

The World of **Personal Number Plates** Issue 26

# Regtransfers

.co.uk



“I’m in the  
mood for a  
number plate”

**Coleen Nolan**



# Theo Paphitis turns Maybach into Chromamobile for **Red Nose Day**

**S**traight-talking 'Dragon' **Theo Paphitis** went that extra mile to promote Red Nose Day on March 18 by turning his Maybach 62 into a Chromamobile to promote the charity.

Not only was the car wrapped in chrome, it was also adorned with red noses and a picture of an exclusive Ryman Red Nose Day pen. The stationery firm has sold over 220,000 pens to date for £1 each, the whole of which has gone to Comic Relief.

The Red Nose Day chromamobile was officially unveiled at Mercedes-Benz World in Surrey. The transformation has been sponsored and carried out in association with Maybach and the Kent based Raccoon Group. The memorable number plate, **RYM 4N**, remains.

Theo Paphitis said, "Red Nose Day is about fun and raising money for a fantastic cause and the car's new design is certainly drawing attention. In fact, it is so shiny it is creating a bit of a sensation. It is unusual for such an exclusive luxury car to be 'chromed' in this way. I have been

stunned by the number of Tweets I've had from people already and I am glad to say that it is all for a very good cause.

"I hope that people can see the funny side of our fundraising, which is for serious reasons. I have visited Comic Relief funded projects in Ethiopia and seen street children benefit from Comic Relief cash. People shouldn't forget that a significant proportion of the charity's funds are spent on projects around the UK."

Ryman employees have a terrific record in fundraising for charity. Last year staff from the company's 237 stores and from its Crewe headquarters presented more than £225,000 to Sport Relief and in 2009 raised over £500,000 for Red Nose Day charities.

The production cost for the car's wrap has kindly been funded by Maybach and Raccoon.

Mercedes-Benz World is open to visitors from 10am 6pm, seven days a week and admission is free.

[www.mercedes-benz.co.uk](http://www.mercedes-benz.co.uk)  
[www.raccoongroup.com](http://www.raccoongroup.com)  
[www.ryman.co.uk](http://www.ryman.co.uk)  
[www.rednoseday.com](http://www.rednoseday.com)

 [@theopaphitis](https://twitter.com/theopaphitis)

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# mail



## What's the story?

Send **YOUR** photos to  
[editorial@regtransfers.co.uk](mailto:editorial@regtransfers.co.uk)

Want to get your name in print?

See our special feature on page 29

## Tax free

I have just put my new registration on my car. The service was top quality, and I know about service from my own business in Dubai.

I wanted a number plate that relates to the tax-free status of The United Arab Emirates, so I grabbed a bargain from you with **T4 XOO** which represents tax free sales.

The picture was taken in the Czech Republic after the car was entered in several shows near Prague and in Amsterdam during a business trip.

**Danny Walker**

## 'Kilex'

Whilst I was serving in the British Army, I was called 'Kilex'. Every week, we were required to complete paperwork for our claims. I used to write quite quickly and, when I wrote my surname in block capitals, the 'Y' looked like an 'X', so the name stuck.

I had been looking for this number plate for a couple of years, but it wasn't available. So, when I eventually saw it on Regtransfers.co.uk, I had to have it.

I'd like to thank Shane Tomblin for the quick and efficient handling of the sale and would recommend you to friends and family.

**Si Kiley**



## 4-star plate

At the beginning of 2008, Christine and I set up 'The Beeches Bed & Breakfast' in Dawlish, Devon. After being awarded our Visit Britain 4-star rating, we thought it was time to have 4-star cherished number plates to match. After searching, we came across **M1 BNB** (MY B'N'B) on the Regtransfers website. This was a great find and we knew this could be a good boost for our business.

I was planning to put my original cherished registration, **T1 ANB**, which I bought from Regtransfers back in 1999, onto our new car. However, this is not so good when Christine is driving the car alone as she would probably receive strange looks. So we decided this will remain on retention for now.

We both are now very happy with our new plates. Not only do they complement our business, but they are also a potential investment. And most important of all, they are great fun to own.

**Ian and Christine Bourne**

The Beeches Bed & Breakfast  
 15a Old Teignmouth Road  
 Dawlish



## Always on my mind

A personalised registration had been on my mind for a while. I thought it was a slow and complicated process, but you made it very easy and quick.

As this year is our 40th wedding anniversary, my wife bought the number **N10 TLB** through Regtransfers as a present to go with our new car.

Needless to say, I am delighted.

**Tony L Baron**





## Cheeky

I bought my personalised number plates through Regtransfers, and I absolutely love driving around knowing that they are on show for everyone to see.

I had wanted personalised plates ever since I passed my test. When I was 19, I bought my current car, a Ford Focus 2-litre, which I adore, and, as a cheeky Christmas present to myself, I finally bought my perfect number plate.

'Fin' is my nickname, so, I did some hunting for a while and came across **F1 NFC**, 'Fin' and then 'FC' for my initials. Everyone thinks it stands for 'football club', which really irritates me, but I knew that might happen.

I couldn't be happier with my plate and now looking back I think it is better than what I originally wanted.

**Finlay Charles**  
New Forest

## 'Wookie'

Following the recent loss of our Jack Russell terrier, 'Wookie' we were asked by the vet if we wanted to commemorate him in a special pet cemetery.

We decided that a number plate would be a more fitting tribute, especially as he always liked to travel and loved the car.

**Chris Goddard**



## Nutter!

I'm so fanatical about my Mitsubishi L200 truck, I guess you could say I am a bit of a 'nut' about it. I've had it since 2002 and really like the idea of overland travel, a bit of off-roading and driving the green lanes of the countryside.

I liked the idea that **L200 NUT** did not need any alteration to say exactly what it meant. Everybody loves the plate and the truck really turns heads.

**Mark Smith**



# Coleen Nolan

## I'm in the mood for a number plate

**T**here is an old joke that claims "nostalgia isn't what it used to be...". Actually, joking apart, that's probably true because these days nostalgia can be big business. Reunion tours by successful, but long dormant, artists and bands are selling out everywhere one looks.

The Nolan Sisters, later simply The Nolans, enjoyed great popularity in the 1980s. Their light, lively pop sound, with its tight vocal harmonies, struck a chord with audiences and record buyers. In various incarnations, made up of various configurations of sisters, The Nolans became regulars in the music charts and on UK television. They also enjoyed spectacular and enduring success in Japan. In 2009 they reformed and staged a sell-out tour of the UK. Despite continuing celebrity for the two youngest sisters, Bernadette and Coleen - both of whom had successful television careers - and steady work for other members, The Nolans *per se* had not really been in the public eye for some years.

