

The World of Personal Number Plates

# Regtransfers

Issue 35

**250**

The UK's Most Expensive  
Number Plate?





# Setting the World on Fire



Hayden Robson is a great believer in supporting local companies and always tries to purchase products locally if at all possible. This was his motivation for coming to Regtransfers who, whilst being the nation's largest supplier of quality registrations, are 'local' to the showrooms of his company, Fireplace Consultants, in Beaconsfield and their offices in Aylesbury, Buckinghamshire.

His reason for purchasing the F5 HOT registration was simply to increase the

profile of Fireplace Consultants against that of their competitors. And the plate has certainly made this happen "I regularly get requests for my business card when parked up and the comment that my plate caught their eye," says Hayden.

"I believe that my high net worth clients appreciate that displaying a personalised registration is a sign of a successful business," he adds, "and they regularly comment on how much they like it. Hayden has worked in the fireplace and

fire industry for 38 years. As a qualified engineer, he made the change by pure accident at the age of 18. "I helped out a good friend on Saturdays in a local fireplace showroom," he recalls, "and instantly fell in love with the business."

Selling and installing fireplaces came naturally to Hayden and his passion for this business just keeps growing. "I am a great believer in offering exceptional customer service to my clients," he states. "I now







have a vast client base of architects, interior designers and property developers.”

Fireplace Consultants specialise in providing clients with solutions to flueing and woodburning solutions and offer a complete design and installation service of bespoke fires and fireplaces.

Hayden’s business acumen has certainly paid off and, in 2012, he was awarded the prestigious Small Business Sunday award. The certificate was presented to him in

person by the creator of the scheme, TV ‘Dragon’ Theo Paphitis. Theo, who was featured in Issue 17 of this magazine, is Chairman of Ryman Stationery plus Boux Avenue lingerie and Robert Dyas, as well as joint owner of the online gift voucher company Red Letter Days.

But Hayden’s enthusiasm for personal registrations extends beyond his business. He proudly displays his initials on his Jeep with the fantastic **37 HR** plate.



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







Reg Groombridge is co-founder of WhosOff.com, a successful online leave planner used by more than 2000 businesses worldwide to keep track of which staff are absent at any time. The total number of users of the system is approximately 80,000. Over the past eight years WhosOff.com has become the go-to leave-planning solution for businesses of all sizes: from small companies with fewer than ten staff to international organisations with staff spread across the globe.

Reg, like any successful business owner, always keeps an eye out for opportunities to promote his business, and like many other imaginative entrepreneurs he has recognised the branding potential of private car registrations.

"We have advertised in many different ways including on the side of an articulated truck travelling between the UK and Europe delivering frozen goods. We also take space in inflight magazines. So, not quite *Trains, Planes and Automobiles*, but

trucks, planes and automobiles is pretty close.

"I have always loved motor racing and some years ago even sponsored a Le Mans 24-hours car in the LMP1 category. I took my young son and daughter to Spa to watch the race. The event obviously made an impression because, at the age of 14, my daughter calmly announced that she intended to design racing cars for a living when she left school."

Now adults, Reg's son and daughter are both engineers: his son is a project manager for National Grid and his daughter designs and engineers Formula 1 racing cars for Force India, just as she predicted as a teenager!

"I'd known of the **WH05 OFF** number plate for some time and had looked into the cost, but could never quite persuade myself to buy it to put on my Porsche Carrera S. That all changed when I booked a test drive in a soft-top F-Type Jag.



"My wife, Sally, and I turned up at the showroom and the salesman asked if we were excited. Well, luxury, high-performance cars weren't new to us so, although we were looking forward to the drive, we didn't really think there was anything to be excited about. When we took the car out the tank had quite a lot of fuel in it; when we returned it the car was very nearly running on fumes, and my wife and I were grinning like Cheshire cats. Actually, Sally was driving when we got back and she forgot that one had to press a button to switch on the front parking sensors. There was just about enough space between the car and the wall of the building to carefully slide a sheet of paper. Any closer and we'd have literally returned it right into the showroom - through the wall.

"We had spent our time driving through tunnels around the Kent coast, not far from the Channel tunnel. With the exhaust reverberating so loudly one couldn't help wondering if there was any danger of the tunnels collapsing. It was terrific fun, very Top Gear. We could not resist: the car had been such fun to drive that we immediately put in our order for the F-Type. I also finally decided to buy **WH05 OFF**, as the Jag was more than worthy of a fine plate. Bizarrely I did not feel guilty about buying the car but did about the number plate. It's a bit silly really: after all, the registration cost a very small fraction of the cost of the car.

"I thoroughly recommend taking the opportunity to own the number plate of your dreams. I should have done it years ago and if I could turn the clock back I would have done it much earlier. It has made a real difference to the ownership of the Jaguar, just as I believe it would to any car. It's a great bit of fun and, in our case, fine advertising as well."

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





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# The UK's Most Expensive Number Plate?



here is a curse, usually claimed to be of Chinese or Arab origin, expressing a wish that the cursed individual should live in "interesting times".

