

The World of Personal Number Plates Issue 32

Regtransfers



Kelly Hoppen



A Perfect Match

I am so happy with Regtransfers' service. This plate means a lot to me. After years of driving M3s and searching for this plate for eight years, I finally have the registration which not only relates to my car but also to my exact email username.

Lev[ent] Djouma
Sidcup, Kent



Famous

I own three Marmara cafes and restaurants in the Wilmslow Road, Manchester, where all the Asian and Middle Eastern food and shisha dessert cafes are. I am quite famous here and I am so happy to have found a number plate which is my name. Thanks, Regtransfers.

Saman Marmara
Manchester



Emergency

Firstly, may I thank your sales team for the quick and efficient way they dealt with my enquiry, supplying the number plates and dealing with all the paper work.

From purchasing the number to being able to put it on my Toyota Rav 4 was a matter of only three weeks.

I am an NHS nurse and my first name is Marion, hence 'M'. Most of my work is in the Accident and Emergency and Emergency Assessment Units, hence the '999'. Finally, my surname is Codling, which explains the 'COD', making my perfect registration number, **M999 COD**.

Marion Codling
Braintree, Essex

mail



What's the story?

Send **YOUR** photos to
editorial@regtransfers.co.uk

Amused

I am well pleased with my purchase of **H8 TGF**. Excellent value for money and you assigned it to my car for me as well.

After searching high and low for a registration, I turned to you and saw **H8 TGF**. It has my initials and 'H8', so it's like 'Hate TGF'. It amused me a little, so I bought it.

The transfer was quicker than I thought and the online tracking system was really useful. I was logging in every day. So, a big thank you to Regtransfers. I will recommend you to all my family and friends.

Tom Frodsham
Wirral, Merseyside



Butt, of course

I have bought three registrations from you over the years. The first one was for my 1972 Rolls-Royce Silver Cloud. I bought it in the year I became 77 years old, hence **HEN 77**, my first name being Henry.

The second one was **FIG 8081**, for my 1992 Nissan Figaro. This was in my 80th year and, of course, the following year I was 81.

The third was **D18 UTT** on my Seat Alhambra TDI. The 'Butt' bit is obvious but, as it happens, the nickname used for me by old friends and my family is 'Dink' or 'Dinkie', hence the 'D'.

I still have all these registrations and the cars.

Henry Butt
Staines, Middlesex



Generations

My dad, Ravinder Gill, bought this number plate of our surname. This number plate will be used for the future generations so one day it will be used on my car. Thank you for providing us with a good service. **Karan Gill**, London



a national...

Robert Hardy is one of the UK's most distinguished stage and screen actors, and has been described as 'a national treasure'. In a career spanning more than half a century he has played many parts: some obscure, some well known, but to all of them he has brought his own unmistakable style. Hardy has played statesman, princes, outlaws, and even the part of Minister of Magic in several of the Harry Potter movies (before the red tape of a spineless insurance company brought a premature halt to everyone's fun by making his cover too expensive for the studio's budget). His participation in the fantasy movie adaptations of JK Rowling's books seems entirely apposite for a man whose university professors included both JRR Tolkien and CS Lewis.

humour

Hardy found particular popularity in the 1970s and 1980s when he played the part of vet Siegfried Farnon in the television series *All Creatures Great and Small*, based on the autobiographical books of James Herriot. Another role to which he took very readily was that of Winston Churchill, whom he played several times in various television series and movies. Robert Hardy did meet the real Churchill on a couple of occasions and recalls that the old man had a particularly active sense of humour. In an interview with *Cotswold Life*, Hardy told of an evening when Churchill visited him and the late, great Richard Burton in a dressing room at the Old Vic theatre where the pair had appeared in *Hamlet*. Churchill approached Burton, who had played Prince Hamlet himself, and said, "Your Royal Highness, I wonder if I might avail myself of the amenities of your bathroom?"

Beyond the History Plays of Shakespeare, Robert Hardy has a profound enthusiasm for matters mediaeval, particularly matters mediaeval and martial. Hardy's immersion in the period is such that he can manage a pretty good approximation of authentic Anglo-Saxon diction and pronunciation of the time, using principles taught to him at Oxford by Tolkien, author of *The Hobbit* and *The Lord of the Rings*, a man Hardy describes as "enchanted".

salvaged

Hardy has written books on the subject of longbows and presented a very well received television documentary on the Battle of Agincourt. He also advised the archaeologists responsible for recovering the sunken Tudor warship Mary Rose, overseeing the care of the longbows that were salvaged from the raised vessel.

At nearly 88 years of age, Robert no longer drives. Previously he had driven a BMW displaying the number plate **666 RH**.