"The tour was absolutely amazing," Coleen says. "The best thing we have ever done, I think, in respect of enjoyment. We enjoyed it so much more this time than we did the first time around, because there was no pressure this time. We were really doing it because we wanted to have one more go at it but we all had our independent careers, so it wasn't based on having a hit record or having a hit album. It was just a question of whether we wanted to do it. And we did arenas this time, which is something that we never did the first time around. It was done on a much bigger scale, much bigger production. We stood there thinking, *Oh, my God! I never thought we would do this again.* We're not spring chickens anymore [laughs] but we were prancing about for two hours. It was brilliant."

The recent tour was a real family affair, despite the absence of older sister Anne. Coleen's husband, guitarist Ray Fensome, and Bernie's husband, drummer Steve Doneathy were both part of the band.

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The Nolan story has always been about family, one way or another.

"I started singing with them when I was two," Coleen says. "As each kid came along, they joined the family group. Apparently, when I came along, the thing they were most worried about was whether or not I'd be able to sing! How embarrassing would that have been? So we all joined, and eventually there were 10 of us. The Singing Nolans we were called and we used to do all the clubs all over Scotland, Wales and England. All my family were born in Ireland and I was born in Blackpool.

"We moved from Blackpool to London, when I was nine. A guy came to Blackpool and absolutely loved the act, so he wanted to bring it to London. My two brothers were both engaged to girls in Blackpool at the time, and they decided that they wanted to stay in Blackpool. Anyway, the guy owned a venue called the London Rooms in Drury Lane and he gave my sisters a contract there, and that's kind of how The Nolan Sisters took off. They did about five years there, but because it was

Denise decided to leave in favour of a solo career. The other girls continued as a four-piece. Although the group now had four "official" members, young Coleen appeared on their record covers in 1979, and in the video for the group's huge hit *I'm in the Mood for Dancing*. Anne left in 1980, and at that point Coleen became an official member of The Nolans, as the act was now called.

Coleen performed with the group until the 1990s when she left to concentrate on her family life with her children and her first husband, actor and singer Shane Richie, to whom she was married until 1999.

"Shane was in *Grease* for about four years, and I'd stopped working by then. He was doing well enough that I could stop work and stay at home and be a housewife. Although obviously after that our marriage fell apart [laughs]. So then we split up and I decided that I needed to work again. Luckily, I did have the opportunity. I'd done a few regional programmes and then had the chance to do *Loose Women* in '99. Thank God for that."

As Paul O'Grady commented when he interviewed Coleen for his television chat show, she was really quite hard on herself.

"I'd always said that if I was going to write an autobiography it would have to be the truth," says Coleen. "Otherwise I wouldn't write it. You can't leave out all the bad bits about yourself. Can't just skip over them."

That doesn't mean that she is particularly comfortable with exposing the most intimate aspects of her life, but Coleen recognises the hypocrisy that would exist in writing about other people in a warts-and-all style while glossing over her own shortcomings.

Coleen has worked steadily in television since her marriage to Shane Richie ended. In 1999/2000, as well as joining *Loose Women*, she also worked on ITV's *This Morning*. In 2009 Coleen took part in the fourth series of ITV's *Dancing on Ice*.

"At first I really didn't think I could do it, but then the kids were like 'Oh, *please* mum! Please do it.' And they're not normally like that. Ray was the same, telling me to just give it a go. So I'd have felt a bit of a wuss saying no."

Coleen had skated a few times before, but not on a regular basis, and she had certainly not done anything that would prepare her for what the show demanded from her.

"When I was young, we used to go on a Sunday and literally skate round in a circle, you know.

"But I couldn't skate backwards or crossover, and even skating forward...



cabaret I couldn't do it. You needed licenses for that in those days, so I just did the odd TV show with them until I joined the group professionally at 15."

Anne, Denise, Maureen, Linda and Bernie began performing as The Nolan Sisters in 1974. In 1978 the group began to see some success in the UK record charts, but

Coleen has earned quite a reputation for frankness regarding her private life and her relationships, and her autobiography, *Up Front and Personal*, surprised many people with its uncompromising revelations about Coleen's own conduct.

Coleen is pictured here with a group portrait of her children, Shane, Ciara and Jake





Coleen with husband, guitarist Ray Fensome.



*Ha! I thought, I'll be all right: I can skate forward. But skating forward technically correctly is totally different. It's not just a case of balancing. I used to do three hours training every day. It was so cold, and it hurts when you fall. And you fall a lot.*

*"When I got there I really didn't want to get knocked out in the first show. Going in the second show would have been fine but no one wants to leave in the first show. I actually ended up in the semi-final, so it was like six months in the end.*

*"I think it was the hardest thing I've done. Not just physically, although physically it was unbelievably hard, but emotionally as well. Everyone is scared at first, but they were all saying that once you get into it the fear becomes less. Well, it never lessened for me. Emotions were all over the place, and the fear didn't leave me for the whole six months. Every single Sunday I used to feel sick, and every single Sunday I'd wonder why the hell I was doing it.*

*"My first skate-off was in the semi-final, and I was so injured - I think the audience could see it. I had a displaced rib and a fractured rib. The physio said that I couldn't skate, so then the choreographers just asked me what I thought I was capable of, realistically. In the end we just had to do this silly routine where I was pushed about. I just couldn't practice, so I knew I was going out, and by that time I wanted to go out. If I had got through I wouldn't have been able to do*

*what I'd have needed to do, so a part of me thought, Oh, no! What if they put me through?*

*"But I look back and I feel so proud of myself that I did it. Possibly along with our last tour I think it was one of the best things I've ever done. It was fabulous. A great experience: to challenge yourself and to face your fear every week.*

*"There were times when it really would have been easier to turn around and say I was pulling out - to tell them I was injured or something - but the longer I stayed in,*

*even when I got really injured, I was like, 'I can't pull out now. I've come this far, there's no way I'm pulling out.' Even if they'd had to push me out on a chair I was not pulling out. I'd be voted out but, even though by then I really wanted to go, I wasn't just going voluntarily by myself."*

*As if *Dancing on Ice* wasn't hard enough, all that work was in addition to Coleen's normal schedule. She still had to appear on *Loose Women*, intact or otherwise.*

*As well as her regular slots on major shows, Coleen has appeared on a range*

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## Coleen on her Number Plate:

*"My number plate! How exciting is that?"*

*"I suppose as a kid, imagining that one day I could have my own personalised number plate was like a little dream. I love it. It's very exciting."*

of other programmes from *Never Mind the Buzzcocks*, and *The Paul O'Grady Show* to a programme in which she underwent hypnotic past-life regression, apparently reliving a former existence as a teenage debutante. She certainly knows how to keep people guessing where she'll crop up next.

