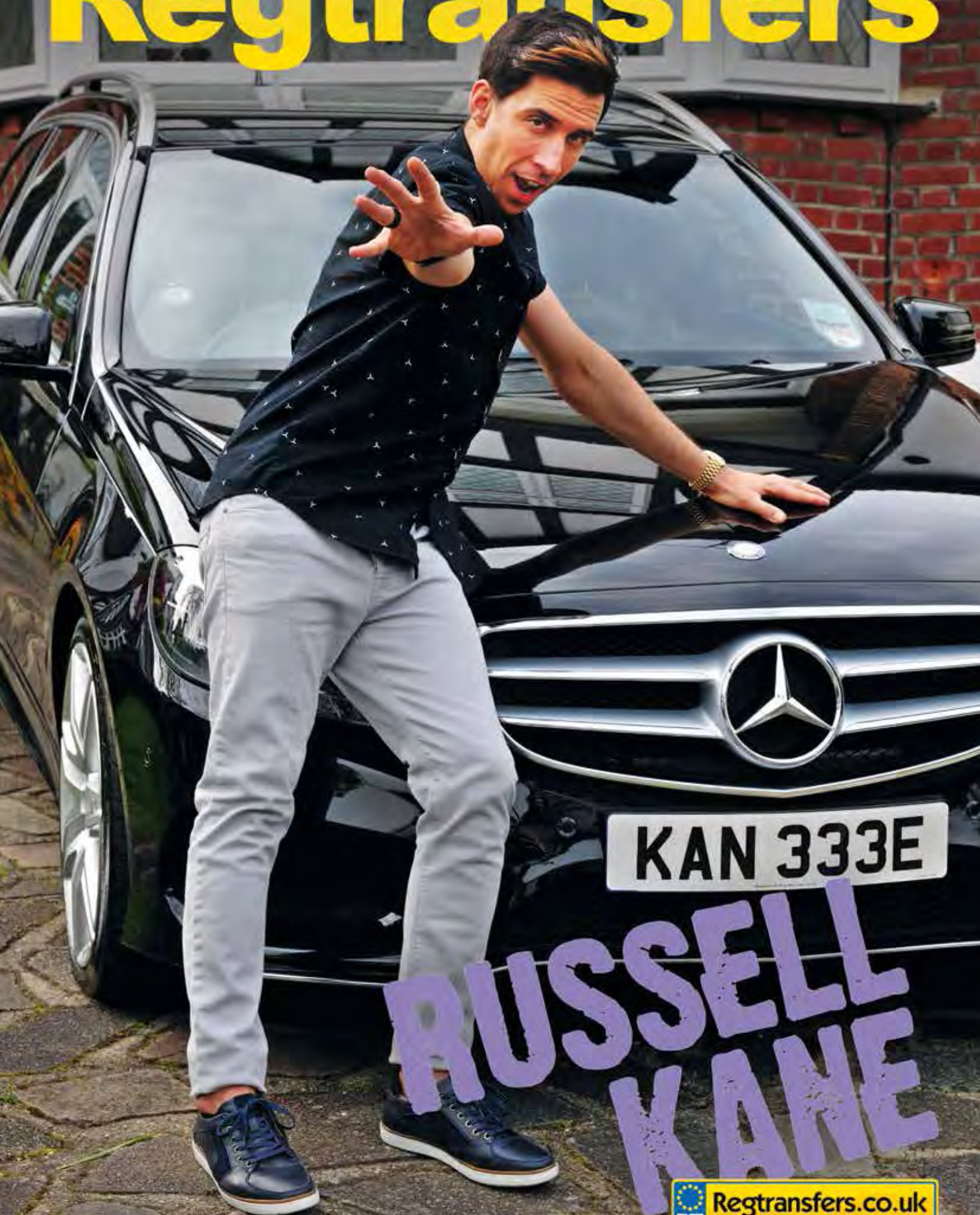


The World of Personal Number Plates Issue 37

Regtransfers



RUSSELL
KANE



Regtransfers.co.uk
PERSONAL NUMBER PLATES

Problem Solved

Alison Pile from Burnley in Lancashire decided to buy a personal number plate for their grandson Elliott's 18th birthday. Unfortunately, that's not until 2030 as he is only two years of age at the moment!