...TREASURE

"I got the number plate fifty or sixty years ago as a birthday present. At first, I didn't even really want it, but I eventually grew quite attached to it."

That attachment is reflected by the fact that **666 RH** continued to be displayed and was transferred from vehicle to vehicle when Robert changed his cars. He only finally parted with it when he took the difficult decision to give up driving altogether.

Rick Cadger

Filmography

Torpedo Run (1958)
The Spy Who Came in from the Cold (1965)
Berserk! (1967)
How I Won the War (1967)
Elizabeth R (1971)
Psychomania (1971)
10 Rillington Place (1971)
Young Winston (1972)
Demons of the Mind (1972)
Gawain and the Green Knight (1973)
Edward the Seventh (1975)
The Shooting Party (1985)
Jenny's War (1985)
Northanger Abbey (1986)
Paris by Night (1988)
Mary Shelley's Frankenstein (1994)
Middlemarch (1994)
Sense and Sensibility (1995)
Gulliver's Travels (1996)
Castle Ghosts of the British Isles (1995–1997)
Mrs Dalloway (1997)
The Tichborne Claimant (1998)
An Ideal Husband (1998)
The 10th Kingdom (2000)
The Gathering (2002)
Thunderpants (2002)
Harry Potter and the Chamber of Secrets (2002)
Harry Potter and the Prisoner of Azkaban (2004)
Making Waves (2004)
Harry Potter and the Goblet of Fire (2005)
Lassie (2005)
Harry Potter and the Order of the Phoenix (2007).
Margaret (2009)

Television

Upstairs, Downstairs
All Creatures Great and Small
Inspector Morse
Foyle's War
Spooks
The Saint
Lewis
Little Dorrit

Source: Wikipedia



Money well spent

Sarah Brooks-Lauder bought **1 SBL** as a birthday present to herself. "As soon as I saw that it matched my initials and was for sale, I just had to have it. It was the perfect purchase to make to mark the milestone birthday I had reached," she says - although unwilling to reveal exactly which one!

"I believe that a personalised plate on a car adds to its appearance and can transform a car into something simply more interesting."

Working for Barclaycard for the last 11 years, Sarah has fulfilled various roles within the business and is currently involved with the customer relations unit at their Teeside office.

Her career with Barclays has seen her spend time in Mumbai, India, which she found particularly enjoyable. Whilst there, she took part in some charity work and was recognised at the 2007 Chairman's Awards in London by group chairman Marcus Agius.

"I previously lived in Germany for several years," says Sarah, "flying as cabin crew stationed at Bremen and operating the

popular route between there and Amsterdam in co-operation with the Royal Dutch airline KLM.

"I saw out the end of my contract with Eurowings, at Bremen. I remember one day I had checked in the passengers for a particular flight and then boarded them onto the shuttle bus at the gate. This would have normally been the extent of my duties however, as a stewardess was stuck in traffic on her way to the airport, it was agreed that I would board the aircraft myself, greet the passengers, serve a pre-flight drink and make the mandatory cabin announcements in order for a quick departure once the delayed colleague had arrived. I will never forget the number of passengers who asked if I was going to fly the plane as well as every other process I had completed for them!

"I still travel to Germany usually once per year to catch up with old friends and work colleagues."

Being a self confessed 'petrolhead', Sarah usually makes this trip by car, as it allows her to put her foot down and enjoy the unrestricted parts of the Autobahn

system. She currently drives an Audi TT S-line but would ultimately like to own a Porsche Panamera. As she says, "There is simply something inherently attractive about the styling of German cars."

Sarah's partner, Daniel, is involved in building and is a bricklayer by trade.

"We met at a builders merchants one day whilst I was purchasing some items for home improvements," she says.

"The car and personalised plate had caught his eye in the car park."

Sarah views **1 SBL** as a personal investment; something that can either be sold on at the end of her driving days or passed on to their children, *[Sarah confides that there may be a not-so-subtle hint there somewhere, Daniel, if you're reading this! - Ed.]*

"I certainly feel that it was money well spent, Well, isn't any money spent on yourself a wise thing?"





Marketing on a **Plate**

Better by **design**

If you were to meet Mark Roberts and ask him what he does for a living, the answer would be, "I'm a professional artist." For most people that reply conjures up images of landscapes, portraits, wildlife. They tend to be more than a little surprised when they discover that Mark specialises in drawing, painting and creating glass mosaics of the female form. He has lost count of the number of witty chaps who have volunteered to come and hold his palette for him, or have volunteered for an apprenticeship. He's heard them all.