Well, since 2008 we have lived in very interesting times, especially in an economic sense. Around that time it all went a bit wobbly, didn't it? Businesses suffered, investments evaporated: it was altogether rather untidy and alarming. Amid the chaos and concern people sought out things that would reassure them that there was still some stability. Those things were found in some surprising places.

It is striking how robust the private registrations market has proved to be, not just during the recent and ongoing financially challenging times, but consistently over the last 30 years. Owners of nice cars continue to value good quality cherished registrations, considering them the finishing touch that an attractive car deserves. Outstanding numbers have not only held their values, but have very often seen significant appreciation.







Prices paid at auction continue to set new records, both in the UK and around the world. One such auction record was set in November 2014 when the registration **25 O** was sold at DVLA auction for £518,000, thus becoming the most expensive number sold at public auction in the UK, and one of the most expensive numbers in the country. The purchaser was John Collins, owner of classic Ferrari dealer Talacrest, who also bought the numbers **250 L** and **500 FER** at the same auction. Regtransfers visited John at his Berkshire headquarters.

"I thought maybe I would have to pay 20 to 25 thousand for **250 L** but then it kept going up and up and up. Finally I got it [for £130,000] but I kind of figured that was going to make **25 O** quite expensive; I thought it might go to £200,000. When the bidding started I knew that a few culprits who I know in the Ferrari world would be bidding on it but, to be honest, after I got **250 L** I just decided that nobody but me was getting **25 O**, it was that simple. I would just have kept going.

"One of the papers or magazines got it wrong and said that every time I bid the other bidder jumped in immediately. Actually, it was the other way round: he was hesitating and I just kept going, because that's the only way to knock somebody's confidence in a situation like that, and win. I certainly didn't expect to pay £500,000 for a number plate but I really think it's worth it. A good Ferrari 250 GTO is worth £35m today, and for a short wheel base, a good one, anything from eight million to 15 million. That particular car that I have put the number on was once owned by Eric Clapton. It's one of the best right-hand drive, short wheelbase cars that's ever been built, so it's on that. You can't get a better number plate. I wanted **25 O** and I won't sell it. Someone has asked me if I'd sell the car and the plate but I said no. Actually, there is one car I'd sell it for but I doubt I'd get that. It's a Ferrari 330 LMB, an early 1960s car. I've owned it twice and let it go, like an idiot. The price of those just keeps going up and up and up. Of the three LMBs [known to exist], I've sold two of them a total of eight times in the last 25 years. The first time I bought one, in 1994, it cost a million pounds. Today the LMB is worth £20 million pounds, so I should have kept it.

"I've always been Ferrari mad. I started driving when I was 15, in Scotland, as you do [Laughs]. You know, on L-plates. I passed my test first time, as I'd already been driving for years. I had a Triumph Spitfire GT6 a TR4, TR5, TR6. My mate had a TR6 and a Porsche. I really always wanted a Ferrari but they were too expensive. I mean, I think the Triumph GT6 was like £850 new in 1967, so I bought that in 1969 for £500 when I was seventeen. Ah, but I was Jack the Lad in Glasgow with that!



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"I eventually bought my first Ferrari in 1976: a Dino 246 that I got for £7000. You could buy a house for £7000 at that time. There was no other car that came close. Porsche? They never did it for me. It was always really just Ferrari."

In a life of various careers and varying fortunes, John has been a model and a

DJ as well as spending 20 years as a top photojournalist working with high profile publications such as the *Daily Express* in the UK and the *National Enquirer* in the USA. He showed our team scrapbooks of his work from the 1970s and 1980s and talked through some of the stories and images he produced during those years.

"I sold my soul to the *Enquirer* because they paid huge money. I became one of the highest paid photojournalists in the world. I did stories on Joan Collins, Princess Grace, Bo Derek. Front pages... and there was a huge spread on the Pope. There was no peering through windows: I was always

up-front and there was no need, people would come to me.

"That's what allowed me to really get into the cars, the fact that I was so highly paid. In those days there were very few proper photojournalists. There were lots of photographers who could write a few captions but I could work some days in the *Daily Express* as a reporter on a shift, or as a picture editor, or as a news editor or a photographer."

The obsession with cars that John's income allowed him to indulge led to the purchase of more Ferraris but that first flush of success was cut short in 1987 with the Black Monday stock market crash.





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"I lost all my money then. I hate stocks and shares because of that, because I went bust. I didn't actually go bankrupt but I had no money, so I decided to sell my cars. I phoned all the dealers and was assured that one car I was selling would be worth £50,000. I sold it to this guy and then drove past his window a week later only to see my car up for £70,000. I went in and challenged him over it and he just told me that the market prices were rising. So, I got ripped off for £20,000 by a car dealer."

Let's just recap. John lost most of his wealth due to the Black Monday crash. Immediately after that he was, in his words, 'ripped off' to the tune of £20,000: a significant chunk of the value of one of his few remaining assets. The phrase 'insult to injury' barely seems adequate, but John Collins shrugged off this adversity without noticeably breaking his stride.

