less than confident that he would have a long-term television career – despite the bluff and bluster of the cheeky letters that earned him his first audition.

"I didn't really expect or intend to stay. I certainly didn't think they would want me to stay very long -

and when you consider that I've been doing it for 30-odd years now, it seems quite weird!"

"I was so laid back about it. It was like, 'Oh well, I've done driving lorries, I've done painting, I've done hod carrying, I've taught for a year... so this year I'll try being on the telly or something!' It really was very much like that."

One of the causes of Chris's early uncertainty about his move into television was how unsuited he seemed to be for news reading, which was one of his first roles.

"I'm sure I wasn't a very good news reader, and not a very good reporter. I would interview politicians, mayors and councillors and I'd be thinking, 'I don't like you. Your lips are moving, so I know you're lying...' I've never really changed my mind on that. In fact, I think I would have just disappeared if *Tiswas* hadn't come along."

continued on page 18 . . .





The anarchic, irreverent nature that has become the trademark style of Saturday morning children's television is part of the legacy of an ITV show called *Tiswas*, which aired in the mid 1970s.

*Tiswas* began life as a way of filling in and linking between the more traditional children's material such as cartoons, film clips and puppet shows. It provided a loose framework with which these various items could be gathered together and billed as a single show.

The first programme, produced by ATV, was shown in January 1974. Over the next few years other ITV regions gradually adopted *Tiswas*, until the majority were broadcasting it as a major part of their Saturday morning children's schedule. Shows in the first series were very basic indeed, and consisted of little more than a disjointed, occasionally desperate, stream of gags and ad-libs delivered by **Chris Tarrant** and **John Asher** from a desk in a near-empty studio. Series two saw the number of presenters double to four, and a move to a larger studio. A few children were drafted in to act as an audience. In these early days, despite the occasional dousing of a victim with a jug of water, the programme was still relatively tame, and there was little to indicate just how wild future programmes would become.

Gradually, Tarrant became able to inject more of his energy and unpredictability into *Tiswas*. More eccentric personnel were added to the team, and before long it became clear that the wacky antics of the presenters and the studio audience were the real reason for growing viewing figures.

**Sally James**, a former presenter of LWT's *Saturday Scene*, joined *Tiswas* for the fourth series in 1977. Until that time *Tiswas* had been very much a

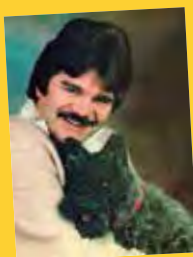


The lovely Sally James

boys' club, and Chris Tarrant and the other male cast members were initially

very sceptical about the introduction of a woman to the programme. As it turned out, Sally proved to be a great success, especially with the dads, and her colleagues soon abandoned any doubts they may have had.

The main strength of *Tiswas* was undoubtedly its quirky team of presenters, led by Chris Tarrant. The cast of regulars grew during the course of the show's evolution, and a team of cult heroes was soon assembled. Amongst those who also served were **John Gorman** and **Bob Carolgees** with his punk puppet, **Spit the Dog**. Considerable additional credibility (if one may use that word when discussing *Tiswas*) was afforded by the frequent appearances by popular comedians such as **Jasper Carrott**, **Jim Davidson** and, most notably, a young **Lenny Henry** who (despite teething troubles in early shows due to his inexperience) became a regular member of the *Tiswas* team. The various personalities seemed to 'click' from the outset, and additions to the cast appeared to find the show easy to adjust to, despite the chaotic environment.



Bob Carolgees and Spit The Dog

The *Tiswas* format expanded and the material it featured attained more depth, but without sacrificing the barely-contained-bedlam atmosphere that encapsulated the show's real appeal. The cast devised various characters who played regular parts in the show. Lenny Henry, in particular, came up with several characters who would crop up again and again. In addition to some of his own original creations, Henry contributed a number of fond impression-parodies of popular personalities of the time, including news presenter **Trevor McDonald** (who became 'Trevor McDoughnut' in Henry's version) and TV botanist **David Bellamy**.

Another notable participant in the mayhem was a black-clad, masked villain, known only as the Phantom Flan-Flinger, who would behave in the manner his name implies, targeting the presenters mercilessly.

Fans generally regard series 6 and 7 as the pinnacle of *Tiswas* success. This was the period when the cult really

had reached its height. It was also around this time that *Tiswas* enjoyed pop chart success!