"It's a tough job but someone has to do it," says Mark. "In essence I love the female form, the shapes, the curves, the way the light falls across those forms to create new shapes and contours. To the full-blooded heterosexual male this is the perfect design, it

stimulates, fascinates, and creates desire, fantasy and lust. Throughout history man has tried to mimic these forms through design, to capture this sexuality in all that is created and none more than in motor cars.

"I always wanted to own a classic car and after much pondering decided to opt for a future classic, the Jaguar XK8. A sexy, feminine motor vehicle that would sit perfectly amongst my works of feminine art. Of course I would need an appropriate personal number plate. I trade as Provocative Art and wanted something to promote my business. I started to explore the options and found something on the Regtransfers website. That was it, I had to have it.

"I tried to purchase the plate only to receive a phone call from a member of staff

expressing regret that the plate had already gone. What a disappointment! But the helpful chap from Regtransfers persevered and asked me what I was looking for. I explained that I wanted something that said Provocative Art, obviously abbreviated. Within seconds a couple of options were suggested and Regtransfers found me **PR02 ART**. Perfect. The deal was done.

"The car sits well with the other models in my gallery and I'm delighted with the plate. This car is beautiful, a true future classic, a work of art. Good design is timeless and we should celebrate, admire, respect, protect and preserve it. I'm smitten.

"My partner, Julie, asked if I loved my Jaguar more than I loved her. 'Of course not darling,' I replied, 'she's just a car'. Isn't she?"



Kelly Hoppen



Our interview with Kelly Hoppen was conducted some time ago, before she joined *Dragons' Den*. Her business star was already rising, and her schedule was full. Nevertheless, Kelly kindly set aside some time to meet with our reporting team at her studio in London.

In a career spanning nearly four decades, Kelly Hoppen has become one of the most high-profile designers in the UK. She has worked for countless rich and famous clients including David and Victoria Beckham and actor Martin Shaw. Kelly began designing when she was 16, the year her father, Seymour, passed away. Seymour worked in fashion, Kelly's mother has a gallery in London and her older brother is renowned photographer and gallerist Michael Hoppen, so it is no great surprise that Kelly inherited some artistic DNA.

The drive and determination that resulted in her making her first million by the time she was 30, earned her an MBE and saw her installed in the infamous TV entrepreneurs' Den is, at least in part, attributable to the profound effect of the loss of her father. Kelly is on the record as saying that it was that event that made her determined to be independent rather than reliant upon others.

Early design work was won simply by Kelly being approached by people who saw the results of her first projects - a friend's kitchen, her own flat in London - and who then asked her to design spaces for them. Several of her first clients were racing drivers, and that connection with the trappings and pastimes of a privileged lifestyle has

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Kelly Hoppen

...continued)

remained a thread throughout subsequent work, with Kelly designing interiors for luxury yachts, and British Airways aircraft as well as for first-class hotels and other glamorous buildings founded solidly on terra firma.

Her style is not for everyone. Critics claim it is sterile, dead, lacking in welcoming ambience. There is no denying a certain spartan, perhaps even defiant, cleanness to the lines and compositions of her interiors, but Kelly sticks to her guns. She has said that she dislikes cluttered florals and that she believes it is beneficial for people to go to sleep and wake up to restrained, neutral schemes.

Those neutral palettes are the aspect of her work that seem to be the main focus of attention. It is pretty much impossible to read a magazine story or interview in which taupe and beige don't feature as prominently as the latest details of her private life, or her list of celebrity clients.

taupe

"I don't know how taupe came to be my favourite colour," Kelly says, "but somehow it did and then I was very much known for using it through all my books. Any shade of taupe is definitely my favourite colour. There have been so many articles, 'Queen of Taupe', 'Taupe on Tap'. Everybody makes a joke of it but actually I just love the colour, I just absolutely adore it. People always used to call it mushroom... I suppose we sort of recreated it in a way. I really, really do love it."

Not surprising, then, that the personal registration on Kelly's car should be appropriately themed. Her Fiat sports the number plate **T8 UPE**. While the regulations don't permit taupe or beige coloured number plates on UK roads, they do not proscribe 'platespeak' representations of the names of colours.

"My boyfriend bought **T8 UPE** for me. When I was given the Fiat the number just seemed absolutely perfect for the car. People wave and they stop and say, 'Oh, Kel! Oh, how cute, taupe!' Even though it's an 8 everyone still seems to read it as 'taupe'. So, it was kind of done with tongue in cheek, but it just suits the car. My boyfriend got one for himself too... I can't remember what it is but he's in art and it had something to do with art and his name, so that was quite cool. My kids all have number plates too, and we always kind of look down all the [lists of] names and stuff. Actually, I also have another personal number on another car, that one's **KEL** for my name.

clothing

One recent project did see Kelly move slightly away from her trademark colour scheme. There was comparatively little taupe, beige or mushroom in the clothing designs she did for Earth Couture. It was there, but it didn't dominate.