"You know what it's like in the business: 'we want you to do this, that and the other'. But until I'm actually doing something, I don't believe it. I just say, 'Tell me when it's definite and I'll turn up'.

Does Coleen think that she and her sisters will do another tour?

"We would really really love to. I'd like to do one more because we never expected the response we got to this one. We were really quite nervous that no one was going to come, but it was just massive and the crowds were fantastic. It was really quite overwhelming, so we would like to do one more."

And how about a return to Japan, where they enjoyed such huge popularity?

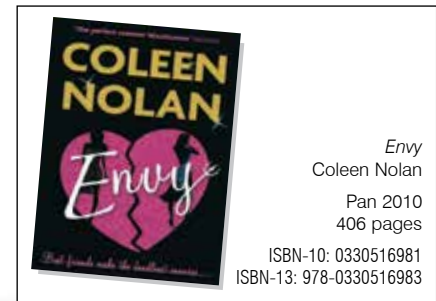
"There was talk about us going back to Japan, but our fans back then were 12-16 year-olds. I was 15 back then, so they would be my age now. It would be nice, but it's very different with Japan. In Japan you really have to go over there with a product to sell, a single or an album. We don't want to go that far. I loved the country, it was amazing, but I don't know if I could do it. I've never worked as hard as I did when I was in Japan. They don't believe in sleeping or eating because they just get in the way of work. But that is the way that works for them. We had our biggest successes over there but I think I may be too old to do that kind of work now. I was knackered at 15!"

Even though Coleen considers the Japanese work ethic to be pretty formidable, she is not exactly letting the grass grow herself when it comes to her career. Television, the reunion tour, the

autobiography, fitness DVDs: she's been pretty busy. And then, of course, there is her new career in fiction writing.

"Yes, I've written my first novel, *Envy*, which is out now. That was great, and I loved doing it. It was top of the erotic fiction chart. Don't ask me why that is. It's really not that provocative. Maybe because it's written by a Nolan. But I'm thrilled. Maybe that's where I need to go: just write erotic fiction!"

Story: Rick Cadger  
Interview: Angela Banh  
Photography: Stan Thompson  
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*Envy*  
Coleen Nolan  
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**WE WANT  
YOUR PHOTOS!**

## Be part of something **Special!**

In 2012, we at Regtransfers will celebrate our 30th anniversary. A major part of our celebrations will be a stunning new book.

Our customers, readers, visitors and friends have always been an integral and vital part of everything we do. Our website, our magazine and our books have all featured the people who make our existence possible - you!

Our new project will be ambitious. We aim to bring you a more comprehensively informative volume than has appeared before. However, we want to offer more

than just facts and figures. We also want to fascinate and entertain.

From experience we know that photographs of great registrations, and interesting and amusing number plates stories, provide the most popular and entertaining content. That is why we are inviting you to be a part of our new book.

You may be interested to read the article below, in which our own professional photographer gives some useful tips on how to make the best of your pictures.

If you would like us to consider you and your personal registration for inclusion in

our fantastic new book, or in a future issue of this magazine, then please send your photographs and an outline of your story by email to [editorial@regtransfers.co.uk](mailto:editorial@regtransfers.co.uk) or by post to:

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We look forward to hearing from you!

Please note: All image submissions, however they are sent to us, are subject to our submission terms and conditions which are available at [www.regtransfers.co.uk/main/terms.asp](http://www.regtransfers.co.uk/main/terms.asp)

## Through the viewfinder



**Some photo advice from Stan Thompson, Regtransfers' roving photographer**

Modern digital cameras these days are capable of producing technically perfect results, i.e. images that are properly exposed, sharply focussed and captured with a faithful colour balance.

But it's the person behind the camera that can make all the difference. A bit of imagination and foresight, when it comes to composing your shot, can turn a good photograph into a great one!

For example, if you're photographing people, make sure that you look for a background that's free of clutter and distractions. Take extra care when positioning your subjects so that there are no extraneous items, like trees and lampposts that appear to be protruding from your people's heads!

And get in close. When I first took up photography, I was always told to fill the frame. It's great advice that works well in most cases, especially when photographing people. Use your camera's zoom lens (or move in closer) to produce several variations of the

same shot; a big close-up of faces or a head and shoulders shot is often more appealing than a full length group composition.

With digital cameras, you don't have to worry about running out of film, so you can concentrate on taking several variations to capture that perfect shot. And when photographing a group of people, make sure that you take more than one picture, as somebody is bound to blink during the exposure and their eyes will be closed when you view your results.

Try also to vary your viewpoint when composing your pictures. Crouch down to get a low angle shot or look for a high vantage point. These camera positions can often add a more interesting and dramatic perspective (especially if you use the wide angle end of your zoom lens) than what is seen from the normal eye-level viewpoint.

And don't be afraid to break some of the taboos of photography! Who said that you must always have the sun behind you when you take your pictures? For example, with careful camera positioning, you can achieve some stunning portrait shots with the sun behind your subject to backlight their hair and using your camera's fill-in flash option to illuminate their faces. This technique will produce the kind of flattering and intimate portrait shots that

you see on magazine covers. And your subjects won't be squinting from all that direct sunlight!

So don't be afraid to experiment. A little bit of patience and ingenuity will make photography more pleasurable and will help you to produce more interesting and exciting results.

Finally, don't forget to set the image quality function on your digital camera to 'high' to ensure that you capture your pictures at their highest resolution. This will guarantee optimum results should you have your photographs printed or submitted to us for publication.

Now where did I leave my Box Brownie?



Photo by: David Wright

## The Thompson Prize

In each issue, Stan Thompson, our resident photographer, will nominate his favourite picture from the hundreds submitted by our readers. This time round he has chosen **Ben Francis'** portrait of Elliot Doyle from the story on page 56. Ben who receives a copy of our fantastic book, *Fanatical About Number Plates*.







## POLAR GLAZE

**P**olar Glaze was founded in 1989 by Paul Rogers, then just 19.

The company has always insisted on maintaining a quality fleet of well kept cars and vans.

To compliment the image, all of their vehicles have private number plates, originally gifted by Paul's father as he gradually reduced his own company's transport fleet. The numbers ranged from **A4 LER** to **A15 LER**.

As time went on, Paul began to purchase 'fun' numbers such as **APR 4T**. Ten years

ago he was lucky enough to find his ultimate plate, **POL 4R**. Most recently, Regtransfers were delighted to have been able to match this with **GLA 5E**. So, as Paul boasts, "Two of our new fleet will now proudly share the company name."

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



work that John thought to combine his interest in number plates with his plans for his business.