The Four Bucketeers were an ad-hoc music/water-throwing group that developed during the programme. The four 'official' members of the



band were Chris Tarrant, Sally James, John Gorman and Bob Carolgees with occasional contributions from Lenny Henry. Gorman was no stranger to the music scene, having served in The Scaffold during the 1960s. Perhaps surprisingly, bearing in mind the undemanding nature of the Bucketeers' hit record, *The Bucket of Water Song*, the session players who provided the backing track, together with the show's theme tune and incidental music, included some very well respected musicians indeed including **Ollie Halsall** (guitar) and **John Halsey** (drums) - both of whom went on to become part of The Rutles - **John Altman** (arranger), **Morgan Fisher** (keyboards) and **Clive Griffiths** (bass).

In all, *Tiswas* continued for eight series, although Chris Tarrant, Bob Carolgees and John Gorman left at the end of series 7 to work on a late-night version of the show called *OTT (Over the Top)*. Sally James was joined by eccentric rock and roll singer **Den Heggarty** and DJ **Gordon Astley** for the eighth and final series.

Many of the staple features of today's children's TV shows had their origins in *Tiswas*. Young viewers of recent and current programmes, such as *Dick and Dom in da Bungalow*, squeal with delight as guests are covered in gunge and soaked with water. Little do they realise that such antics, though timeless, are fairly 'old hat'. *Tiswas* explored every possible way of making a colossal mess with water, pies, gunge, custard, slime, flour, eggs etc 30 years ago in the 70s.



Sir Trevor McDoughnut obe





... continued from page 16

*Tiswas* was a phenomenon, and it was with that vehicle for his anarchic sense of humour that Chris became a household name, and a cult TV hero to children and adults alike.

"It came out of nowhere, and for me it was like manna from heaven. It took off and just went through the roof, becoming this huge cult programme. I suppose it was like being one of the Goodies, or the Python team, or the *Not the Nine o' Clock News* lot, or whatever. It was great; we just came to know each other so well. I mean, Sally James is godmother to my kids and I'm godfather to one of hers. I see Lenny Henry quite a lot. John Gorman still lives around. Bob Carolgees is on the phone quite often. He's another fishing nut!

"So we just went through this weird experience together, it was a bit like being in a band, we kind of grew together and saw all this huge public recognition. Yes, it was like being in a band - we were all young and pretty, and girls were swooning all over us. Seriously, God, it was hell!

"We used to do the road shows. The tours were like rock concerts and we sold out everywhere. It was fantastic. As soon as we finished a series about April, we would go straight on the road for about 30 nights, and that was brilliant. They were great days, and when I actually left, well, I just smelt of custard, my whole body smelt of custard, my car smelt of custard!"

Why did Chris leave *Tiswas*? After all, it really was an astonishing success.

"I never got fed up with it, I just felt it was time to move on. I wanted to get away from that children's presenter thing because once you get stuck with that it is hard to shift it. Ant and Dec have managed it, Philip Schofield's done it now - but it took him a long time. A lot of people sink without a trace. So we wanted to move on while we still could. I'm still very fond of *Tiswas*, and I have great memories of it."

## Radio

The move from children's television took Chris a bit further than he had anticipated. In fact, for a while it took him away from television altogether.

"What happens is that there are some phone calls that completely change your life. The one about *Tiswas* was obviously one. It was like 'we're doing this little show on Saturday mornings; would you be interested?' That completely changed the direction of my life. Then in 1984 I had a phone call from a radio station I was only vaguely aware of. It was Capital Radio in London and I was still working in the Midlands, so I didn't really know it. I'd never done radio. I'd never been on radio. I'd never been in a radio station. I knew Kenny Everett quite well and I knew Aspel, but I thought, 'I just do telly, that's what I do'.

"I went down to do a pilot and I thought it was great: get a pile of records, witter on a bit between the songs, in the pub at 2 o'clock - fantastic. So I did the Sunday show for Capital Radio for about three months, called *Lunday Sunchtime*, and I thought it was a doddle.

"After a year, Nigel Walmsley, the boss there at Capital, said to me 'We're thinking of renewing your contract'. Now this would have been 1988. Nigel said that the first year had been very good. He said that they'd like me to do the breakfast show and that they were prepared to increase my salary. I asked how long a contract they had in mind and Nigel said that they'd like to do it the way they do in America - which meant that he wanted me to sign up for ten years. I said, 'Nigel Walmsley, if you think I will still be doing the Capital Breakfast Show in 1998 you must be mad'. Well in actual fact I left in 2004. They could have saved themselves a fortune!"