"Yes, we had a collection that went into Harrods. For every piece that's sold a mosquito coil goes to a child in Africa, which is really great. Every time someone buys something it's such a great way to actually give to someone else, because people do buy anyway so it's an easy way - they don't feel like they're losing out."

It's nice to hear someone in Kelly Hoppen's position talk about giving to people whose lives are immeasurably harder, but then it should be no surprise. In many of the countries she regularly visits, poverty is a much more conspicuous issue than it is in the UK. Despite her obvious enjoyment of the things that her hard-earned success has brought within her means, Kelly remains in touch

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Kelly Hoppen

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with life's harsher realities. She is a supporter of a number of charities, focusing mostly on organisations that help young people (Prince's Trust and CLIC Sargent) and those that fight serious illness (AIDS and breast cancer).

No wonder Kelly Hoppen is so famously health conscious. No one who wasn't firing on all cylinders could sensibly hope to maintain the kind of schedule that she does. Traveling the world in the course of her work, coming up with new design ideas and scaring the life out of aspiring business

people for the BBC. It doesn't look as if there's too much danger of Kelly getting bored any time soon.

Story: Rick Cadger

Interview: Angela Banh

Photography: Stan Thompson



Flash

Julian Peat, from Yeovil in Somerset, works as an engineer for local company BPE Aerospace, making and assembling parts for Westland Helicopters.

Most weekends the Formula One fan can be found in his garage messing about with his kit car, go kart, mini or motorbike.

"Recently, whilst looking on Ebay, I put a silly bid on a Microlight aircraft and, guess what, I won it," says a rather embarrassed Julian. "That was a little awkward to explain. A very good friend and I spent a very long day driving three quarters the

length of the country to pick it up. Now I am hoping to save up enough pennies to get my pilot's licence.

"I've always been very interested in cars of all descriptions," he says, "and thought that if I could own a registration with my initials or name on, it would be the perfect accessory." Julian's ideal registration would have been **JUL 14N**. "I imagine it's either already on a car and not for sale or has never been issued," he reflects.

It was not until the 'new-style' registrations were introduced that he found **JU11 ANP**

on the Regtransfers website. "After some phone calls and negotiation, I finally purchased my perfect plate," he says. "There was another long wait to find a car I could put it on because all the vehicles I owned were registered before 2011. But, at the beginning of April this year I picked up my new car, a Ford Focus ST3 and **JU11 ANP** was born.

"I love the plate," Julian concludes, "and spend most weekends looking for more to put on my other cars. I hope you like it too and that you will give us a flash if you see me."



MisMatch

Photographer Nigel Holmes isn't keen on his accidental personal number plate. The problem is that his registration, **AU11 TYS**, looks very much like the word 'Aunty's'.

Nigel says, "The problem is that people expect a female driver to step out of a car with a plate that looks like mine. I am certainly an uncle, but there is no chance of me ever being an aunty, so I'm afraid that the plate has to go."

Nigel, from Norwich, didn't buy the registration - it came with his limited edition Renault Wind when he purchased

the car. At first he didn't give the number a second thought. The resemblance to the word never struck him. When people pointed out what it said, Nigel realised that it was something of a mismatch. His first thought was to wonder if the car dealer was having a joke at his expense. Anyway, he decided that he'd prefer to sell **AU11 TYS** and acquire something a little more appropriate for his Renault.

We can sort of see his point. A lot of Nigel's work involves glamour photography. He photographs some of the

country's most striking topless and nude models for a selection of well known mainstream magazines. Not really the kind of profession one associates with an aunty.

"It's not funny," Nigel groans. "I've just got to sell it. So I'm hoping there may be a few aunts amongst your readers who could be in the market for a nice personal number plate."

AU11 TYS ('Aunty's') is currently available through Regtransfers @ £1945



Setting the trend

Personal number plates have always held a strong attraction for Honey Khalid from Glasgow but, being an accountant, she was understandably cautious about spending her hard-earned money on such a luxury until she found one she really loved. Four years ago, Honey saw that Regtransfers was advertising her dream personalised registration and she fell head over heels.

"People often ask me if Honey is my real name and tend to giggle a little at it. My mother's reasoning for such an unusual name was simple. She used to say, 'When your husband is angry, and shouts your name at the top of his voice, it will sound sweet like honey!'

"Many years ago I used to drive a Lada and my sons, who are both grown men now, used to be embarrassed to get into their mum's car. Things have changed now and today they would give anything to get their hands on my Mercedes-Benz ML350."