"We felt it was a nice idea for a boy who is mad on cars," says Alison. "We may not even see him receive this present," she adds. "If he likes the idea of a personalised plate, then all well and good. If not, he can always sell the plate and use the money for whatever is necessary, as it may well have appreciated in value over the 16 year period."

EJP 76 was originally issued by Wigan County Borough Council in 1959. For the time being the plate is on granny's new Volkswagen. "We feel it's a really nice idea," she concludes, "and solves, for us, the tricky problem of his 18th birthday."



Bag of Nails

Peter Houghton from Breaston, Derbyshire, bought the registration **PJH 832** in 1982.

It was advertised as a job lot together with a 1953 motor cycle in a bike shop in Watford. The 'JH' determining the

Hertfordshire town as the original place of issue.

The conveyance was, as Peter puts it, "a right bag of nails." It was, therefore, with some trepidation that he presented the vehicle to the licensing authority office, as was required at that time. "But the bloke didn't say anything," says Peter, "and passed the transfer."

"I've always been interested in plates," Peter reflects, "and I bought **376 PH** for £40 in 1973. I had to sell it ten years later due to circumstances, but **PJH 832** has been on about a dozen of my cars since and I'm still very happy with it."



Too good to miss

John Shorter first entered the world of insurance as a Lloyd's broker. He represented the third successive generation of his family in the profession. He and his wife of forty years have three sons, none of whom decided to follow the family tradition. They are, however, each proving to be successes in their chosen fields.

In 1980, in the delightful and genteel seaside town of Eastbourne, John created the firm that became The Shorter Byrne Partnership LLP. At one point, there were fourteen employees which made it one of the largest firms of its type in the area.

John's particular spheres of expertise and interest included lump sum investment; provision for long-term care fees; annuities;

equity release schemes; Inheritance Tax planning and similar areas designed to help those people who are near to or in retirement. John built a reputation for assisting both private and business clients alike. His aim was to help them utilise their assets and available resources with the greatest possible efficiency and to take the fullest advantage of any tax concessions which may be available.

Having first qualified in 1979, John has now earned a place as a life member of the prestigious Million Dollar Round Table (MDRT) for which only about 6% of the world's life assurance advisers qualify each year. MDRT members demonstrate exceptional professional knowledge, strict ethical conduct and outstanding client service. MDRT membership is recognised internationally as the standard of excellence in the life insurance and financial services business.

John is no newcomer to the world of personalised number plates. He purchased his first one, **JS 9321**, in the early eighties. "I put it on my first Rolls-Royce," he said,



"and mightily proud of it I was. I also purchased a VS plate for my wife Vivienne.

"Whilst we were always pleased to display our initials, I always hankered after something which was closer to my surname itself. It was whilst flicking through *The World of Personal Number Plates* that I saw **SH02 TER**. This was too good to miss. I've retired from my business now, but I've lost count of the number of times that friends have said they've seen me driving around the town. It's difficult to say how my surname could be more accurately shown on a number plate. I'm over the moon that I saw it that day."

Finally, John adds that one of his three sons has recently purchased **SH05 TER** which he intends to pass on to his own son when he is 18. There is, therefore, a three-generation tradition being carried on after all!



Hustle

"I've always been a car nut," confesses Paul Ribbons, "but I was never bothered about number plates until one day in 2003. My business partner at the time was about to purchase **P16 RME** - his surname was Pigrome. He was dead excited but I couldn't see what all the fuss was about. I ribbed him a bit about it. I told him that it didn't even spell his name properly and asked him what was the point. He wasn't very pleased and he challenged me to do better finding a plate to represent my name. I took a pen and paper and scribbled a few things down. My nickname is 'Ribsy' so I started writing things like R18SY but then I thought R188ONS! Eureka! My business partner, Matt, said there was no way that number would be available, but I wouldn't be put off: I needed to find out and my mission to track down the registration began."

After some research, Paul discovered that **R188 ONS** was due to be sold at auction. He was excited to find that the reserve price was just £600. Paul thought he had a good chance as there are not that many people with the name Ribbons.

"But a friend of mine, who had traded a few number plates, was quite sure that **R188 ONS** would go for at least £5,000 and that the only way I would get it for less would be if I stole it. He said that wedding companies, haberdashery companies and various traders would all be interested in the number.