Chris is very proud of his time at Capital. "I did seventeen years of it. It was a tough market and we continued to dominate. I loved it... I just hated getting out of bed."

## Millionaire

September 1998 saw the launch of *Who Wants to Be a Millionaire*, the innovative quiz show, which has raised Chris's profile to heights that most TV presenters can only dream of. The show was an instant smash hit and quickly became the biggest British game show of all time.

Surely this extra level of fame must have changed Chris.

"I don't think it has affected me at all. People always say to Ingrid 'Has all this success changed your husband', and she says, 'The problem with Tarrant is he hasn't changed for twenty years!' I think she says it in a warm way, but I'm sure there are bits of me that she would like to change."

We have all done that thing where we shout at the television screen when the *Millionaire* contestant is stumped by an incredibly easy question. How does Chris restrain himself when faced with someone who seems unable to answer very simple questions?



"It's my job, isn't it – but inside I'm going, 'you must know that, for Christ's sake... for three hundred quid you must know that'. But then, sometimes a £300 question will come up and I'm thinking, 'you poor sod, I haven't got a clue either!' With me it would be something like computer stuff. My kids would know the answer, but I wouldn't have a clue.

"The night that Judith Keppel won the first million, the next guy on had a situation like that. I've never forgotten this: he was a nice bloke, a young teacher, and at £100 his question was, 'what must you not throw out with the bath water? Is it baby, potato peelings, shaving foam or the cat?' and he looked at me and said, 'I have no idea. I've never heard of this in my life and I really, really don't know'. Well I pointed out that he had three lifelines, but he just didn't want to use one of them on a £100 question. I told him, 'Well if you get it wrong, mate, you're going home!' He looked at it and went, 'God, it must be baby, mustn't it? Baby - final answer!' He really

didn't know, and he actually went on to win something like £64,000. It was a sweet moment, an amazing night."

Does Chris find interviews a chore? He must do a lot of them.

"No, not really. I think I'm immune to it. I have days when I work and days when I don't work. So, if I'm Millionaire. I might do ten interviews that day as well as the show. I'll get here for ten and just do stuff all day; you know, do everything I've got to do so that next day I can go off fishing or take the kids out. That way, my other days can just be taken out of the diary and they are free. That works quite well, otherwise there's always something.

"I try and avoid going into London like the plague. I just don't want to go in any more. What with all the traffic, the parking and the congestion charges, I just don't go in. Fortunately, I can work from my house hidden out in the middle of Berkshire, or I can work here in the studios."

So the Regtransfers.co.uk interview hasn't been too much of a nuisance?

"Well, for me your service was very organised and very unpushy, which I quite like as I can't stand people pestering me. We think you might like this, if you don't, no hard feelings, tell us, and I think you have been organised and the back-up has been really good, so I was happy to do the interview. Although, now you come to ask, your photographer's a bit strange...

"But seriously, it's been really good. No b\*llocks, it's been great!"

Well, what can we say? It's been great for us too. Thanks very much, Chris!

Rick Cadger

Interview by Len Stout  
Photography by Stan Thompson





# UK & International Number Plate News

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## Don's £12 plate now worth £10,000

13th July 2006

When **Don Hampson** purchased his number plate, **DON 80** for £12 back in 1968, he had no idea it would now be worth up to £10,000.

The plate now has extra significance for Don, who has recently turned eighty years old and has both his name and his age on his registration plate.

The plate was originally bought with a Ford Consul, which he paid £30 for. Shortly after, Don sold the car at auction for £18, but kept the plate which effectively cost him just £12.

**Len Stout**, Marketing Manager at [Regtransfers.co.uk](http://Regtransfers.co.uk) said "I reckon it would sell for around £8,000, but up to £10,000 on a good day."

The world record for a number plate was broken last week when **M 1** sold for £331,500 at auction, breaking the short-standing record set by **VIP 1** which sold for £285,000 to Chelsea FC owner **Roman Abramovich**.



## Number plates boosting economy in Kolhapur, India

11th July 2006

The local economy in Kolhapur, India, has found itself thriving due to the recent influx of personalised number plates.

The region's love for gleaming, well-maintained vehicles is well documented, but the rising interest in personalised number plates has generated Rs36.9m (£436,000) for the Kolhapur Regional Transport Office since the scheme was introduced seven years ago.

Members of the royal family, descendants of Rajarshi Shahu Maharaj use the "4000" figure on their number plates, whilst politician Maahadevrao Mahadik owns a "7474" Mercedes and Congress district president P.N. Patil displays "9292" number plates on his cars.