Honey says that she has set an example for her family. She believes that the high

standard of her own number plate has inspired her son, Sikander, who has recently purchased his first private plate, **S14 KDR**.

Honey's unusual name has inspired more than just personal car registrations. Her daughter-in-law, Sarah, who runs a small boutique in Glasgow, looked to Honey for inspiration when she was struggling to find a name for her business. A good choice, it seems; Honey Boutique has been a huge success, with over 10,000 combined followers on Facebook and Twitter.

"People often buy plates that others cannot understand or relate to, family names, dates and the like, things which



have value only to them. I believe **HON 1Y** goes beyond that. I'm sure it will be very desirable and worth a lot in the future. I see it as a great investment and a treasure. People like to leave valuable possessions to be passed on to future generations. I intend to keep my **HON 1Y** plate and enjoy it while I can, and when I'm no longer here, I will sleep peacefully knowing my name is still on the road."



'And it didn't cost the **Earth**'

Pete Pontin, from Nantwich in Cheshire, runs his own gardening business and was looking for a personal plate to adorn his old faithful Seat Inca van.

He wanted something to catch the eye and, as he puts it, "bring a smile and identify me with the local community."

Luckily, he was able to find the perfect solution following a visit to the Regtransfers website. And he is pleased to say, with tongue firmly in cheek and classic gardening pun fully intended, that, "it didn't cost the Earth."

"Many people now know me as the chap with the 'Weed Me' van," says Pete.

"So, it works for me and I think the plate is worth more than the van now!"

Garden Delight 07868 230662



The Numbers Add Up

Shropshire's exclusive premier chauffeuring experience company, White 7, have recently added a touch of class to one of their limousines by adding the select registration number **NEW 730**.

The top of the range White BMW is the latest version of the renowned 7 series vehicle and is fitted with bespoke extras including a full communications system, deep carpets and burr walnut cocktail cabinets.

White 7 principal partner Tony Randall says, "We thought this would add a nice little touch as the limousine is used for mostly VIP occasions and will add to its exclusivity."

"BMW themselves were interested in the registration plate, but we managed to secure it first and it now features on our flagship vehicle."

Tony is pictured above (right) with the BMW and the other principal director of White 7, Alan Bowyer. The helicopter in the other photograph can easily be explained by the company's close association with the Midlands Air Ambulance. In their first year of business, White 7 have managed to raise close to £4000 in support of the charity.



a good **Run** for your money



Ste Leach and his girlfriend, Jane, have just completed the Great CLK Land's End to John O'Groats Run. The event was organised by the Mercedes Club UK and ran from the 19th to 25th August 2013.

"It was a fantastic experience going through each county in England, then Wales and on to bonny Scotland," says Ste. "Each town, village or beach was a new adventure."

"The cars were all Mercedes CLK models. My paperwork came through only the day before our journey and, of course, my new plate was, well let's just say, noticed! We visited so many beautiful places on the way and met some great people."

The route took them from The Lands End Hotel through to Newport, Conwy, and Ulleswater, then on to Ayr in Scotland, Fort William, Ullapool and, John O' Groats, con-



cluding with a celebration dinner in The Great Hall of The Tower Hotel in Wick.

A total of 17 cars took part with others joining for part of the run. A round-trip of 2245 miles!



Ask the Expert

For many years, we have enjoyed a close working relationship with John Harrison, one of the country's leading authorities on

the British vehicle registration system. John is the editor of the long-running enthusiasts' newsletter, *1903 and All That* and archivist and adviser to the Registration Numbers Club.

Now, you can call on the expert yourself through Regtransfers. If you have any queries about your own or somebody else's

personal number plates, the history, or the vagaries of the number and letter system, please contact us. We will do our best to find the answer, in the sure knowledge that Mr Harrison is on hand to help.

Simply send your question by email to: editorial@regtransfers.co.uk

Q My wife and I are seeing a lot of '666' registrations and we don't remember seeing any such plates in the past. We were curious: were these plates withheld from sale until recently by the DVLA? Do you know when they were first made available (i.e. is it a recent thing)?

A '666' is considered sensitive as, in the Book of Revelation in the Bible, it is referred to as the "Mark of the Beast".

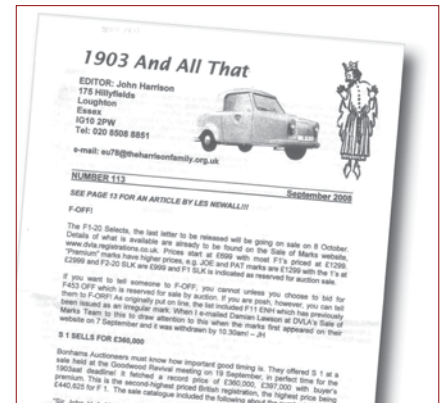
Part way through the G-prefix year (1989/90), DVLA decided to withhold all '666' numbers. At the beginning of the 'J-year' (1991/2), DVLA extended the range of marks held back and offered for sale to include '111', '222', etc (among others). '666' was held back, but not offered for sale.