"I'm really pleased to have had that conversation because Kevin conditioned me to accept that I was going to have to be prepared to pay more for it than I had originally expected. He even asked me what was the most I would pay to stop someone else buying it. What a great question! That's when I realised that I would pay five figures - maybe even £20k.

"On the day of the auction I travelled up to Wakefield Steam Museum where the sale was being held. I was all psyched-up and the bidding was frenzied. I ramped up every bid by £500, thinking I would knock the confidence of the competition and show my determination. I was also letting the auctioneer know that I was serious.

"There were two telephone bidders, and three people besides me bidding in the room. When the price got to around £5,000 the bidding slowed and I could feel that it was mine. The final hammer price was £5700. Wow, what a roller coaster ride! I deal with property auctions so I do have experience in selling and buying via auction, but this is the only time I have wanted something that bad. After the usual fees and

taxes the end price was something in the region of £7200. I consider it a great bargain that I will never be able to replace and one I can hand down to my kids.

"The problem is I've now become a bit of a number plate snob. With the help of Regtransfers I recently purchased **18 PMR** for my weekend car. So, beware; once the plate bug bites it could end up costing you

a few quid. But, for me, it's all been worth it. Little did I know how useful this plate would be as a marketing and promotional tool, many years later, when I wrote my first book.

"I currently trade property, buying run down properties and then selling them at auction without doing any work on them. It's been very lucrative and, to date, I have been



involved in well over 500 transactions over a period of some 18 years. Most people seem to believe that you should buy in auction to make money, but I do it the other way round and make my money selling at auction. When I was a young man, someone told me that to become wealthy you need to do the exact opposite to everyone else. I took that advice to heart. I also understand

the first rule of business: find a market and supply it. In 2011 I decided to write a book on the subject; I called it *Hustle Your Way to Property Success*. I'm rather proud of the achievement as I'm dyslexic and left school with the reading and writing age of a seven year-old. I have overcome those disadvantages by self-education and determination."



Succession

The registration **MMG 48** was issued by Middlesex County Council in 1946 and was obtained by Roger Wardle's father in about 1948. It was then on an Austin 8 purchased from the War Office at a public auction of ex-army staff cars. It was, in fact, his father's first car on entering civvy street after six years service in Egypt during World War II.

"I couldn't believe it when I saw it for sale at Regtransfers and simply had to have it in memory of my dear ol' dad," says Roger.

"I have photos of the car showing the number plate which were taken in the early 1950s on holiday all over Southern England and Cornwall."

Roger, from Chalfont St Giles, in Buckinghamshire, has always had an interest in number plates and can remember most of the cars he has owned since taking his driving test in 1964.

"My first car (a built in the wings headlights) Morris Minor of 1952 vintage with the registration **RBH 802** was bought

from an uncle who had it from new," he recalls, "so I thought it would be a good buy; it probably was the worst car I have ever owned!"

Roger still has the receipt for the £80 he paid in March 1964. "I traded it in after just a couple of months for a Ming yellow 100E Ford Popular with the registration **3164 NK**," he continues. "A better car, but only three-speed and the wipers slowed down the more you put your foot on the gas."

The next was an almond green Mini which was on a turn-table at a showroom in Wembley Park with the registration **CMM 333A**.

"A great little car and the first of many Minis," as Roger remembers. "I even built one good one from two old scrappers for my wife to practice her driving in and sold them for a profit!"

Since then there has been a series of Fords and Vauxhalls and MGs. But, after being made redundant from his job as a quantity surveyor in the early eighties, Roger took the brave step of becoming a driving instructor.

"I then had a succession of Fiestas and Nissan Micras which were great cars for the job," he says, "Although I remember their registrations, I expect most have now been scrapped."

Retirement now is approaching for Roger and he intends to devote the extra time to pursuing his hobby - the pristine MGB Roadster 1965 with the number **MMG 48** bought through Regtransfers.



RUSSELL KANE



// I was the first person in the family to get a degree and the first person to get what some would call a decent job."