"At that time I also had an F40 coming but, having lost everything, I obviously didn't have the money to pay for it. So, I went to the pub and borrowed £300,000 from all my friends. The idea I had - what Talacrest was originally going to be about - was to start a company where people could buy a



John also has a number of impressive paintings featuring himself with his various cars.

£1000 share in a car; so 100 people could own a £100,000 Ferrari. However, the Financial Services Act stopped that.

"My friends had belief in what I told them. I did a little business plan, which I've still got actually. It was a cool idea and they all got it. They would have invested £5000 for 5 shares in a car and had great fun. They'd keep it for 3 years and then sell it so everybody gets a profit. It would've worked fantastic, but you're no longer allowed to advertise and take the public's money without about ten million licenses.

"With the money I'd borrowed I had put 10% deposits on £3 million worth of cars, saying to the dealers, 'I'll pay you in six months when I come into my inheritance. Of course, that was a complete lie, but

because I had experience as an investigative reporter I had done my research and the market really was going up, so I plunged in.

"I bought out a big advert with twelve cars for sale. Suddenly, all these dealers phoned up saying, 'You can't advertise my car!' They used a few expletives that I won't repeat. So, I told them to check with their lawyers. I told them that they'd find that I owned the cars as long as I paid on time. I told them that they could sue me if I didn't pay, but at that moment they no longer owned those cars [Laughs]. Some of them tried to send the deposits back but I refused. The ones who did check with lawyers found out that I was right. So, I sold all the cars and made half a million in profit in the six months before I had to pay for them.





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"Funnily enough one of those dealers, Michael Fisher, who was a big Ferrari dealer for a long time, is one of my best friends now. Back then though, he was one of those guys who screamed and shouted. He ended up becoming a good friend because I ended up buying loads of cars from him."

John's company, Talacrest, rapidly built a reputation and between 1988 and 2000 became one of the world's top classic Ferrari specialists. After more than a decade at the top of that game, John decided it was time to play a new one.

"Talacrest used to be the biggest in the world, but in 2000 I sold up because I was burnt out. I played polo instead, as you can probably see from the pictures [indicates photographs on the wall]. It's funny: years ago I used to do stories and photos of Princess Diana for the papers but then I ended up playing polo with Prince Charles."

At this point in the interview, John was interrupted by the phone. "Sorry," he said after cutting the call short. "That was Chris Evans."

"I met Chris at an auction in London in 2007 - the first one I'd been to since 2000. He said, 'I want to buy some cars.' I told him, 'Well, I'm not in the business anymore Chris. I'll help you but I'm not cheap!' [Laughs]. I told him that I would charge a 10% commission and he said okay. Anyway I put an amazing collection together for him and we became buddies. He's still a great friend."

"In 2008 I broke my back. When Chris's house wasn't finished I told him to come and stay with me in my house. That was where I used to have all my horses but I had to give them away because the injury meant that I couldn't play polo any more. Anyway, Chris and I got drunk, and you know what?

Chris Evans bought my house off me when I was pissed, and I didn't even want to sell it! He said, 'There must be a price.' I told him I didn't want to sell, but he kept saying, 'There must be a price.' In the end I said 'OK, there,' and said a price. He just went 'Done!' [Laughs].

"Then next day, I said, 'We were just drunk last night weren't we? I didn't sell the house to you?' Chris said 'What did you always tell me John? A deal's a deal.' So he bought my house. I liked that house... [Laughs]. But it was kind of big, you know, 15 acres."

"That car collection I put together for him? Well, I told him it was a five-year plan and I bought him a Ferrari 250 GTO. I sold it on his behalf for \$25 million. The guys who bought it, a couple of years later sold it on for \$42 million. \$17 million in two years: not a bad return."

Meeting Chris Evans set John on a new path - or, rather, put him back on a old one. Unable to play polo as he had done before his injury, John was ready to focus on something different. Chris's request to assist with the acquisition of good cars steered John back into the habit.

"I restarted Talacrest in October 2007. The people who'd bought it from me - an American company - basically screwed it up: they'd started selling Cobras and crap. Anyway, I still owned the building, so I took it back. If it hadn't been for bumping into Chris at that auction I probably wouldn't be back in the car market, but once I started buying for him, a lot of old customers were like, 'Oh can you get me this car?', and before I knew it I was back in the game".

Clearly, the love of cars, Ferraris in particular, is in John Collins's blood. His enthusiasm for cherished registrations is similarly ardent - as might be expected in a man who would pay half a million pounds for one.

"I've also got **HDT 1**, **VRP 1**, **1 VRP**, **ENZ 40**, **ENZ 246** and then the three I bought at the auction: **25 O**, **250 L** and **500 FER**. They're not all on cars; I have

some on retention that are in the process of being put onto cars. With **25 O**, nobody suspected me because I'm not known for buying number plates, you know, so it was a surprise."