Later in the year, however, DVLA took the view that if '666's were offered for sale the

purchaser was taking the deliberate choice to buy such a number and this was somewhat different from the scenario where someone receives it as it is the next number due to be issued. Thus, '666' was withheld for quite a short period.

Q Some years back, Alexie Sayle made a movie called *Didn't You Kill My Brother?*, in which he featured as a murderous villain called Carl Moss. He also drove an old Rover with the compelling registration 'MO55'. Can you put my mind at rest by telling me whether or not such a number ever existed and if so how can I track down the owner, albeit without murderous intent?

A ssuming it was a British registration, the number would, of course, have been **MO 55**, not MO55. This would have been issued by Berkshire in May 1922. It appears that the number no longer exists.



1903 And All That

John Harrison's newsletter, *1903 And All That*, deals with all aspects of vehicle registrations. It is published quarterly and costs just £6 a year.

If you are interested in subscribing and wish to receive a sample copy, simply send a large 76p stamped addressed envelope to:

John Harrison, 175 Hillyfields, Loughton, Essex IG10 2PW

Noel Woodhall 1930-2013

We were very sad to learn of the passing of Mr Noel Woodall. Noel was one of the first people to systematically chronicle British car number plates, coining the term "autonumerology" to describe the study of car registrations. The word soon caught on and, due to his comprehensive knowledge of the subject, Noel became known in the trade, and to enthusiasts, as The Father of Autonumerology.

During a period of many decades, Noel Woodall wrote and compiled many books about number plates, often in collaboration with his friend and editor Brian Heaton. His early, self-published efforts included various editions of *Car Number Galaxy*, a postcard-sized booklet containing lists of numbers along with details of their owners at the time of writing - something that would be difficult to achieve now in these days of data protection. By the end of the 1960s, however, Noel's books had undergone a spectacular transformation. His *Car Numbers* books were professionally produced, full-sized paperback books complete with dust jackets. The contents had also evolved, and these newer

volumes had sections detailing date and location codes as well as the customary ownership data. This inclusion of information regarding the original issue of plates set the format for many books to come.

Car Numbers enjoyed some success and several updated and expanded editions appeared over the years. The book also made the transition to a hardcover format. As this landmark reference tome grew, the amount of work involved in its

production also grew, and Brian Heaton came on board as editor of the series.

For number plates fans and dealers alike, Noel Woodall has been fondly regarded as a paternal figure. His tireless work has ensured an enduring legacy. We in the industry still refer to his books every day, and they occupy pride of place on bookshelves in just about every department of Regtransfers, from the MD's office to the sales and marketing departments.





a good **browse**

Howard and Daphne Baggaley of Mansfield, Nottinghamshire enjoy *The World of Personal Number Plates* and always have a good browse to see what's on offer.

They thought, quite correctly, that we would be interested to see a picture of

them with the numbers they acquired for their cars through Regtransfers some time ago.

Howard's full name is Howard Herbert Baggaley, so **HHB 1** is a natural choice. He claims that Daphne's number, **HHB 1W**

is short for 'Howard H Baggaley's No. 1 wife!'

"She's looking a bit pensive," he concedes, "because I had been browsing through your issue 30 and she thought I was looking for HHB 2W!"



the **Pink** Panther

Alan Mead lives in Bexhill-on-Sea on the south coast in Sussex, and very proud he is too of his town and its rich heritage.

You would have to go a long way to better the wonderful **BEX 111L** ('Bexhill') number plate which adorns his cute little pink Smart Car. The car is known by locals as The Pink Panther and is shown in the photograph above with Alan's Vietnamese-born wife, Hue.

The startling building on the right of the picture is the famous Art Deco building, the De La Warr Pavillion. Earl De La Warr instigated the very first motor races in the UK over the Whitsun weekend of 1902.

Among the competitors in the events were a veritable *Who's Who* of the motor car world, including none less than Charles Stewart Rolls.

Baron Henri de Rothschild and Lord Montague.

Bexhill is now home to the Bexhill 100 Club, formed to celebrate the 100th anniversary of these events and stages regular displays and rallies.

Bexhill's other major claim to fame is, of course, that it was the first seaside town in this country to allow mixed bathing!



The end of an ERA

Geoffrey Weiner of Brighton, Sussex, acquired the registration **J7 ERA** in 2003 and it is, appropriately, assigned to his 1991 ERA. Mini Turbo.