Around the time that comedians began doing shows in stadiums and releasing live DVDs, the phrase 'comedy is the new rock and roll' appeared in print and on TV. Reportedly coined at the end of the 1980s by writer and comedian Dave Cohen, the claim was repeated many times in the media and is still heard today. That description has been widely rejected and mocked - not least by comedians themselves - but there is no denying that comedy has achieved a level of cool approaching that of rock and roll. In fact, the same people who attend a comedy show one week go to see their favourite bands at a festival the following week. Comedy audiences are no longer just middle-aged reactionaries downing pints in working men's clubs laughing at sexism, racism and homophobia: they are younger, more switched on, politically and socially aware. This doesn't mean that comedy is any easier now than it was in the bad old days: on the contrary, a sharper audience means that a stand-up comic needs to be on top of his or her game in order to make it through a show.

Russell Kane is one of the UK's most popular comics: his shows often sell out and even the critics like his work. His stage manner is fluid, confident and energetic and his routines are punctuated with sudden vocal caricatures, throwaway characterisations that illustrate the traits and attitudes he describes. It comes as a surprise to find that such an accomplished writer and performer just fell into comedy almost by accident.

"I was working in an advertising agency so I already had a perfectly good job during the day. I was the first person in the family to get a degree and the first person to get what some would call a decent job, so I had no real reason to change my life. But working in advertising was so all-consuming that I wanted a hobby in the evening that would be just for me. A friend of mine suggested that I try stand up comedy but I was dubious. I wasn't good with public speaking, I'm a little bit nervous, and I wasn't sure I'd enjoy it, but they said, no, you're really funny, do it. So, I thought, sod it, I'll give it a try.





“It’s obviously very scary and I ate almost a box of Imodium before I went on. I could hardly hold the microphone ‘cause my wrist was shaking so much but I got through it.”

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I went and did it, just like that. I didn’t always want to do comedy and I didn’t have an interest in it at the time. I just wandered on stage, gave it a go and was good at it. I thought, wow, maybe I could do my hobby for a living, and I kind of fell into it from there.

“I know it’s weird. The stand-ups who are really passionate probably hate hearing me say it but honestly I really didn’t give a toss about stand-up at the beginning. Obviously I care about it now and I am really, really passionate about the job I do. I love it.

“The first show I ever did was at the Comedy Cafe in east London. It was an amateur night where you can go on and try to do three minutes - or at least see how long you can last. It’s obviously very scary and I ate almost a box of Imodium before I went on. I could hardly hold the microphone ‘cause my wrist was shaking so much but I got through it. The few laughs I managed to get gave me a buzz and I realised that I actually could do it. After that I just kept doing it until I got good. That first small gig was 2003 which makes it 12 years since I did my first amateur spot. I only played around for the first couple of years and I didn’t leave the other job until 2006. That was when I went for it, so I’ve been doing it as a job since 2006.

“I got into it quite late considering. A lot of people start at 16 or 17 but I was like 23 when I started. In my case that was a good age for me to start. I’d got my degree, I’d lived some life and had a few relationships, so I was more mature than my years, if you know what I mean. That helped.

“If you’ve a bit of a gift - and I think I have - then you can get really far quite quickly. It’s like learning a language: you feel that it’s very easy at first, and then follows about eight years of really hard work. I got enough of a jump at the beginning for it to have been exciting for a long time. It’s been especially exciting since 2006 because I’ve been doing telly and people are starting to recognise what I do.

“Edinburgh has been very important. I kept doing Edinburgh because it really showcases your talent to the whole industry. You go up there, you do an hour long show and everyone turns up: ITV, BBC, normal audience as well. And it’s just by repeatedly doing Edinburgh that things happen. Of course, I won the big prize in Edinburgh, which is really well respected, it’s called the Edinburgh Comedy Award now but it used to be called the Perrier. When I won that in

2010 that’s when things really stepped up to the next level.”

The next level meant more than just TV work. Russell Kane, like most top comics, gets out there and tours with the shows he writes. At the time of our interview, Russell was taking his *Smallness* tour on the road.

“I’m going to take *Smallness* back up to Edinburgh again so people can re-see it, even though I did it at Edinburgh last year. Then from September to the following June I’ll be writing the new stuff and by next June I’ll preview. I’ll have skipped out the whole September to March touring phase, so I’ll be a bit skint, basically, because that’s my main income. I’ll have to live off my savings for a year, which is nice.”

The sarcasm of that last phrase highlights a very real tension. Touring and TV may be profitable, but any artist who creates his or her own material must resign themselves to substantial periods of writing and preparation, activities that are not directly profitable. Russell Kane’s breathless, quick-fire delivery means that he needs a lot of material. As Russell himself has told audiences, they get two sets worth of comedy crammed into one, and it’s not always the same material.