At the time of the DVLA auction at which John bought **25 O**, the most prolific and widely believed rumour was that Chris Evans had purchased it. Although that wasn't the case, it wasn't long before John heard from him.

"Chris phoned me up and he went, 'Do you know what somebody paid for that number?' I said, 'Yeah, it was a lot, wasn't it?'. Chris told me that he liked the number but the bidding went a bit too crazy. When I told him I'd bought it, he said, 'You [expletive deleted]!' I hadn't told a soul because I really wanted that number, you know?"

"The car it's on, **25 O**, I've turned down nine million for it, and I know if I said £10 million the guy would buy it, but I don't want to sell it. I can't replace it. Where am I going to get another? I did sell that car once and I bought it back. I gave the guy twice what he'd paid. The minute I sold it, I regretted it. That's one of the regrets, [John points at a picture on the wall] up there with the California with **VRP 1** on it, that is now worth 20 million bucks."

"I sold that to a friend who promised me, swore blind, that if he sold it he'd sell it back to me, but he didn't. I've never spoken to him since because if I'd known what he was going to do I would never have sold it to him, you know? He kept it for a while and then sold it without even picking up the phone to call me. I was pretty angry. But what goes around comes around, and in 2008 he went bust. I thought, Yes! *Thank you very much!*"

*Interview: Angela Banh*

*Story: Rick Cadger*

*Photography: Stan Thompson*



330 LMB in its original colour



The old showroom with a GTO and LMB together



330 LMB when recently painted yellow



# Charity begins at Work

Regtransfers raised over £2,200 in 2014 through various charity events during the year. These included a bowling night for local children's charity, Kids In Action, a coffee morning for Macmillan Cancer Support and a swimathon for Sport Relief. We also had a lot of fun dressing up! We took part in the Keech Hospice Superhero Run, dressed all in red for The British Heart Foundation, and more recently wore our Christmas jumpers for Save the Children.

One of our most successful events was our charity pub crawl, inspired by the film *The World's End*, and organised to help Chart Lodge, who provided accommodation for one of our beloved colleagues as he received cancer treatment at Mount Vernon Hospital. We raised a massive £900, and we're happy to say that he is now fully recovered and has returned to work.

We're looking forward to lots of fun events in our charity calendar for 2015, keep an eye on our social media channels to find out what we're up to!





# Nicholas Young

Some of our more mature readers may remember actor Nicholas Young from the 1970s children's TV show *The Tomorrow People*. The series related the adventures of a group of people with supernatural powers including telepathy and teleportation. These "Tomorrow People" were depicted as being the next stage in human evolution, *Homo superior*. Nick starred as John, leader of the eponymous group, in all eight seasons of the hit sci-fi drama - over 60 episodes in total. More recently, he appeared in a guest role as Professor Aldus Crick in the 2013 Hollywood series of the same name. Set in the USA, the new version is a reboot of the original concept.

Away from the screen, Nick is something of a private number plates fanatic who has owned personal numbers since the mid-1960s when he passed his driving test.

"I have always been fascinated by car numbers, and I remember gazing out of the classroom window as a ten-year-old schoolboy and doodling in my exercise book the number **NJY 1**. As soon as I was old enough to drive, I scoured the listings in *Exchange & Mart* to see if I could find something that would appeal and was within my budget. When I think what could be acquired in those days for just £25 (including the car), I wish I had bought the lot! Gems such as **JR 6**, **10 K** and **1111 F** were all bought for similar sums and I soon found myself in the dilemma many number plates collectors have faced: too many numbers, not enough cars.

"About this time I became aware of Noel Woodall through his newly published, *Car Numbers* book. I read it avidly from yellow cover to yellow cover and was hooked. I couldn't wait to meet the man who coined the term autonumerology to describe the hobby we all love, so I decided that a visit to Blackpool (where Noel lived) was called for. As, to the dismay of my children, my other fascination is trams, the trip was a doubly attractive prospect.

"I travelled up with an old friend in his Bentley, then registered **JR 6**. The shortage of homes for my numbers had been addressed by lending them to pals. Imagine my disappointment when we were met by Noel in a car bearing a completely nondescript seven-digit registration number. This was the man who had **W 3** in his stable. But my friend thought it was rather cool. As he pointed out to me, Noel had nothing to prove.

"And so a life-long friendship began. Noel and I kept in touch over the years and kept each other informed of our various acquisitions. Soon after our first meeting I was able to obtain **NIK 1**, a number I still own. I tracked it down to a farmer in rural







Ireland. I put it on my 1955 MGTF 1500 and it is still on the same car today. In fact, I don't own a car from the 21st century yet. The MGTF has been restored, twice, and I had the original number plate restored to it as well so the look is as authentic as possible. The original owner had kindly put the somewhat battered plate to one side for me. The price I actually paid for the number plate was to assist him with the birth of a calf by pulling on a rope attached to its leg: quite an experience for a born-and-bred townie. Which reminds me, I once owned **MOO 22**.