"Mine was described as the last one off the production line," Geoffrey says. "The car was featured on the cover of Mini World magazine, and in a two-page article within the publication naming the original owner. I had already been in contact with him at a Mini club gathering at Brooklands and had asked him if it was for sale. He said he would consider selling and made contact the following year, when I purchased it from him in nearby Eastbourne.

"The ERA [English Racing Automobiles] Mini Turbo was the replacement for the 1275 Mini, but it was launched at the same time as the VW Golf. The Mini, being dearer, was outsold by the Golf, which became the favoured vehicle for the 'boy racer'. Very few ERAs were built and they are a rare sight on the roads today. Most were produced in British Racing Green and had a glass panel pop-up sun-roof and front spot-lights as standard, but the best feature of all was the very plush interior with racing style seats and special eight dial dash, all finished in grey. The marque is now recognised as a true classic and prices reflect this.

"I'm a true car nut and I love classic Minis," says Geoffrey, "but, alas, I've rather grown out of them. My new love is the Morgan sports car, a marque to which I've been loyal for some years now. I currently have a Morgan Plus Four Commemorative Centenary model from 2009. I did a part exchange with the Mini Turbo to acquire a special Morgan which was a Le Mans '62, a special edition built in 2002 to commemorate Morgan's class win victory at La Sarthe in 1962. A small number were produced in 2002 as a limited edition comprising the

Plus Eight and the 4/4. Mine was a 4/4. Why not a Plus Four? Well, records show that, in 1962, Chris Lawrence of the famous 'Lawrence Tune Co.' of Acton, London, took a 4/4 and had it converted to Plus Four spec at the Morgan factory for the race with full factory backing."

Geoffrey is in the 'automobilia' trade, that's to say he buys and sells automotive items of classic interest, such as motoring badges, car mascots and the like.

"I have sold off most of this stock in recent years," he says "and now concentrate on acquiring the prestigious Lalique glass car mascots, designed and produced by the well known French artist and entrepreneur Rene Jules Lalique during the inter-war years of the Art Deco era.

"Back in 2011, I was asked to put on an exhibition of them in London and this was a resounding success with visitors from all over the world. This year I will have a book published covering them in detail, the first ever dedicated to the subject!

"I acquired a derelict site in Brighton and, after many months of negotiation between my architect and the local council, got planning permission to build a dedicated gallery for the collection. It was important to have them on display in natural light and so the roof is constructed of special light-intensive sun-dim panels to show the mascots in the best light."

[More details may be found on Geoffrey's Facebook page 'Unique Lalique Mascots'](#)



Getting into the **Swing**



Mike and Sharon Pirrie from Stowmarket in Suffolk started to get involved in the 1940s some seven years ago, when they attended a jazz session. A couple of the dancers stood out from the rest and they turned out to be instructors. "We enrolled immediately and we haven't looked back since," say the couple.

"We learned the dances of the Forties, such as the 'Lindy', 'Swing Jive', 'Bal-Swing Jive' and so on, and went to various dances laid on locally in and around East Anglia."

To get fully into the swing [*Sorry! -Ed.*] of things, Mike and Sharon started to buy period clothes, shoes and hats in order to dress for the occasion.

The next logical step was to search for suitable vintage transport. Quite by chance, they managed to find the 1942 Willys Jeep (pictured centre, above) right on their doorstep. Only later did they discover the remarkable history behind the vehicle. Between 1943 and 1945, it had spent its time at the US Army Air Force Base at Rougham, near Bury St Edmunds.

During its time there it looked after two American B17 bombers, known as 'Flying Fortresses'.

"My wife makes a lot of her own clothes," says Mike, "and one of the looks she liked was that of an American war time factory girl called Rosie the Riveter." Rosie was used in a major advertising campaign in the United States to raise money through war bonds.

So, when they saw **RO51 BOP** on the Regtransfers web site, they could not resist the combination of 'Rosie' and 'Bop' (a common term for American popular dancing).

Sometime later, Mike retired from work but set up his own business. "I had to buy a car," he says, "Naturally, I scoured the Regtransfers site again and found, to my amazement and luck, **B17 BOP**. What could I do, other than go for it as well?"



Sharon and Mike with a group of like-minded dancing friends on a vintage coach trip to Southwold on the Suffolk coast.

Instrumental in their Success



James Edward Redshaw, is the drummer in 'death metal' band, Pain Penitentiary. So his plate, **R666 JER**, is doubly appropriate since it represents both his initials and '666' (the 'number of the beast').

"James is the hairy one in the 2 way suit," says his father, Mike. "I am way too old to wear something like that!"