“Shows vary from night to night. I would say that the main spine of the show is about an hour and ten [minutes] or an hour and twenty. On top of that, twenty minutes at least is improvised each night around that spine depending on where I am in the country, who’s in the audience and things like that.”

Not everyone has the right temperament for touring. Some musicians may be able to get away with a career based mostly on recording, but stand-up comedy is an interactive genre. Staying home is simply not an option.

“I love it. Some people really don’t like it but I enjoy my own company. I like books, I like movies and I love hotels so, for me, it’s a bit of a gift. Plus, I love Lindsey [*Russell’s fiancée at the time of interview, now his wife*] and we love spending time together but it’s great to have a job where you’re forced to miss each other a bit. No one would choose it but when it happens it actually makes a relationship a lot healthier to be apart one or two nights. With Lindsey’s job as well, she’s been away two nights this week in Manchester doing a makeup job - she does hair and makeup - it just means you appreciate each other’s

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company more. It's all too easy to stifle each other, I think."

The story of how the couple met has been told many times, but it's a good one.

"She was in the front row at one of my gigs, wearing a fur jacket. I wasn't impressed with that because it looked like real fur, so I snatched it off her and threw it around the stage, making obscene and lewd speculations about where the fur might be from. Basically I did the classic thing of being horrible to a girl until she fancies you. Nothing happened initially because it took me a while to track her down on Twitter and stalk her, but I eventually did and got her out on a date. We went out on one date and I wasn't really in the place for a relationship but she kept biding her time and then, about six months later we were like, come on let's just go official and see what happens."

So, in addition to his income, Russell owes his domestic happiness to touring, but which does he prefer, the immediacy of live stand-up or the wider exposure of television?

"Well, the two are interlinked really. It would be hard to have one without the other because if I just had the stand-up I'd only be playing clubs, no one would come to the theatre to see me. But I really don't mind that kind of stand-up. In fact, that's what I did last night and it's what I'm doing tomorrow night. I do club stand-up to keep that side of me sharp but, on the other hand, you can't beat the thrill of doing a TV programme and then thousands of people turning up at your gigs. Part of the buzz of doing TV is knowing you're getting your stand-up out there to a larger audience, and seeing how it connects with the public. I like the creativity of creating a TV show and being in front of the cameras and being on set. Yeah, I do love that."

With all that live work, Russell Kane must have encountered his fair share of hecklers. It's a traditional part of the job, dealing with audience members who seem intent upon ruining your evening.

"The most effective heckle I ever got was around 2004 or 2005. I was at the back of a pub doing a gig to about 30 people and I was dying on my hole, as the expression goes. Then, as if things weren't bad enough, the pub dog, which was a great dane and a scary animal, walked onto the stage and sniffed... basically sniffed my balls while I was performing. There is no heckle I've ever had that was more effective than that. It was so humiliating. Everyone was laughing

CAREER

2005

- Paramount Edinburgh and Beyond tour
- World Comedy Tour in Australia.

2006

- Guerrilla Gig (live music event) BBC Three
- Various comedy panels, and filmed four other live stand-up performances to date.
- Selected to write and present travelogues for, Five US
- Edinburgh Fringe Festival show *The Theory of Pretension*
- Fakespeare Shortcuts Paramount Comedy Channel,

2007

- Big Brother's Big Mouth E4 and Channel 4
- The Edinburgh and Beyond Tour
- Out to Lunch BBC Radio 2
- Sunday afternoon show on Q Radio

2008

- Edinburgh Festival Gaping Flaws stand-up show and *The Lamentable Tragedie of Yates's Wine Lodge* (play)
- Live at the [Hammersmith] Apollo BBC TV

2009

- Edinburgh Fringe Festival Fakespeare and Human Dressage
- Fakespeare tour
- I'm a Celebrity Get Me Out of Here Now! ITV2
- Human Dressage tour

2010

- Human Dressage tour
- I'm a Celebrity Get Me Out of Here Now! ITV2
- Freak Like Me BBC Three

2011

- I'm a Celebrity Get Me Out of Here Now! ITV2
- Celebrity Mastermind (Children in Need edition) BBC 1 Winner, (specialist subject The Life and Novels of Evelyn Waugh)
- Geordie Shore: The Reunion MTV (UK and Ireland).