"Rather later I acquired **NY 1** and **NJY 1**. Quite why that 10 year-old schoolboy had preferred **NJY 1** I'll never know. As my collection grew I gradually became interested in the history of the numbers I had acquired over the years. I discovered **NY 1** was originally issued to Alderman William Llewellyn of Ogmere Vale in 1921. This man, who ran a successful local department store was, it turns out, the great grandfather of politician Lord David Owen.

"Noel Woodall, I know, shared my interest in the history of number plates as well as their present-day owners, and when Pat Woodall told me that Noel and she had been working

on a book reflecting some of this history, I was happy to advise. In no time, we found we were communicating as much as ten times a day excitedly exchanging snippets we had discovered."

Noel passed away in 2013 but Pat and Nick decided to continue with work on the new book. Even though Noel is no longer present in person, his thoughts and inspiration still guide the project.

"Noel felt that a book in the style of a telephone directory, simply containing every number ever seen, was becoming tedious, an opinion that Pat and I shared, so we decided that this book would be a bit more selective. It is entitled *Car Number Classics* and we hope that the title says it all. Using all existing records, we hope to cover original and present-day owners of all those low one and two-letter numbers that were registered in time to comply with the new Motor Car Act which came into effect on January 1st 1904. We would particularly like to hear from readers who have old photographs of these numbers on their original vehicles. But this is not just a book about older numbers. If a number is a classic – from whatever period – we would like to include details and a photograph in *Car Number Classics*."

Readers who may be able to supply details and photographs for Pat and Nick's project can find more information about *Car Number Classics* at:

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



"My son, Nick (what else), sits behind the wheel of **NIK 1** – and no, it's NOT a Morgan. My wife, Lovenia, has **11 LY** and my daughter, Selina, **SRY 5**."





# LONDON CHAUFFEURING







London Chauffeuring, founded in October 2012, is a relative newcomer to the luxury car hire industry. Its founders identified a dearth of high quality Rolls Royce chauffeuring services in the capital. In almost two years the company has firmly established itself with an exclusive clientele that includes top celebrities as well as wealthy foreign visitors.

“Our business predominantly tends to be special one-off events: weddings, birthdays, sporting events and film premieres,” says managing director, Dhiraj Pandhi. “We do, however, also look after a number of foreign high net worth

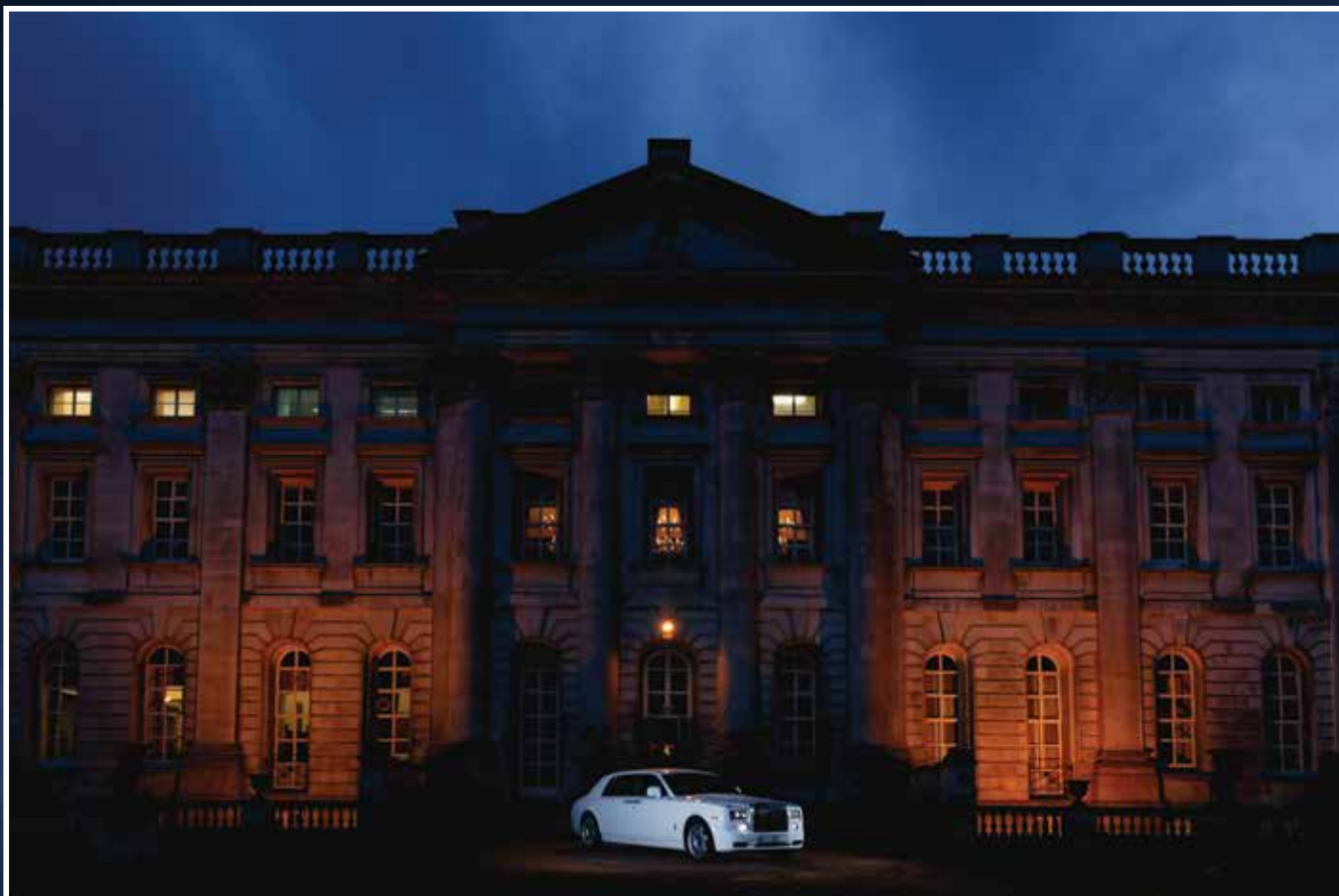
individuals who use us when they are in London on business. We also tend to attract A-list celebrities due to the exclusivity of our cars and number plates.”