The Kolhapur RTO charges Rs2,000 for numbers on two-wheel vehicles rising to Rs5,000 for specific digits, whilst four wheel vehicles are charged at Rs4,000

and Rs10,000 for specific digits. The revenue generated since the introduction of personalised number plates has risen each year, with the RTO confident that the rising trend will continue into the future.



## Police in Islamabad discover misuse of diplomatic plates

6th July 2006

Law enforcement agencies in the Pakistani capital of Islamabad have uncovered a deluge of diplomatic number plate abuse by vehicle owners.

Official sources claimed that dozens of vehicles having diplomatic number plates had no proper identity in the official documents. Law enforcement agencies will compile a database of all diplomatic vehicles in an attempt to curb the crime.

A report states that the number plates, starting from **UN-6701** and **UN-6801** had no proper identity in the official government of Pakistan. The report also stated that the Foreign Office had not managed to keep a proper record of diplomatic vehicles so far, and has been asked to compile a database as soon as possible.

Diplomatic vehicles allow extra benefits around the globe, including a relaxation of traffic laws for the drivers



## Plate sale in China makes \$366,500

5th July 2006

A recent number plate auction in Guangzhou, China has raised a total of \$366,500.

A young businessman named **Ding** purchased his plate for \$6,750 - almost 20 times what the average Chinese farmer earns in a year. However, this was not the most expensive plate sold - **AC6688** fetched \$10,000, completely eclipsing Mr Ding's purchase.

Mr Ding, who purchased **APY888** said "I thought it was rather cheap. Since I have a nice car, I thought I should get a nice plate."

In Chinese culture, 8 is seen as a lucky number. The Chinese pronunciation, "ba", sounds like "fa", the Chinese

character for wealth. The unluckiest number is 4, or "si", which also means death in Chinese. The Chinese consider the number 8 so wealthy that the Summer Olympics in Beijing will open on 8/8/08 at 8pm. A man in Hangzhou placed an advert on the internet offering his plate, **A88888** for about \$140,000.

Even telephone numbers are traded for outrageous prices if they contain the number 8. A regional Chinese airline paid around \$300,000 for the telephone number **8888-8888**.



## DVLA plans money-making tax scheme

29th June 2006

A fleet of high-tech camera vans are to hit the streets of Britain in a move to clamp down on untaxed vehicles. The scheme is being led by the DVLA, but has been controversially sub-contracted to car park giant NCP.

The scheme will consist of 35 surveillance vans which will be scouring towns and cities across Great Britain and Northern Ireland, hoping to catch the estimated 1.5million car tax evaders residing in the UK. The move could double the number of cars clamped or crushed from 50,000 a year to 100,000.

Critics fear that the new camera vans could become another Government money-raising scheme, similar to speed cameras. This adds to the concerns about how the DVLA uses the information it collects. It has recently emerged that the DVLA had made over £1.5million by selling on drivers details to convicted criminals.

Each of the proposed camera vans can scan up to 10,000 cars a day. Number plates will be checked against a list of wanted cars by checking against the DVLA and police databases. If the vehicle has no road tax it will be clamped. If the owner doesn't pay the outstanding tax, plus a hefty fine, the vehicle will be moved to a pound and crushed.





The second in a series of specially commissioned articles for  
**The World of Personal Number Plates**  
from the respected newspaper  
columnist and TV presenter

# Teenage Kicks

**Remember the cars you lusted after as a teenager but couldn't afford to insure let alone buy? Well the good news is that whilst depreciation is normally the motorist's enemy when it comes to bagging a bit of nostalgia its effect are very welcome.**

Those shiny new motors from the 1980's are now very definitely used cars and prices are as low as they will ever be!

And cars from a couple of decades ago are a very sensible purchase, they will keep up with modern traffic have good parts availability and are unlikely to depreciate any further. Last summer I fulfilled one of my teenage kicks when I bought a very tidy 1987 Audi GT for just £450, 12 months on I don't regret the decision one bit. So what are you waiting for, go on, enjoy a bit of motoring nostalgia with a car from your motoring past that can now be bought for a fraction of what it once cost new.



## Peugeot 205 GTi £400-£1,000

Both the 1.6 and 1.9 feel genuinely lively, if a little tinny compared with more modern cars, and the cars' cute lines became the benchmark for supermini design for an entire generation of cars.

Whether your intent is to strip one out and take it to track day or leave original and drive to the shops you'll end up with a grin so big that it will end up cracking your face.