The Redshaws, from Norwich, also own **10 MGR**, **MGR 998** (both currently on motorbikes) and **M10 AEL** (on Mike's Bentley Brooklands).

93 MO was a present for long suffering wife, Maureen (Mo), who was complaining that she didn't have a plate whilst Mike had four. "Fair comment," he concedes.

"**J44 GXJ** was bought in the mid-1990s to go onto my XJ Jaguar. The guy who bought it two years later had his own plate, so I kept the car-related one on retention. I used to be in every Jaguar Club going before I moved to Bentleys."

One of Mike's companies, Redco, was originally established in 1981 as a plastics stockholder and precision engineering

company. "The **R3 DCO** plate came up just as we were expanding a number of years ago," he says "and we couldn't really afford it but, hey ho, we had to have it. And when **R3 DGT** came up, I couldn't believe my luck – I'd just bought a Red Continental GT!"

The consortium is called the MiMoCo (Mike & Mo) Group. "We used to own **M111 OCO**, but let it go by mistake a few years ago."

Red Dragon Media Ltd was formed in 2010 by Mike and his stepson, David Holmes, as a design and signage company. "We are hoping to expand further into the music business," says Mike, "with band promotions and rehearsal studios in our new

premises." And James, the afore-mentioned percussionist, is keen to be instrumental [*Sorry! –Ed.*] in this project.

"With bank rates so low these days number plates represent great investments," Mike concludes, "and they are infinitely more interesting than looking at a bank statement."





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 and advisor.

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A word from the RNC by Rod Lomax

Class A amusing or unusual

1 RU 18 John Steele

2 LAD 1E Darren Moore

Class B owner's initials letters first

1 DRJ 1 David R James

2 FL 3 Fred Leigh

Class C owner's initials numbers first

1 3 P Nathan Pestrige

2 20 DB Darren Bishop

Class D owner's initials with a date letter

1 Y18 NCC Neil Carter

2 X2 DLB Denis L Barber

Class E names

1 MAY 79 Maureen May

2 NOR 7H Jonathan North

Class F family collections

1 GES 7 & 7 GES Graham Stanley

2 M10 HMY, OH10 VER & OO10 VER
Sue Smith

Class G number ones/neat numbers

1 T 4 Colin Richards

2 E1 WPH Jack Collins

Class H relevant to car, owner or trade

1 DSP 39V David Siddall (DS Printers)

2 C12 FEB Colin Cowperthwaite
(birthday)

Class J interesting current format number

(No entries in this class)

Class K other good numbers

1 TBE 766 Simon Beveridge

2 VY 2703 Cliff & Karen Thoroughgood

Class L classic car with original number

1 TER 350 Tony Gaziano

(1951 Bentley)

2 B16 JNS Mark Skinner

(1964 Mercedes 230SL)

Special awards were presented to Simon Beveridge for his beautifully turned out truck bearing **TBE 766**, Paul Evans, who is disabled but always makes a great effort to attend with **9999 PE** and Tony Harrop with a Renault Clio GTS with the perfect number **CL10 GTS**



Good news for some

A little-noticed part of the Chancellor's 2013 budget, alongside the freeze in fuel duty, was the advancement by one year of the manufacturing date of classic cars which qualify for free road tax. After being originally introduced as a rolling exemption for cars older than 25 years, it was frozen in 1998 at 1 January 1973. It will now be moved on to 1 January 1974.

Many RNC members own classic vehicles that this exemption would apply to, so let us hope that this might be an annual discretionary advance which gets announced at each budget. The change comes into force in April 2014.

RNC Rally 2013

Enjoying the excellent British summer weather, members of the Registration Numbers Club spent a very pleasant weekend in North East Lincolnshire this year. Sunday 14 July was the date and a wide variety of vehicles all bearing cherished numbers arrived on-site at the delightful venue of Waltham Windmill just a few miles inland from Grimsby and the coastal resort of Cleethorpes. Entries included a first for us, an immaculately turned out Seddon Atkinson tractor unit owned by club member Simon Beveridge. Members new and old were present, some from the north, some from the other side of the country and several from the midlands and south too.

This interesting and historic site offered plenty to see and do, including the windmill whose origins date back several centuries, a very interesting local museum filled with household, industrial and RAF memorabilia, plus a couple of craft shops, a cafe in a 19th-century railway carriage and an extensive miniature railway run by the Grimsby and Cleethorpes model engineering club.

On the previous evening a members' dinner took place at Clee House Hotel & Bistro in the nearby coastal resort of Cleethorpes.

The usual self-voting system decided winners and runners-up in the eleven different classes as follows:



The World of Personal Number Plates Issue 32

Regtransfers



Kelly Hoppen