"I thought if I could find a number to help promote my business it would be good advertising, so the search began," says John. "I looked for A F numbers at first but they were outside my budget, so I lost a bit of enthusiasm for a year or two. Then, one day a letter arrived from a number plate dealer offering **A8 RAM** to be sold by tender. This was the number for me, I thought. But how much should I bid? I filled in the tender and then waited and waited... nothing. I thought I had lost it.

"After a couple of years the same letter dropped through the door. I took the bull by the horns and rang the dealer to ask him what was going on. He told me that the chap who owned the number had withdrawn it from the earlier sale. I made an offer over the phone and it was

accepted. So, I got on the train to Birmingham with the log book for my pickup, met the chap at the DVLA office and the transfer was finalised. I smiled all the way home.

After about five years I decided that **ABR 4M** should be the next number to try for. This time my luck was in as the number had not been issued and would soon be available at auction.

Off I went with a pal and had a good, but expensive, day out. I went home with the number and another smile. At the time, **ABR 4M** went on our second pickup but now resides on my wife's car.

"Over the years the numbers have been a fantastic advertisement for the company and a good talking point. The time will come when the numbers will be for sale," says John, "as I have no sons to pass them on to."

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

**J**ohn Abram tells us that he has always had "a bit of a thing" for private car registrations, but non-essential expenditure of that kind was the last thing on his mind when he started his business, Abram Fencing, in 1976. In fact, it was only after about 12 years of hard

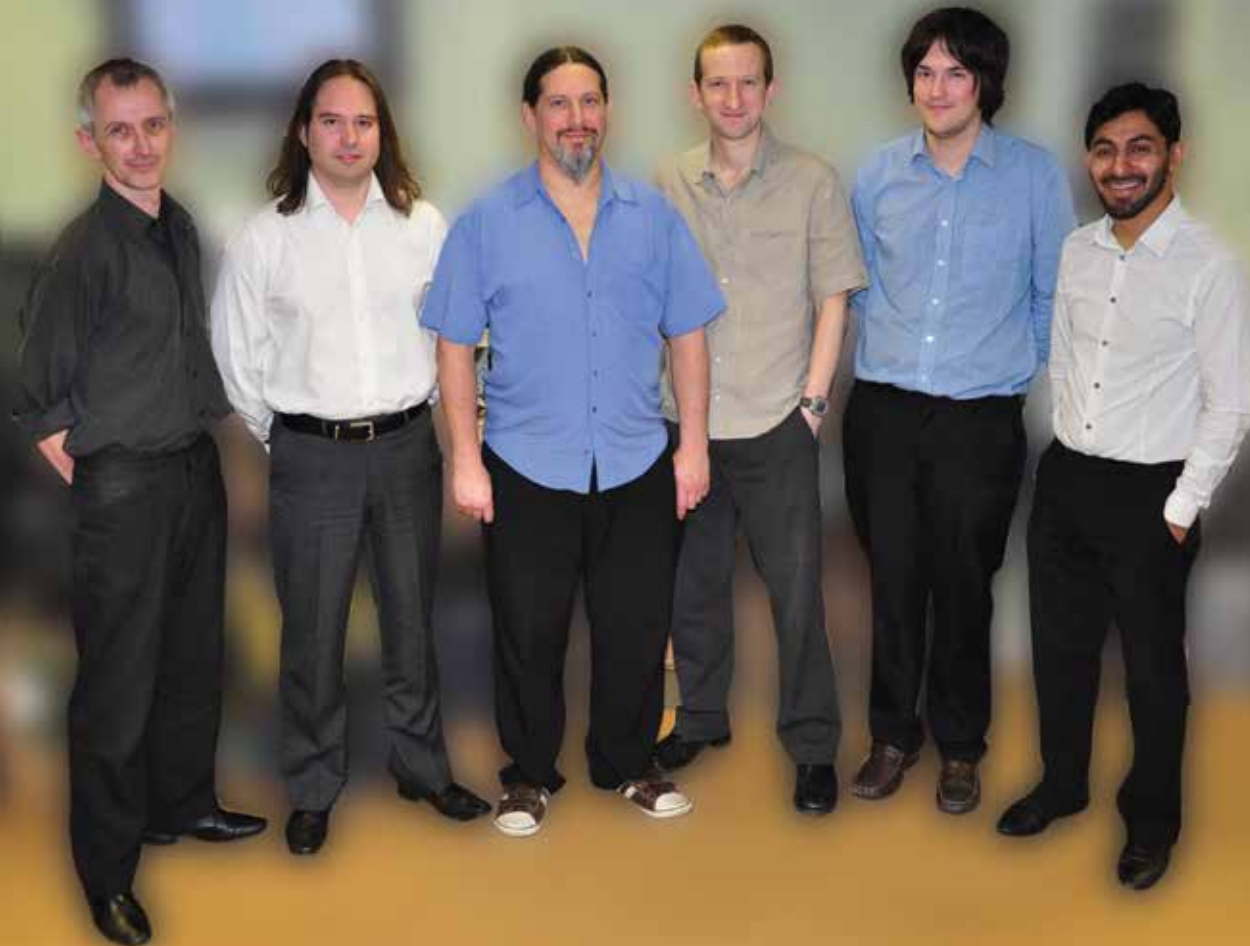


# RT Team **Spotlight:** 'The IT Crowd'

At the very heart of the Regtransfers operation are Commander Ian Clayton and his team of boffins. Together, the Information Technology (or 'IT', as it is known in binary code) Department,

develops and maintains our website and administration systems, using the latest technology, hammers, pink string and sealing wax. Beamed down from various planets in the known universe, a stranger mix of

people would be hard to concoct. Many of them do not reflect in mirrors and it is a wonder that Stan was able to capture them on film at all. Their profiles are summarised by a 'geek' rating in the table below:



Photography: Stan Thompson

**MARK HIPWELL**  
Senior Developer

**Ian Clayton**  
Manager

**Rob Gurney**  
IT Engineer

**Nick Daniels**  
Assistant Manager

**James Peterson**  
Systems Engineer

**Nasir Altaf**  
Web Developer

<b>IT skills:</b>	Database programmer and website developer	General Knowledge	Z80 and 6502 machine code/assembly. Email & systems building. Fixing user problems	Web Development, Databases	Networking   Telecoms   Server administration   Backup specialist   Domain admin   Fixing printer jams.	HTML, CSS, JavaScript, JQuery, Photoshop, Information Architecture
<b>Nickname:</b>			Ming (the Merciless)			
<b>Top band   singer:</b>	Dutch Order	Led Zeppelin	Hawkwind   The Levellers	Foo Fighters	The Beatles.	Maxwell
<b>Favourite drink:</b>	Too many	Spitfire ale   Jack Daniels	Cherry Coke   Real ale	Real ale (lager is for girls)	Ale   Jack Daniels & Coke.	Tea
<b>Favourite food:</b>	Too many	Indian	Greek   Italian	Curry	Indian [Rogan Josh   Balti]	My twin brother's pasta
<b>Party trick:</b>	Not in public parties		Using butane gas to throw fire from mouth	Juggling (3 balls)	As if I'd be that popular.	Haven't attended parties
<b>Favourite film:</b>	<i>Rocky Horror Picture Show</i>	<i>Indiana Jones</i>	<i>V for Vendetta</i>	<i>Taken</i>	<i>Hawk the Slayer</i>	<i>Transformers</i>
<b>Perfect night out:</b>	Staying in with good company, good food, good wine and trashy TV.		Summer night under the stars with friends, a camp fire and good beer	Eight hours sleep in bed. (More of a night in, but still a perfect night.)	Casino, win loads of money, then some exclusive London clubs	Rent out a penthouse in NYC & host a party
<b>Greatest achievement:</b>	Organising and running a packed-out Sophie Lancaster Foundation benefit event in London last year with 4 bands and 13 London club DJs		Becoming a dad	Getting a degree, having not done a huge amount of work	Getting top of the class in year 3 with my personal project about classical composers.	Have advised friends and family, which gave them the push they needed to succeed at what they were doing
<b>Worst habit:</b>	Too many		Vocabulary (or lack of it)	Don't have any, at all, ever	Not saving money	Smoking sheesha
<b>Best attribute:</b>			Dunno	Too many to list	Quick learner   Being tall	Helpful
<b>Hobbies:</b>	London night club DJ	Astronomy   Karate	Converting rare vinyl to MP3	Swimming	Luton Town FC	Sport   Mates   Travelling
<b>GEEK-O-METER READING</b>	<b>7.6</b>	<b>5.2</b>	<b>10.0</b>	<b>7.3</b>	<b>7.1</b>	<b>6.8</b>





## Happy motoring

**D**arren Norman has had an interest in personal number plates, and the various formats in which they are available, for quite a while. Some years ago Darren noticed the plate displayed on a family friend's Daimler.

"It was a two-letter, four-number configuration: black backing with silver

characters. I thought, I wouldn't mind that on my car when I'm older! The number was **AS 2700**. It's probably worth quite a lot now."

Later, when he was at college, Darren had a Mini Clubman Estate bearing the registration **WUO 2V**. It was, in fact, the original plate that had been issue to the vehicle, but people often asked if Darren had purchased it privately. Unfortunately, the Mini was written off and scrapped, so Darren lost his registration number.

"So, after many years of on-and-off looking, I recently decided to go ahead and try to find another number that would suit me," says Darren. "As I was working to a budget, my perfect plate, **D4 REN**, was sadly out of my reach.

"Having trawled through dozens of sites, I found the Regtransfers site was the easiest to use. It also allowed me to see up-front how much the numbers cost. Some others aren't as clear.

"After tinkering around with various combinations of letters from my name, I decided to use the DRN as an abbreviation of Darren and the number 18, which is my birth date. Using those, I found a whole load of registrations to choose from, and I eventually I chose **T18 DRN**. The number now sits proudly on my Renault Clio. I think it sets the car off a treat.

"I see this purchase as an investment, as it can be transferred from car to car. I would recommend Regtransfers to any prospective buyer. My transaction was all wrapped up within two weeks and the actual acrylic plates were cheaper to buy from Regtransfers than they would have been from a well known auto factors.

"I am looking forward to years of happy motoring with my personal registration."



**M**artin Gilby bought this splendid US 'retro' 1959 Cadillac at the Enfield Pageant in 2010.

"I always wanted a '59," he says. "Maybe because it's the same year that I was born - or maybe it's because of the gigantic

fins! Who knows?" Extraordinarily, the Cadillac is the only car Martin has ever owned and he says, "I fall in love, every time I uncover it."

## Retro plate

For those of you who are wondering, the matching '59' plate is actually NUI 959, originally issued in Northern Ireland where the letters 'I' and 'Z' are used.



# Flying high

**H**elicopter pilot and flying instructor Dennis Kenyon has owned personal number plates for many years. Dennis has had several excellent registrations bearing his initials. He previously owned **28 DRK** and **700 DRK**, and now owns **7 DRK** and the ultimate mark for his initials - **1 DRK**.

"I acquired **1 DRK** through a private advert in the Sunday Telegraph in 1972," says Dennis. "I bought it from a lovely blonde lady in Ilfracombe for £250. I always have a little smile when I think back on that special occasion!"

Dennis claims that he could tell a hundred stories about **1 DRK**, and there is certainly no question that Number One plates do turn heads.

"Once, a Rolls-Royce Corniche owner indicated for me to pull my E-Type over on the Brighton sea front. I did so, and he asked me if I would sell **1 DRK**. I noticed that he had **4 DRK** on his car. I declined and added, jokingly, that he couldn't afford it.

"About a year later the same man stopped me again. He said, 'I will buy it ... just name a figure.' I was doing OK in those days, so once again I refused."

The striking combination of great registration and E-Type Jaguar has even caught the eye of the boys in blue.

"One Sunday afternoon, I was driving past Kenley Airfield in Surrey, when a police car coming the other way stopped me. I wondered what on earth I'd done. The police driver wound down his window and called out, 'Excuse me Sir, I just wanted to have a drool!'

"I purchased the car new in 1970 as an ex-demonstrator. It is a 1969 'One and a Half' convertible model, serial E2054. It is still virtually as new and absolutely original.



Dennis, who is pictured above with Georgie Dixon, 2009 winner of his scholarship, trains clients privately for the UK Civil Aviation Authority's Private Pilot's Licence. The 45-hour course costs between £15,000 and £16,000. For details, email: [dennis.kenyon@sky.com](mailto:dennis.kenyon@sky.com)

He also writes for several aviation magazines and his first novel, a helicopter-related thriller called *Appointment on Lake Michigan*, was published in 2005. ISBN-10: 0973225386 • ISBN-13: 978-0973225389

Many are the times I've been told 'I bet you've pulled some girls in that car'. My standard reply was ... 'They're not rust patches down the side of the bonnet: they're conquest notches!'

Dennis is a former Royal Air Force fast jet and bomber command pilot who served with 44 & 61 squadrons. Since leaving the service, he has become a helicopter flying instructor. In 1992, Dennis won the World Helicopter Aerobatic (Freestyle) Championship event and he plans to enter the 2012 WHC event in Russia.