## Talbot Sunbeam Lotus £3000- £5000.

It may sound like a lot of money for a car from 1980 that only cost £7,500 brand new but the Sunbeam

Lotus has serious credentials. Fitted with a 150bhp Lotus twin cam engine it was not only the quickest hot hatch of the day but also the only one with rear wheel drive. Get a mark one in the original Silver and black colour scheme and you have an appreciating classic on your hands that is a hoot to drive.





>>>



### Cavalier SRi 130

£250-£700

Now a pretty rare sight on the roads because most were crashed or just rusted away. They have a lot less bling about them than the XR4i, which was Ford's equivalent at the time, but they do offer cheap thrills with the practicality of four good seats. It may not be the most glamorous used car you can buy but turn the clock back a few years and this was the company car of choice for virtually every executive in the country.



### BMW 323i

£600-£1,000

Nicknamed the 'widow maker' in Germany because it was sooooo fast, nowadays it wouldn't keep up with a 3-Series diesel but it still sounds great and is well screwed together. The boxy design is now a bit of a design classic and that classic straight six engine still sounds lovely.



### Volvo 480ES Turbo

£300-£1000

Pop up headlamps, practical 2+2 seating and a 1.7 litre turbo charged

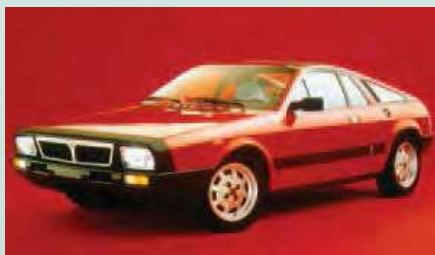
engine all for the price of a service on a new Volvo. The 480ES may not be terribly quick but it's still a significant car in Volvo's history as it signalled their move from rear wheel to front wheel drive cars. Check the electrics carefully; especially on pre 1990 models and you could be looking at a future classic.



### Volkswagen Golf GTi convertible

£500 - £1200

Buy a white GTi convertible slip on your Espadrilles, pop on a bolero jacket and you're instantly on the set of Miami Vice, how cool is that? Well maybe not that cool but at this kind of price you can't complain, it is after all a decent four-seater convertible with German build quality. I wanted one of these so much when I was growing up in Cornwall in the 1980's and I still have a soft spot for them now.



### Lancia Monte Carlo

£4000-£7000

A mid engine, Italian sports car for the same price of a used Mazda MX-5, what are you waiting for? I desperately wanted one of these and came within 30 minutes of owning a metallic powder blue example in 1987, only to be out bid by a cash buyer who managed to write it off just three days later.

The biggest problem with wanting one of these is finding one for sale, getting pretty rare now you may have to travel a fair few miles to find your perfect partner but the hunt will be worth it when you slip into that low slung driver's seat and blip that 2.0 litre engine.



### Renault 5 GT Turbo

£500-£1500

Small engines with big turbo chargers putting power down through front wheels are always a recipe for fun. I'm almost pleased I could never afford one when I was younger because I would almost certainly have ended up crashing it! But a few years on and without the impetuosity of youth I think I could handle the 120 gee gees that the 1.4 litre engine produces. The newer 'Hot' Clio models may have more power but they also weigh more than these GT Turbos so it's still a close run thing on the all important 0-60 sprint. The GT Turbo is a car that reminds you of those days when building hot hatches was so much simpler.

**Jason Dawe** writes a weekly used car column in the *Sunday Times*. He worked with **Jeremy Clarkson** on *Top Gear* and now presents the *Used Car Roadshow* on Sky's *Men and Motors* channel.

[www.usedcarroadshow.co.uk](http://www.usedcarroadshow.co.uk)

As a former car salesman, Jason has 20 years' experience in the motor industry and is acknowledged as the country's leading used car expert. You can contact Jason via his website:

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





**T**wo multi-millionaires fighting their way through the courts over a car registration were recently told that they had wasted both the huge amounts of money and the considerable time they have invested in the argument.

**Allen Lloyd** and **Stefan Svenby** have been in dispute for four years over the right to display the number plate **WTM 446** and the chassis number **BHL 126** on their 1959 Lister Jaguars. The two men left court at the end of February after a judge told them it was not his business to settle such quarrels.

Mr Lloyd, whose fortune was generated by the Lloyds Pharmacy chain, sued Mr Svenby, as a result of conflicting desires by each man to lay claim to the original car that bore the disputed ID marks. That particular vehicle had not only raced in the 1963 Le Mans 24-hour race, but was also the star of the classic British racing film, *The Green Helmet*.