The cars and plates in question are certainly top-notch. Two of London Chauffeuring’s Rolls-Royce cars bear the registrations **D 1** and **D 3**. A Rolls with a single-number/single-letter combination really catches the eye.

“**D1** and **D3** were acquired around 2007,” says Dhiraj. “They were purchased from one family. The father had owned both and when he passed away they were inherited by his two daughters.







"We are always on the look out for the right number plate. However, we are very particular as to what we purchase, and the type of number plates we prefer very rarely come to the market, so patience is key.

"Our primary reason for buying number plates has never been about the money. It has always been a passion of ours and continues to be. There is no doubt that number plates over the last 15 years have proved to be a great performing investment. We have been offered over £1 million for **D1** and **D3** together, but they would not be for sale at any price. These particular number plates are a once in a life time opportunity and, if we were to sell them, it is unlikely that we would ever be able to acquire them again."

[www.londonchauffeuring.net](http://www.londonchauffeuring.net)



# Pride and Joy

Kamer Iqbal from Oldham has a strong interest in personal number plates.

“I like the ability they give to add that finishing touch to your pride and joy,” he says. “To make your car unique, recognisable. It helps to make it stand out from the crowd.”

Kamer’s first registration purchase was **H19 JJY**, which he bought in 2004.

“**H19 JJY** represents ‘Haji’, the title given to a person who has completed the Muslim pilgrimage to the city of Mecca in Saudi Arabia. I bought it as a present for my father.

“A year later, in 2005 I saw that the registration **MRK 4M** was on sale in an auction. As it seemed to relate to my name, Kamer, I bought it to represent ‘Mr Kam’. At that time I was one of only a very few people in Oldham with a name number plate on my car.

“Since then I have bought and sold many private registrations and become something of a number plate fanatic. With the experience I gained I was able to spot a great combination when the ‘11’ plates were released in 2011. I was determined to buy **MO11 AMD**, which is an excellent representation of the name “Mohammed”, possibly the best you could get on a UK number plate. Mohammed is one of the most popular names in the world, especially in Asia and the Middle East. Many Middle Eastern people are starting to buy and invest in UK plates, such as **AB11 DHB**, which reads ‘Abu Dhabi’, and which was sold for £125,000, so it made me think in terms of investment. To the right person, **MO11 AMD** will be worth a lot, and wealthy people from places like Dubai regularly come to London, so I expect to find a buyer.

“As for myself, my ultimate plate would be **K 1**, which would be perfect for my initials.”













# PRASCO

All the plates Darren Egan has bought are personal to him. **E6 AND** [Egan, D] and **E3 GAN** [Egan] both relate to his surname, whilst **78 DKE** and **A7 DKE** both contain his initials. He also owns **DY12 ECT** [Direct] which relates to his business, but more of that later.

"The 'Gimp' plate is solely for fun and amusement while driving the Smart car," he says: "It matches the car; a funny plate for a funny car."

Darren bought the 'Gimp' plate from a seller on eBay who had it on a Jeep.

"I spoke to him personally and explained I was in the process of transforming a damaged smart car that I had customised and wanted a silly plate to match the car."

"**E6 AND** and **E3 GAN** were both bought on the telephone the first morning that the 'E' prefix became available. Darren's first choice would have been **E6 ANS**, but he missed it by just seconds. **A7 DKE** was the



first ever number Darren ever purchased when he was just 19 or 20 years old.

**DY12 ECT** [Direct] is on a delivery van of Darren's company Direct Automotive Ltd, and he also has another 'Direct' plate, **DL12 ECT**, on another company vehicle.

Both plates are currently up for sale because the business is being merged with its mother company PRASCO. So no doubt Darren will soon be on the look out for a 'PRASCO' plate.