"I have taught quite a few motoring racers," he recalls. "The late Barry Sheene, God bless him; the 1986 F1 world champion Alan Jones, who I was with when he won the USA Formula One Grand Prix in the car park of Ceasars Palace in Las Vegas! Also Jonathan Palmer and the rally man, Tony Pond. Even Mark Thatcher,

who bought his Bell Jetranger from my company."

Another ex-demonstrator vehicle Dennis purchased was his XKR convertible, which he had from a Hertford Jaguar dealer. "I'd have to say it is the best car I have ever owned," he says. "But then I've never owned a Ferrari!"

In addition to the flying instruction, Dennis now does 'freestyle' helicopter display flying in his little Sikorsky 300 and in an elegant Enstrom Shark. For instructing flying students he often uses an MD 530 Notar helicopter.

"For relaxation I restore grandfather clocks," Dennis says. "That and the flying... A nice combination of fast and slow, I suppose."

Dennis's **7 DRK** registration is currently for sale. Enquiries may be made through [Regtransfers.co.uk](http://Regtransfers.co.uk).





# DJB Vintage Wedding Cars

**D**avid and Joyce Brookes bought their first vintage car, a 1935 Austin Ruby (blue over black) in 2002. The Austin bore the registration number **CHP 299** which David, who was a joiner at the time, thought of as 'Chips' - very appropriate for a man in his line of work.

The couple and their car were featured in an issue of *Top Gear* magazine dated September 2002.

who was living on the island, and who we had known for a few years through charity work, rang us up to invite us for coffee and a chat - and, of course, so he could see our Wolseley Wasp."

One day, as David and Joyce were returning from one of the weddings that had featured their car, David suggested to Joyce that they acquire an additional vintage car so they could undertake



weddings as a business venture.

Consequently they soon bought a lovely 1934, chrome radiator model Austin 12 Ascot, which they named 'Aussie'. Aussie enjoyed a moment of fame when she appeared in an episode of ITV's hit detective drama *Poirot*.

Car number three came from a charity car rally event near the couple's home in Leland, Lancashire. Sporting the registration number **UE 2167**, the splendid 1926 'bullnose' Morris Oxford saloon was soon christened 'Hughie' (because, phonetically, UE = 'Hughie'). The colour was, again, blue over black. Cars in the style that Hughie represents were nicknamed 'top hat' models because gentlemen were able to sit inside and leave their top hats on due to the vehicles' high roofs. Operating the car required a certain dexterity because, when starting it from cold, the driver had to execute a procedure involving eight levers and controls. When warm, however, just three would do the job!

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



"We had been attending a vintage car rally in Blackpool," says David. "I was wearing my Lancashire flat cap and we had a sign-written board telling the history of the car and how, during the war, in Coventry, it was in a bombed-out garage, only saved by a roof truss wedged between the walls, enabling the car to be dragged out to safety."

David and Joyce's next car was a 1935 Wolseley Wasp 4-door, affectionately known as 'Buzz'.

"That was because there was a wasp moulded into the chrome on the bonnet," David says "This car was black over ivory, and had been used by the previous owner as a wedding car and whilst owning 'Buzz' we were asked to use it at a few weddings for friends.

One person with whom the couple were acquainted was particularly interested in seeing the car.

"In 2007, we were on holiday on the Isle of Man, where we had decided to take our vintage car around the full 37¾ mile TT course. One day, Sir Norman Wisdom,







W David Thompson



**F**astway is one of the most respected and professional suppliers of quality band bus, sleeper coach and nightliner hire in the UK.

Every bus is fully air conditioned and has the latest entertainment equipment for the relaxation and enjoyment of the party. Fastway undertakes both UK and European tours for top music, which have included Lilly Allen, The Kaiser Chiefs and Cold Play.

The Bradford based company has an unrivaled reputation for quality and service. All their vehicles come equipped with Wi-Fi, Sky TV and have plenty of cargo space. They will even adapt any vehicle to suit individual requirements.

Fastway see branding as an invaluable marketing tool, which is why their fleet of eleven vehicles all display the distinctive WDT initials of owner, W David Thompson.

[www.fastway.uk.com](http://www.fastway.uk.com)



*"All we do at festivals is check out other band's buses and think how much better our bus is than theirs." - Ricky Wilson*

*"We don't use anybody else when we go on tour." - Lilly Allen*





# Gibby plates

**Huw Gibby** from Portishead was a chartered surveyor working for the government but took early retirement at 49 and currently works in the control room of Avon and Somerset Police taking 999 calls.

His unusual surname is found mainly in Pembrokeshire and Utah, USA, where two Welsh Morman brothers emigrated in 1848. Huw looked around for a suitable number plate and once tried, unsuccessfully, to bid by telephone at an auction for **G1 BBY**.



When the series, G2 BBY to G20 BBY, was released, he decided to go for both **G13 BBY** and **G10 BBY**, which is currently

on his wife, Lin's, Vauxhall Tigra. "But she doesn't much like the plate," says Huw, "as it looks like GLOBBY!"



## Thanks a bunch

**Gerald Tracey** had already purchased the number **J13 GLT** through Regtransfers, the 13th of June being his birthday and the GLT representing both his and his daughter's initials.

He then decided that it would be novel to have another with just one digit difference..

"It really does personalise them," insists Gerald.

"Once again I was very happy with Regtransfers. It's always a pleasure to do business with such a friendly bunch of people."





## Good for the ego

**A**ndrew West-Morgan bought these 'Ego' registration plates from Regtransfers some time ago as an investment and as presents for his children, Amber and Richard.

Both plates have interesting histories:

**EGO 842** was first issued in 1937 to a BSA motorcycle, where it remained for over sixty years and **81 EGO** was first registered to an Austin A40 in 1963. It has been displayed on many cars, including five Porsche 911s and a Ferrari 355.

"They are much cherished by my family and especially my children," says Andrew, "as they can't wait to get them on their cars when they are old enough to drive.

"Regtransfers were extremely helpful when I was purchasing these plates. And they made the process much easier than I had ever thought."

## Citroën plates

**N**umber plate enthusiast, **Ben Francis**, relates that, when the '10' plates were issued, last year, his friend, Colin, noted there were some 'ELIOTT' numbers available on a first come first serve basis.

Colin managed to purchase **EL10 TTD** for his son's 17th birthday for less than a £1000 and he also managed to buy a



Colin's daughter, Alex Doyle with her Citroen DS3 plate

further six 'ELIOTT' numbers, which they both felt were great value.

"We then realised that the latest '11' plates would also produce some great registrations," said Ben, "and we decided to purchase a few."

They found **ADS 3W** for Colin's daughter, Alex (pictured above) and **ADS 3R**.