2012

- Geordie Shore: The Reunion MTV
- The Humorist (debut novel) published by Simon and Schuster
- Britain Unzipped BBC Three

2013

- Live at the Electric BBC Three
- Staying In with Greg and Russell BBC Three

2014

- Live at the Electric BBC Three

AWARDS

2004 Laughing Horse New Act of Year: Winner

2004 So You Think You're Funny (Edinburgh Fringe Festival Gilded Balloon's new comedy competition) 2nd Place

2006 If.comeddies Nominee

2008 If.comeddies Nominee

2009 Edinburgh Comedy Award Nominee

2010 Edinburgh Comedy Award (formerly The Perrier) Winner

2011 Barry [Humphries] Award (Melbourne International Comedy Festival) Winner



Russell's brand new DVD, *Russell Kane Live*, is released on 30 November 2015

Check Russell's website for the latest news and tour dates:

www.russellkane.co.uk

at that instead of at my act. The gig was just over."

Even after a difficult gig, or even just when the workload is daunting, Russell isn't one to relax too much.

"I try not to, because it's not like riding a bike. I will still do at least three gigs a week, even if they're club ones or little arts centre ones. You'll see me doing those smaller gigs, trying out stuff and then I'll start previewing round about June time. I never sit at home - how boring! But I do break from touring. I'm having a bit of a break from TV as well. It's good just to appear and disappear, if you know what I mean. It takes willpower but it's definitely about the long-term game."

"I've always wanted my own number plate because there's something nice about that personalised thing. It's like having a tailored suit, I suppose."

RUSSELL

When he is not performing, which comedians does a comedian find funny?

“The problem with this question is it’s like asking a composer which music he likes: you’re not going to have heard of any of the people he says. But, to think of names you would have heard of who are doing really well at the moment, I suppose Sarah Millican... Jack Whitehall’s doing very well. Those two really stand out to me. Obviously the classics like Bill Hicks and Richard Prior, people like that. Chris Rock too. Stewart Lee, he’s good as well. The rest of the list would just be mates that you’ve not heard of. I could be making people up and you wouldn’t even know.”

Eventually, the conversation drifts around to the subject that brought us to Russell’s home. His new private registration, **KAN 333E**.

“I’ve always wanted my own number plate because there’s something nice about that personalised thing. It’s like having a tailored suit, I suppose. But I’ve always sort of stopped at the last minute. I never really treat myself to anything. My house is nice, but it’s not over the top. It’s not like, oh my god, did you see that place? It’s just a nice home. Well, it’s the same with my car: it’s a nice Mercedes, but there are posher ones. I don’t like things that are *too* show off. The only things I do like are watches, I’ve got a big thing about watches. I’ve always wanted

a number plate as well so now I’ve got that. That’s it, I’m done with luxury!

“My friend, the comedian Stephen Grant, has got a personalised plate that says Joker or Jester, and I thought it looked really good. Yeah, it’s like a nice *little* luxury accessory that some people might notice and some might not. It could also look pretty cool pulling up outside a theatre when people are waiting by the stage door. The girls would see **KAN 333E** sweep up and they’d all go, Aaaaah! Yeah, that’d be cool.”

Interview: Angela Banh

Story: Rick Cadger

Location photography: Stan Thompson



Russell has two cats, Keith and Wayne and a pug called Captain Colin, pictured here

Devil Fish



Dave “Devilfish” Ulliott, who passed away in April 2015, was the kind of character about whom movies are made. A former safe-cracker turned champion poker player, his carefully constructed image was as striking as his ability at the gambling table. With his tailored suits, leather jackets, orange-tinted shades and gold “Devil Fish” knuckleduster rings, he was, in his way, a showman too.

After an early career in crime, Dave Ulliott turned to professional gambling. He had been playing the game since childhood

and had developed his skill playing in shop backrooms and similar unlicensed venues. In such circumstances the game was not only competitive, but positively hazardous as opponents sometimes found it difficult to accept defeat with good grace and would sometimes attempt to reclaim by force the money they had lost. Ulliott would occasionally carry a firearm as a defensive precaution against such robbery.