When Tony and Jo Dawson from Basildon in Essex started their valeting business in 2007 they simply used their initials, T and J, as their trading name. And so T&J autovalet was born.

This proved to be a shrewd move because, when it came to choosing a number plate for their company van, they found the perfect T 'n J plate, **CA11 TNJ**.

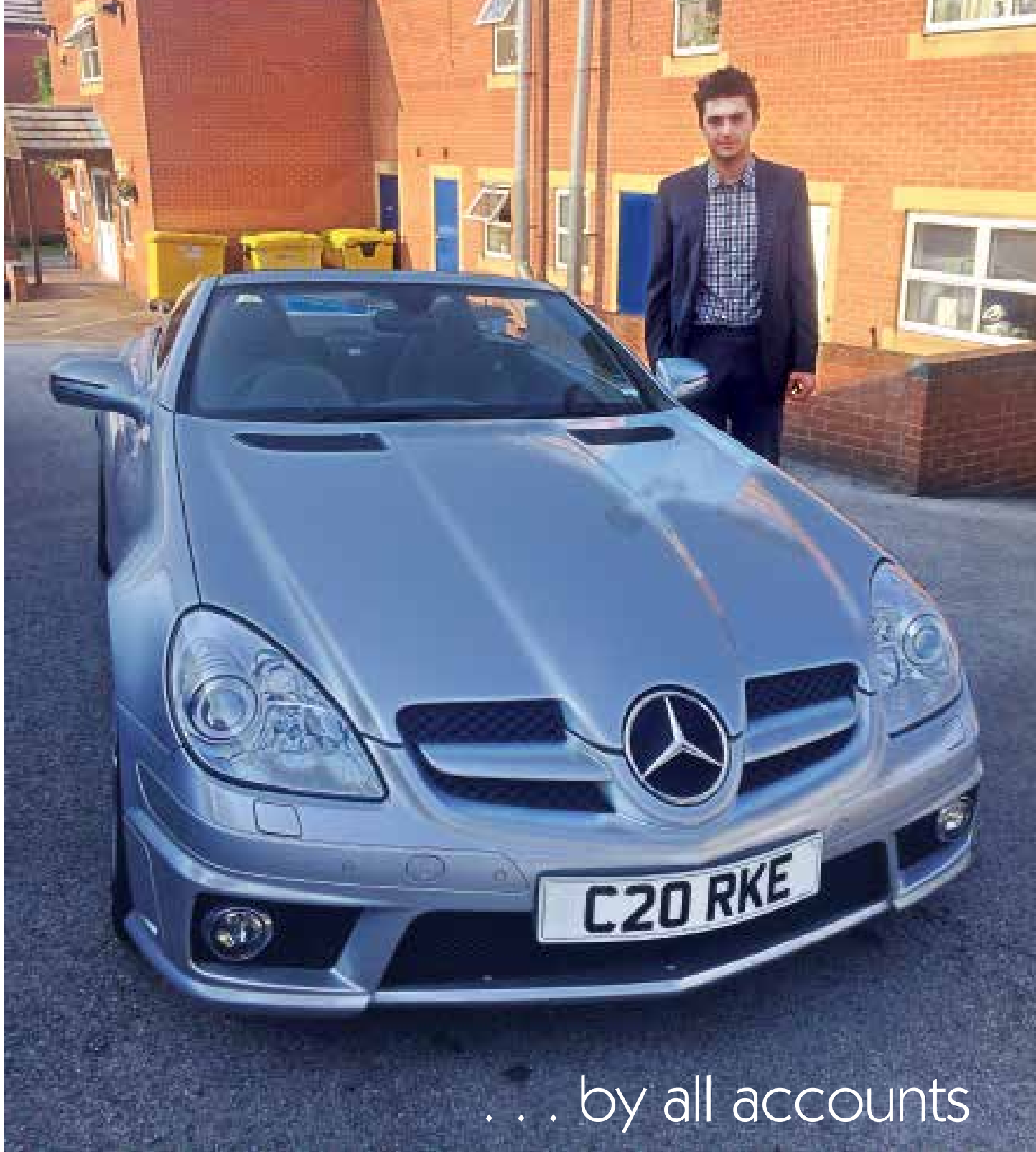
But the couple's love of number plates doesn't just apply to their business. They have a superb collection of personal plates on their private cars too, including **TNJ 74**, **TNJ 251**, **S5 TNJ**, **H12 TNJ** and **M12 TNJ**.

When Tony is not valeting cars, he enjoys riding motor bikes. He has two racing specification track bikes, a K5 1000 GSXR and a 2014 GSXR 600, and a 2009 CRF 250 motocross bike. "I do loads of track days, such as Donnington, Brands Hatch, Snetterton and Rockingham," he says, "and I'm even going to Cartagena in Spain for a four day track day this year."