The entrepreneurs are hoping to persuade Citroen Rally Division to purchase for use on their new WRC rally car, the DS3 R, driven by Sebastian Loeb.



## Pay Booths' Days are Numbered

Toll booths could be a thing of the past at the Severn crossing and other UK 'pay-as-you-cross' bridges, following an investigation by the House of Commons Welsh Affairs Select Committee.

Chairman, David Davies MP, says that the present arrangements give visitors "a poor first impression of the country," and that credit card payment was introduced only in recognition of the year's Ryder Cup hosting. Mr Davies insists that a non-stop system must be installed as soon as possible.

It seems almost inconceivable that, in this day and age, travellers should have to queue to pay. Imagine the London Congestion Zone with cash collection points at each entrance! The infamous delays at the bridge were, perhaps, best highlighted in an hilarious episode of the hit BBC TV comedy series, *Gavin and Stacey*, where two hapless car occupants are confounded by official intransigence whilst attempting to cross the Anglo-Welsh border.

There seems no reason why charges should not plummet once the bridges are taken back into state ownership (in 2017) and equipped with state-of-the-art ANPR [Automatic Number Plate Recognition] devices linked to registered payment accounts. However, committee member Jessica Morden MP, expressed disappointment that the government seemed unwilling to freeze current tolls in view of the present economic situation.

Perhaps, when the plans are finally rolled out, note will have been taken of a remarkable piece of lateral thinking employed by the custodians of the Sydney Harbour bridge in Australia, which went 'cashless' nearly two years ago. There, the operating costs have always been literally halved by the simple device of charging only southbound traffic.

## Fab Number Plate Could Be Back on TV

Plans for a new series of the iconic 1960s children's TV show, *Thunderbirds*, are about to be finalised, according to recent reports. This raises the exciting prospect of a revival of interest in the cult sci-fi classic and, of course, one of the most famous number plates of all, Lady Penelope's ostentatious **'FAB 1'**.

According to registration records, it is likely, though by no means certain, that the actual **FAB 1** would have been issued around 1946 by Worcestershire County Council. However, the portrayal of vehicle registrations, whether real or otherwise, in fiction seems to be accepted. Another good example being the apt, **PAT 1**, which adorns the van of a more recent kids' favourite, Postman Pat. Again, someone may well have this number currently registered to a vehicle or held on retention.

Either way, it seems unlikely that the registrant could, or would wish to,

have grounds to complain about its appearance in a clearly fictitious work. It is worth remembering that it is only the rights to display a number on a vehicle which are granted, not the governance of its use in other contexts. Presumably, the licensing authority are the only body who could possibly lay claim to any copyright.

It's been some 46 years since her ladyship's chauffeur, Parker, first drove her around Tracy Island in the famous pink Rolls Royce. In the original format, the characters were laughably crude marionettes and little attempt appeared to have been made to even hide the strings. The new version will, perhaps somewhat disappointingly for die-hard fans, employ state of the art computer animation techniques. The show's creator, Gerry Anderson was famously quoted as saying that he, "hated working with puppets," because "they can't walk, they can't do anything!"

## Irish James Bond Wannabe Escapes Plate Prosecution

Demonstrating remarkable restraint and a commendable sense of proportion, an Irish court has thrown out charges of fraud against a hapless motorist who altered his number plate.

Richard Homer of Clogham, in County Donegal, decided to add an extra '0' to his number plate to create a James Bond '007'. Vehicle registrations in the Republic of Ireland normally comprise two numbers to represent the year of issue, one or two characters to identify the area ('DL' for Donegal in this instance) and, finally, up to six numbers relating to the particular vehicle.

In common with licensing authorities the world over, Eire has never taken the opportunity to employ letter-only formats, which would have vastly increased the availability of short combinations.

Homer felt that his 2007 ('07') registration would benefit enormously from an extra zero so it would read 007DL. Unfortunately the local police failed to appreciate the funny side. He was stopped by Garda (police officer) Marcús O'Dowd who described to the court the conversation that took place. When questioned why he had fitted the illegal 'James Bond' plates, Homer said he had done it "just for the craic (fun)."

He admitted receiving warnings about it before but had chosen to ignore them. His solicitor, Frank Dorrian pleaded a convincingly logical case along the lines that, "no amount of zeros before the number seven would have changed the fact it was a still a 2007 registered vehicle." Adding that his client was, after all, driving a van, not an Aston Martin, Mr Dorrian argued that no fraud was intended.

Asked whether he watched a lot of Bond movies, Homer replied that he did. Dismissing the charge as "unsafe", Judge Seamus Hughes mildly reprimanded him, commenting that maybe he might be, "a bit auld in the tooth" for this sort of thing.

## Lest We Forget

We all forget things. Someone's birthday, to post a letter, return that library book. But footballer Jermaine Pennant's powers of recall must be seriously open to doubt.

The ex-England star, fresh from a working holiday in Spain, drove his car to Zaragoza railway station, took a train to the airport and flew home. Some time after his return, he rejoined his team-mates at premiership club Stoke City only to find a wad of parking tickets waiting for him in the office.

Yes, the fact that his gleaming Porsche was waiting obediently at the station for him seemed to have totally slipped his mind. Fair enough, an understandable oversight. However, the £28million winger stubbornly refused to admit to being the owner of the vehicle in question, and his memory was jogged only when prompted by the fact that the car bore the personal number plate, P33 NNT.

Eventually he persuaded a friend to retrieve the vehicle from Zaragoza station and take it to the former Arsenal and Liverpool player's Spanish apartment, but not until after railway staff had helped to force the doors in order to retrieve the keys locked inside.

Jermaine has since transferred the plate to his Ferrari, which he drives while in the UK (when he remembers where he has parked it).

## What You See May Not Be What You Get

If you live in Cumbria and fancy a bit of speeding one Sunday afternoon, probably best to first cross the border into adjoining Lancashire. A startling survey has revealed that only 10% of the county's 287 speed cameras are actually functioning correctly.

Given that the units operate on a number plate recognition basis, you would also stand a much better chance of evading detection for any other, perhaps more serious, crimes.

Of course, Cumbria has only 12 cameras to its name, but they are all in perfect working order. So beware!

Nationwide, about half of all cameras are not operational and those that are may not be working round the clock. This average also applies to the UK's most intensive monitoring operation, by the Metropolitan Police in London.

A popular consumer magazine used the Freedom of Information Act to request the statistics for this alarming poll from all 43 police forces throughout England and Wales. Only Sussex, Cumbria and West Mercia were able to confirm a 100% integrity of their systems. Some police authorities refused to hand over the information, which could trigger a lengthy appeal process.