Dave Ulliott’s story was documented in his own words when, in 2010, his autobiography,



Dave pictured with Ben Affleck in Memphis, James Woods in Las Vegas and with Ronnie Wood in London.

Devilfish: The Life & Times of a Poker Legend by Dave Ulliott is published by Penguin





Devilfish: The Life & Times of a Poker Legend, was published by Penguin to very positive reviews.

Dave's widow, Anpaktita, told Regtransfers, "He loved his cars, loved to be driving around in a Ferrari or a Hummer. He got up when he liked, which was usually around midday, and then he used to take me for a drive in the Ferrari 360 with the number plate **3 DU** and show off. We didn't go very far, it had only done 15,000 miles in four

years. If the weather was bad, we jumped in the Hummer. That one was not easy for me to climb up into because it is so high! After his daughter, Lucy K, was born in October 2012, Dave sold the Ferrari because a two-seater wasn't suitable as family transport, but he kept the number plate on a retention certificate.

"Dave had looked for a number plate with 'DU' on it for years, finally finding and buying **3 DU** in Jan 2008."



Dave and Anpaktita



The Morris

Matt Stevenson's interest in cherished number plates can be traced back two generations. In 1957, his grandparents (the Morris family) started a business, MWM Motors, in Bristol selling new Triumphs.

During this time, one of their customers gave Matt's grandfather a tip-off that a local student was selling a car that had



Collection

his initials on the plate. So, off he went to track down and purchase the car. Not only did the plate include the letters MWM, it was also the very first of the series to be issued by Southport County Council in 1956 - **MWM 1**.

This was the first of a long list of MWM marks acquired by the Morris family. As time progressed, so did the collection of registrations. **MWM 484** was added

shortly after, following on from that was **RWM 20** (for their son Richard). Heading into the new millennium, another three were purchased by their son Tim: **T1 MWM**, **TM04 MWM** and finally **MWM 83**, which marked the year he started working for his grandparents at

MWM motors. The collection was looking fabulous and a testimony to the family's business success.

A few years on and Matt had obtained his driving licence. "Finally," he says, "I could start a collection of my own."

His first purchase was **Y6 MWS**. A year later he added **F6 MWS**. "I liked them," says Matt, "but I wanted something to stand out. With the value of cherished numbers on the rise, dateless marks were a little out of my reach. I was always browsing the internet for any marks I could add."

So in 2013, whilst browsing the Regtransfers website, Matt came across **MWS 2G**. "I immediately sent an email and quickly had a response," he recalls. "Some bartering was done and, less than a week later, I was the proud new owner. I put my current mark on retention and transferred **MWS 2G** to my track spec Honda Civic Type R. I am sure you will agree it looks the part and finishes it off nicely."

Now able to drive, Matt's younger brother, David, wanted in on the family collection so, for his 17th birthday present they treated him to **F2 DKS**. "No doubt this will be the start of his own collection too," observes Matt. "With 60 years and an impressive collection forming I am sure another mark will be added fairly soon - watch this space."



Photo: Racelinemedia



Social Media GALLERY

Here is a selection of some great cars and numbers that we have spotted at recent car shows and while we have been out and about.

To see more great pictures, follow us on Facebook, Twitter and now Instagram.

 twitter.com/regtransfers

 facebook.com/regtransfers

 instagram.com/regtransfers





Nothing less would suffice



Some years ago, Tony Wraight was featured in the 8th issue of *The World of Personal Number Plates*. His story fascinated us: not only was Tony a personal number plates enthusiast, he was also an expert in rare classic car mascots. Over many years, Tony had become a world authority on highly prized works of automotive art created by famous designers

such as Rene Lalique. At the time of that earlier article, Tony was displaying his personal number plates, **1 TVW** and **TVW 2**, on a brace of fine Mercedes cars. He contacted us recently to provide us with pictures of a very different car and yet another number plate.

To look at it now one might be forgiven for thinking that Tony's stunning 1948 DHC SS Jaguar was in mint condition - that it must have resided in a museum since the



day of its manufacture - but the pristine vehicle shown in our photographs is the result of many, many years of careful, painstaking attention from a series of owners. The car has undergone many stages of restoration and upgrade. While many original parts were reconditioned, others had to be replaced or, in some necessary cases modernised, to allow for the use of unleaded fuel, for example.