The court endured a week of claim and counter-claim about the various states of disrepair into which two chassis and two complete sets of parts had fallen before being restored to their current impressive conditions. However, Mr Justice Stanley Burnton refused to rule that either man's car had a better claim to the chassis number, and consequently the registration number, than the other.

Moreover, the judge expressed his "wonderment" that the two men had pursued the quarrel so far and spent so much money. He said there was no dispute regarding ownership, nor any confusion as to which car was which.

There had been no suggestion of dishonest or improper behaviour by either man. The judge said: "At the beginning of the trial I expressed surprise that two seemingly intelligent and honest men would seek to resolve this dispute by extensive litigation, which in the event occupied seven days of court time, rather than by compromise.

"I was told that a considerable sum of money turns on my decision, although I am bound to say that the evidence for that is sparse, and that

# Half Million Pound Plate Squabble!

whatever that sum may be it has, I am sure, been substantially exceeded by the legal costs the parties have incurred. My wonderment did not diminish during the course of the hearing."

He opined that the genealogy of motor cars was not of itself a proper subject for the court to investigate or decide, unless it was to rule on the rights of the parties in cases that were "justiciable", that is cases which could actually be determined by a court of law. But if there was no justiciable cause of argument, the court had no role to play.

The two men will have to wait to find out who foots the legal bill, estimated at more than £500,000 because the judge reserved his ruling on that aspect of the case.

He also refused the men the right of appeal, although either can make a direct application to a higher court. The feud between the two men began more than four years ago.

Mr Lloyd, who made £32 million from the sale of his pharmacy empire, said his car was essentially the same as the original machine, having been rebuilt from the bulk of the original parts.

Mr Lloyd claimed that Mr Svenby's car, a Lister Jaguar of a type known as the Spaceframe, was a "reconstituted wreck" and a "copy built from a kit of parts".

In response, Mr Svenby said that the other man's vehicle had been crashed soon after its Le Mans race and had lost the right to the chassis number because it spent 20 years off the road, being rebuilt.

The judge has referred the case to the DVLA and the Department of Transport.

Rick Cadger



## Motoring mid-70's

A big thank you. Long before you were in existence, I purchased **42 GRE** in the £5 transfer days!

It now rides on my 1987 Mercedes 190E 2.6 which I purchased new (now 19 years old) and still going strong.

Two years ago, upon my marriage aged 62, I purchased **M5 MFE** from you for my wife's VW Golf - Mary at No.5, **Mary Freda Earl**.

The VW sold, I still have the trailer.

Now you have helped me once again with **T3 GME** - Trike, 3 wheeler, Gordon and Mary Earl.

Yet another perfect result.

**Gordon Earl**

Surrey  
by email



Gordon's trike with his latest purchase from Regtransfers, **T3 GME**



Gordon's VW and trailer sporting **42 GRE**





Photo: Stan Thompson



# Miss Great Britain's Prize on a Plate

The heyday of the high-profile beauty contest may be past - political correctness and changes in public perception have seen to that - but it is only the visibility that has altered: beauty contests per se are still very much alive and very popular. We may not see them presented on mainstream UK television these days but the tradition continues, and a large number of famous people are still involved.

The Grand Final of *Miss Great Britain*, held on Saturday 25th February 2006, was a great success. Celebrities flew into London from all over the world for the final in The Great Room of the Grosvenor House Hotel, Park Lane, Mayfair, and some thirty-five press photographers and five television crews covered the event. In total, 1100 guests were present, so it really was an impressive 'do', by any measure.

The hosts for the evening were TV presenters Noel Edmonds and Jenni Falconer, and the line up of celebrity judges included Christine Hamilton, John McCririck, Shobna Gulati, Teddy Sherringham and Faria Alam.

The winner, **Danielle Lloyd**, now has a very busy year to look forward to. Danielle's victory brought her a range of prizes including a part in a Hollywood movie and... a personal registration from Regtransfers.co.uk!

We presented Danielle with her fine set of personal number plates at an exclusive photo shoot on Friday



14th July. The personal registration **M15 GBX** (*Miss GB X*) was part of the official Miss GB prize package and Regtransfers.co.uk were very happy to support the event by providing the number plates. Danielle was delighted with the number, which she will display on her Audi.