There may still be considerable deterrent value, however, in the faulty number plate spies. The same survey concludes that, although only 47% of motorists agreed that speed restrictions had a positive road



## In bloom

**Andrew Kemp** is a keen gardener and national prize winner for exhibiting his chrysanthemums. He also has an obsession with personal number plates and has been a valued customer of Regtransfers for many years.

Andrew's latest purchases in the field [sorry! - Ed] of personal number plates include, the highly appropriate, **SB10 OMS** and the amusing **CAB 846E** plate which currently adorns his own car.

**CAB 846E** is, however, currently for sale. So, if this is the plate for you, please visit: [www.regtransfers.co.uk](http://www.regtransfers.co.uk)



## Head over heels

Photographer, Keith Ranson, recently did a wedding shoot for a couple in their 70s who met on the internet about six months ago and have fallen head over heels in love.

Roger and Myra Halsey from Sleaford in Nottingham, have bought matching number plates and Keith was asked by them to send in this charming picture.



## Looking Good

There are thousands of registrations which do not represent names, words or necessarily common initials.



But, they simply *look* good.

For example, those sporting equal groups of two letters and two numbers ('2x2s' and '3x3s') or three of each, present an attractive symmetry and simplicity.

### 2x2s

45 AY	£5,995	35 FP	£4,995	62 LR	£5,995
61 BA	£6,995	36 FR	£7,995	67 NA	£5,995
55 BD	£10,295	FW 3I	£8,995	25 NE	£5,995
36 BK	£5,995	22 FY	£4,995	61 NJ	£5,995
84 BM	£6,995	81 GA	£5,995	11 OU	£14,995
82 BS	£7,995	GL 11	£39,995	74 PA	£6,995
BT 11	£24,995	87 GT	£9,995	82 PD	£7,495
76 CA	£6,995	11 GU	£7,995	94 PK	£9,995
63 CD	£8,995	64 HC	£5,995	52 PR	£7,995
62 CE	£5,995	20 HE	£5,995	SH 22	£24,995
47 CF	£8,995	HJ 32	£7,995	62 SN	£5,995
CT 41	£12,495	HL 11	£19,995	69 SP	£11,795
76 DW	£11,995	HR 74	£9,995	VG 48	£8,995
13 EA	£14,995	43 HS	£7,995	VM 60	£9,995
64 EB	£6,995	JK 15	£22,995	35 WD	£4,995
EF 24	£8,995	94 JM	£10,995	60 WG	£6,995
EJ 12	£9,995	62 KE	£5,995	60 WL	£6,995
70 EO	£5,995	31 KV	£5,995	48 WS	£5,995
73 EP	£5,995	90 LB	£9,995	35 WT	£5,995
86 ER	£5,995	19 LJ	£8,995	49 WY	£9,795
70 ET	£5,995	LL 79	£9,995	70 YB	£5,995
70 FB	£6,995	65 LN	£5,995	11 YD	£9,995
75 FC	£5,995	82 LP	£5,995	YR 45	£7,995

### 3x3s

757 AAD	£1,995	FLA 559	£1,995	427 MMD	£2,495
804 AFR	£2,995	952 GBB	£2,795	NCR 322	£2,495
APV 300	£2,995	GPN 133	£1,995	NSV 230	£995
157 AWP	£1,995	772 HBH	£1,995	ORV 441	£1,495
AYM 912	£1,995	792 HKE	£1,995	PFG 444	£2,995
872 BNK	£1,995	267 HYY	£995	PLE 286	£2,495
337 BTR	£1,995	JMO 483	£1,995	100 PMJ	£4,995
161 BYB	£1,995	341 JOM	£1,995	PYC 141	£995
786 COW	£2,995	JSL 513	£1,995	333 RDT	£3,295
638 CYW	£1,995	KAZ 156	£2,995	REC 100	£4,995
666 DKR	£2,995	380 KPF	£1,995	REJ 521	£2,495
DPD 822	£1,995	594 KTC	£1,995	147 RFC	£1,995
DUG 336	£3,995	276 KTW	£1,995	RTF 888	£2,995
DWT 644	£1,995	LBB 447	£2,495	SIL 444	£2,995
DYT 622	£995	LCB 194	£2,495	TIB 123	£2,995
771 EAF	£1,995	LDD 718	£2,495	TKN 235	£1,995
939 ELG	£1,995	LDP 503	£2,495	TWN 504	£1,995
ELZ 900	£2,495	LFE 766	£1,995	VJF 702	£1,995
EWP 402	£1,995	LHC 891	£2,495	590 VML	£1,995
652 FBC	£1,995	LPR 555	£2,995	WHS 244	£1,995
FDA 582	£1,995	258 LPT	£1,495	WNT 990	£1,995
FGH 181	£1,995	MGL 707	£2,495	WYT 280	£1,995
FKK 427	£1,995	MIJ 750	£1,995	YAM 333	£4,995





## a sound investment

Keith Rodgeron's first personal plate was **KSR 111** which he acquired as long ago as 1967. He later matched this with

another 'initial' plate, **67 KR** for himself and one for his wife, Patty, **2000 PR**.

Being a sound recordist by profession and from the Scottish market town of Kelso, Keith also has the highly appropriate pair, **L50 UND** and **KEL 50X**.

Just for good measure, he has his own 'name' plate, **K31 THR** and **X1 ANR** for his son, Ian



## a significant number

Although he had never purchased a personal number plate before, Tom Alexander decided to buy **THA 6** in memory of his late father, Thomas Harold Alexander, who died on 23rd January 1984.

"My own birthday is the 6th August," says Tom, "and so **THA 6** is a very significant number."

"I was very pleased with your sales negotiator, Will Robinson. He fully explained the transfer procedure and everything went smoothly."

"I enquired about the number on the 9th January and was able to display it by the 24th. How quick is that?"





## Perfect **Porsche** Plate

**Alan Taylor** is a chartered surveyor by profession and runs a successful property consultancy business in his hometown of Farnham in Surrey.

When Alan is not slaving over his drawing board, he likes nothing better than to take part in amateur motor racing events. The picture above shows him with his son Mark as they proudly display their cups for first prize in Class 3 at the Porsche Club championship at Snetterton.

Pictured below are the Taylor family's current fleet of vehicles. Alan has owned

the Porsche 911 virtually from new and it has always borne the **AJT 911A** plate which he originally purchased for an earlier 911 SC model. This great Porsche plate certainly turns heads at Porsche club and race meetings.

His other Porsche is a Boxster S series which carries the number **M35 KOF**. The family has become attached to this registration since it has been transferred between many vehicles since they first

acquired it, although the letters and numbers bear no special significance.

Alan's latest work project is the development of a high quality business park. You can see details of this at [www.coxbridge.com](http://www.coxbridge.com)





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