[www.facebook.com/carwashessex](http://www.facebook.com/carwashessex)







... by all accounts

Adam Corke's love affair with registrations all started when he went to Cornwall with his family at the age of ten. "I remember going into a gift shop and finding a stand full of number plate keyrings," he recalls. "Me and my sister were forever trying to find our names, Adam and Abigail. Eventually, I found one that had 4 DAM. I thought they were the coolest thing and I knew that, when I was older, I would do everything I could to get one on my first car."

Back in 2011, Adam googled 'Reg plates' and instantly found the Regtransfers

website he used to find **C20 RKE**.

"I thought this was the perfect plate as this looks exactly like my family name."

Adam has recently become a Member of the Association of Accounting Technicians (MAAT) so, to celebrate his success, he went out to buy his dream car: a Mercedes SLK AMG.

"I asked the garage to transfer my registration to the car so I was able to drive out the showroom with the **C20 RKE** plates on," says Adam. "I was delighted. I didn't tell anyone in my family what I was doing and when I pulled up on the driveway, my Mum couldn't believe what

she was seeing! I only wish I had taken a picture of her face!"

Adam has recently taken the plunge and started his own accountancy business, Corke Quality Accountants Ltd., which offers an effective accountancy and bookkeeping service at cost effective prices.

"Purchasing **C20 RKE** has proved to be a successful marketing tool for me," says Adam. "I have also seen its value rise since I bought it in 2011, so I believe they are a great investment and I will be certainly making moves to buy more in the near future."





## A Tale of Two Chrisses

The idea for our 'pig plates' came from the president of the local pigeon club, who had the registration **P14 EON** ('Pigeon'). We bought **P14 STY** ('Pig Sty') for our car in 1977 and matched it later with **P15 LET** ('Piglet'). Both plates were displayed on our Harley-Davidson motorbikes before selling them to finance our present home.

We were talking to some pensioners one day in nearby Kirkby Lonsdale - nowhere near our bikes - when one old lady said, "Some bikes overtook us and their numbers were Piglet & Pig Sty." It's a small world.

**Chris and Chris Clegg**  
Lythams St Annes,  
Lancashire

## Borrowed

Here is our great nephew Ethan Gregory with his personal number plate, which we bought for him from Regtransfers.

He was nine months old when he 'took delivery' of the registration and is letting us borrow it until his 17th birthday.

We looked at a number of plates with his full initials including his middle name, Thomas, but **80 EG** just looked neat.

**Jane Smith**  
South Yorkshire



## Blonde

**BL03 NDE** was a secret Valentine's Day present for my wife, Margaret, to put on the Range Rover Evoque I had also bought her for a surprise for the same day. On Facebook she is simply known as 'The Blonde' on account of her striking natural blonde hair, so it was a logical choice to try and locate a 'BLONDE' plate for her

once I had decided to buy her the car of her dreams.

This was a present to show her how much I think of her after what was a truly awful start to 2013 when she was diagnosed with a potentially life threatening illness. Thankfully she came through the eight-hour operation and is now back living a

normal healthy life. This plate was the one she had always wanted since they were released.

I purchased **H1 SFT** when the 'H-prefix' series of plates was first released. It was registered for the first time on a brand new Escort RS Turbo I had just purchased. Since then, it has been on a number of cars, including an Alpine A610 Turbo - one of only 27 in the country - and on each of the three M3 convertibles that I've owned, the last of which it is currently gracing.

**Shaun Thompson**  
Bournemouth







## Gemma and William

Congratulations to Gemma and William, who were married on Saturday August 9th 2014 at The Grove Hotel, Chandler's Cross, Hertfordshire.

The Mauritian-Scottish fusion resulted in the big day being an inherently vibrant, colourful and powerfully cultural spectacle. The sight of the bride's father, Mr Harry Ramparsad, a London-based Mauritian entrepreneur, driving his daughter to the venue in his Rolls-Royce Phantom displaying **F1 RAM**, was indeed a proud moment for all concerned.

The Ramparsad Family own six other cherished 'F1' number plates including **F1 RAJ** and when all seven cars are seen together, it proves to be quite a resplendent sight.

Family and friends alike feel truly blessed that Gemma and William are so well matched and we all wish them the very best as they embark upon their new married life together.

**The Ramparsad and Brotherston Families**  
London and Edinburgh.

# MAIL



### What's the story?

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



## Who's Next?

I've been a secret registrations anorak for years. Each year, I look forward to 'New Letter Day,' as I call it. The first sighting was always a thrill, especially on the odd occasion when it was before the official date. The current number plate format, of five letters and just two numbers, has provided an increased opportunity for easily recognisable names and words, but there was also a 'lost opportunity' to ditch the 'unnecessary' spacing between the two groups of characters.

My **WH05 NXT** registration, is in tribute to the 1971 album, *Who's Next*, by rock band The Who. **D1 PSO** is on my old Mercedes coupe. **G11 NDA** ('Glinda') was the Good Witch of the South in *The Wizard of Oz*. We also have **X5 ROD** and **X5 GAS**, which is my wife Linda's current choice."

**Mike Oyston**  
Cheadle, Cheshire





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