Danielle was born in Liverpool in 1983. She feels particularly fortunate to have enjoyed a successful modelling career so far, and to have been chosen as this year's Miss GB, as her childhood was punctuated by periods of ill health. Now hale and hearty, however, Danielle is looking forward to the benefits that the Miss GB title will bring to her future projects. In addition to the publicity generated by the competition itself, the prize package included more modelling work and, of course, that Hollywood acting opportunity!

The road to success has sometimes, quite literally, been a bumpy one. One of the first contests Danielle entered was Miss Merseyside. She was very excited and was looking forward to the competition. Unfortunately, the night before the show, disaster struck. Danielle had slowed down while driving home after having some last minute beauty treatments in preparation for the contest. Incredibly, she found herself being dragged from her moving car by an unseen attacker who had opened the door and grabbed her hair. After falling to the ground Danielle was dragged along the road. Even now she recalls feeling every piece of gravel as it embedded itself into her back, legs, arms and head. Danielle lost most of her hair in clumps, and had severe cuts and bruising all over her body.

"My mum telephoned the organisers and explained to them what had happened," she said. "They told her to bring me down to the competition and they would help me cover up my bruises and have the hairdresser fix up my hair. They explained to my mum that if I did not continue with the competition, I probably would not enter another one and my confidence would go. It was the



most painful experience I have been through in my life and I hated every minute of being on stage. I kept thinking people could see my bruises and start coming to their own conclusions. I managed to get in the top seven, and I have the organisers and my mum to thank. If it were not for them supporting me, I wouldn't have continued with my modelling or entering beauty competitions. It took months of counselling for me to start to recover, but deep down you can't, you blame yourself and tell yourself you must have deserved it.

"Since then I have pushed myself to enter as many competitions as possible with the help of my family, friends and groups like Women's Aid. During the past eight months I have won Queen of Clubs, World Model of the Future in Athens, Miss Hawaiian Tropic Great Britain, Miss Velvet Lounge Liverpool and I was first Runner Up in Queen of the World in Munich. My proudest achievement is winning Miss England and being given the chance to take part in Miss World 2004 in China! I feel very honoured and privileged and this has helped me a lot to forget my bad experience. I would like to say a big thank you to everyone who helped me achieve this. With all of their support, I have now regained my dignity, confidence and self-esteem."

Danielle has shown great courage by refusing to let her terrible experience ruin her confidence and her career. It is great to see that she is enjoying the success she so obviously deserves.



## Totally MG

Many thanks to all your staff for processing the change of registration earlier in the year so efficiently. It was so easy.

In your correspondence I was asked about providing a photo of the plate on the car. Well, here it is at last.

The plate came about as my birthday present. I wanted something totally MG for the car but my wife suggested something linked to my name, so we compromised and ended up with **MG02 ROB**.

**Robin Plumley**  
by email



# Think BIG

Before **Carla Hopkins** had even passed her test she knew that she wanted a personalised plate on her first car. So she was ecstatic when her parents told her that they had bought her the registration **C 2566** for passing her test.

"It looked fabulous on my car and everyone was always asking about it," she said.

However, when Carla left for university the car had to go and so did the plate as she didn't know when she would be driving again.

"As I had heard so many stories about students and debt, I couldn't imagine being on the road for sometime," she explained.

After finishing university and getting herself a job it was time to get mobile again. "I had

thought lots about what car I wanted and last year I bought my Honda CRX Del Sol, which was specially imported from Japan. It was fabulous driving it around in the summer with the top down but I knew something was missing - a cherished plate."

After searching around, Carla finally found the plate she wanted, **B16 CRX**.

"This plate means a lot to the car as B16 is the engine model and CRX is the model of the car. The plates are now on the car and they set it off a treat."

"In fact, some people have said it looks like 'Big CRX' on the car, which is quite a contradiction as the car is only small, but it certainly does have a BIG personality!"



### 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)





The number plate **110 ADU** ('I load you') is on the Better Move company van. "It was something I had been thinking about for a while," says Dee. "And when I saw this, I just had to have it. I get lots of comments and it's a great advertising tool as people always remember the van. I think it was a great investment."



**Dee Wooldridge** of A Better Move removals company, tells us how her sister-in-law, Kim was given **KI MGW** by her husband, who says the GW stands for 'good wife'. Kim loves the plate and gets lots of attention from it.

Dee's mum was looking for a camper for a long time and, when she saw **H451 YNN**, it literally had her name on it (Lynn) as the plate was already on the car when she purchased it. How lucky was that?