The information Tony sent to us included a fairly comprehensive list of works carried out upon the Jaguar and special parts and features. Just a few of the vehicle's appointments include Lucas P100DB Bullseye headlamps; Lucas PLG40 tribar spotlamps; Lucas Long Windtone trumpet horns; Lucas original wing mirrors; hood bag in finest Connolly hides to match the red leather seats; a complete set of original tools in original tool tray; brand new chrome plated stainless steel wire wheels and Dunlop Gold Seal tyres. Amongst the

rare badges sported are National Motorists Association, BRDC, BARC and JDC. Of course, the car required a fine plate and **1 RHW** fit the bill perfectly.

Bearing in mind Tony's specialism in rare mascots, the ultimate finishing touch is surely the Casimir Brau mascot. This is the earliest, original Art Deco leaping Jaguar in

silver plated bronze, signed C.Brau. Nothing less would suffice for such a remarkable vehicle.



Tony with 1 TVW on on of his Mercedes



You can read our earlier extensive article about Tony Wraight together with a wealth of other fascinating stories from our massive archive of back issues at:
www.regtransfers.co.uk

A novel pair

Norman Williams and his wife have a novel pair of consecutive registration numbers. **NIW 4748** adorns his metallic black Mercedes B class 180CDi Sport, whilst his wife's "pride and joy" - a metallic arctic silver Citroen C3 Picasso 1.6 Hdi VRT+ boasts the sequential **NIW 4749**. Both numbers were purchased over 20 years ago as a job lot for the princely sum of £100.

The couple also have a great registration for their Swift Bolero 3.0 litre Fiat Ducato Motorhome in **M8 OME** [M HOME].

"It makes the Motorhome stand out," says Norman, "and gains positive comments especially at the ports when we go to France."

Norman has a close association with a truly great number plate: for eight years he was employed as the chauffeur to the Lord Mayor of Bristol. With the job came the mayoral limousine sporting the fantastic **AE 1** registration. "I drove a wonderful Daimler V8 for most of those years," he recalls, "until one of my colleagues managed to get it written off by driving over one of those rising security posts at our City Hall one evening."

The incident is reported in the *Bristol Post* of 14 December 2011:

The Daimler, registration number AE 1, was bought second hand in 2005 and is used for taking the Lord Mayor Geoff Gollop to official engagements.

He was not in the car at the time of the accident which happened several days ago. Council spokesman James Easey said: "There was around £2,000 of damage caused, so we are considering the next steps. The car is very old – it was secondhand when we bought it – so it might be worth less than the cost to repair."

The Lord Mayor is now using a Vauxhall Insignia hire car until a decision about a replacement has been made.

AE 1 dates back to 1904, when it was first issued by Bristol County Borough Council and has remained in the possession of the local authority ever since.







mail



Better by design

I have quite a long association with personal number plates, having acquired my first one **VAL 999** over 45 years ago. It is currently on my Range Rover. In addition to **DES 16N**, we also have **A1 LES** (our

surname) which is on our Bentley Arnage, pictured here when my husband drove a friend's daughter to her wedding in it.

Val Ailes
Royston, Herts

www.the-design-house.co.uk



On the right track

I was delighted to be able to acquire the class number of my favourite steam locomotives plus my initials at a very modest cost.

It never fails to create interested recognition from fellow railway enthusiasts.

Frank V Faulkner
Northampton



A4 Class locomotive 4464 'Bittern'

Photo: David Scudamore



Paul J Morgan



Heather Linda Morgan

The X Factor

We have had various plates over the years; mine and my wife's were chosen because they are both X6 and our initials; it was the only 'pair' we could find. My **X6 PJM** has also graced several cars before ending up on the Merc.

Our daughter Chloe Eva's plate was an obvious choice when the '10' series was issued and Sam, our son, chose his 'X66' as it was the closest to ours.

My brother, David, had **MOR 6S** on retention until we put it on the Range Rover," says Paul. "He also has **RUN 41T** on his wife Sarah's Audi TT and **RUN 80Y** on his XF.

Paul Morgan

Stourbridge, West Midlands



Sam Morgan



Chloe Eva Morgan

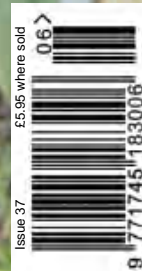


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