### What's the Story?

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## Three's a crowd

**Adrian Hayward-Wills** and his plates were featured recently on the Sky TV's Men and Motors production *Number Plate Heaven*.

Adrian, from Porchester, Devon was interviewed by **Liz Fuller**, who was featured in Volume 3, Issue 2 of this magazine.

"I am a regular reader of your magazine," says Adrian, "and I also contribute articles to the RNC newsletter and *1903 And All That*."

"I am also featured in Ruby Speechley's book *Fanatical about Number Plates*."

"Take care and keep on publishing!"







# Honey Kalaria





## The UK's Bollywood Ambassador

**Honey Kalaria**, was one of the judges for Channel 4's 2004 hit series *Bollywood Star* and is the Bollywood Guru for ITV 1's *For One Night Only: From Barnyard to Bollywood* to be screened in 2006. She started dancing at the age of four and has dedicated herself to perfecting the styles of Bollywood, Bhangra and Indian Classical Dance, as well as Rock & Roll, Latin American, Belly Dance and Street Dance. She has been invited to perform around the world in the presence of HM the Queen, Tony Blair PM and the late Princess Diana.

Honey has also personally trained Narinder from *Big Brother* and worked with Bollywood stars including Shah Rukh Khan, Hrithik Roshan, Amitabh Bachchan, Aishwarya Ravi, Govinda and Juhi Chawla.

She won the Best International Artist Award for her role in the film *Indian Babu* directed by Lawrence D'Souza.

Her *Bollywood Workout* video secured the number one position for mainstream keep fit videos in 2003 and she has just released her first album *Time to Dance*.

With an MSc in Public Relations and an Honorary Doctorate of Arts from the University of East London, Honey combines her dance career with considerable business interests. She has been nominated for both Business Woman of the Year and short-listed as one of the top three Asian business women in the UK. She is founder of the International Association of Modern Indian Arts and has launched the world's first Bollywood Dance Syllabus. She runs her own dance academy and agency - hailed by the BBC as 'The 21st Century *Fame School*' - with 15 centres across Greater London and nationwide, boasting 1,800 students.

Both Honey and her students have been involved with high profile artists and shows such as Andrew Lloyd Webber's *Bombay Dreams*, Gareth Gates *Spirit in the Sky* for Comic Relief, Kula Shaker, Crispian Mills, S-Club Juniors, Soul 2 Soul, *Oliver's Twist*, *Open House*, Ruby Wax, *Tops of the Pops*, CBBC *Xchange*, Ant and Dec and BBC *Family Proms in the Park*.

Honey has been interested in cars from a very early age. "In fact when I was 13 years old," she says, "I started talking about fast cars, rally driving and predicting that when I take my driving test I will pass first time! I was lucky, by the time I turned 18 I passed my driving test on the first attempt, have now taken part in various women's rally driving competitions and to this day, have enjoyed driving around in sports cars."

Asked about her first car and her dream car, Honey replied, "When I was at school, I used to tell my friends how much I loved 2-seater cars and that my first car would be

a MG Midget, my second car a Toyota MR2, my third a Mercedes open top and my fourth a Porsche. My friends were extremely surprised when I drove into college with a bright red MG Midget! I have also owned an old Toyota MR2, a navy blue new Toyota MR2 and now a navy blue Porsche Boxster. I love Porsches. I am quite addicted to their power, speed and comfort and my next one will hopefully be a Carrera."

Honey was not interested in number plates until she started performing at high profile events. Asked what triggered the interest she said, "I used to see many cars with interesting private number plates and slowly began to find them quite attractive." Her passion began to grow until she felt she wanted to own one. "I wished for the right number plate to come up and it did!" Honey explains how **H7 NEY** came about. "Let's put it this way - I was at the right place at the right time. I also possess **D1 VAE** which I bought for my company Diva Entertainments."

We then asked Honey what her friends and family think about her personal plate. "They all love the registration. Being a Bollywood celebrity, you do get staring as they see the car registration and immediately recognise me. It gets quite embarrassing, but it does attract a lot of attention."

When asked about her experience of dealing with Regtransfers.co.uk, Honey replied, "I think the company is brilliant and it's fantastic how it can bring so much joy to car enthusiasts like me. I would definitely recommend Regtransfers.co.uk to family and friends."

Look out for Honey in the next few weeks on ITV1's *For One Night Only* where she has to transform six farmers into Bollywood dancers in a week.

To find out more, visit [www.honeykalaria.com](http://www.honeykalaria.com)





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