The World of Personal Number Plates Issue 40

Regtransfers

Sir Steve Redgrave

Regtransfers.co.uk
PERSONAL NUMBER PLATES

Oiling the wheels of industry

Shaun Chapman's private registration, OIL 73, denotes both the name of his business and the year of his birth.

"At Oil Solutions Ltd we turn the waste cooking oil we collect into biodiesel for diesel vehicles," he says.

The Cumbria-based company employs nine people, some family members and friends, and covers all of northern England and southern Scotland, distributing and collecting over 50 tonnes of cooking oil per week.

"I got into the oil business the day I left school and worked for an old guy collecting

waste cooking oil from pubs, hotels and fish and chip shops."

The death of Shaun's original employer set in motion a train of events that led to a bizarre situation.

"The company was sold to a neighbouring oil company. I stayed on as a partner for five years until my senior partner decided to sell that company to an Irish firm. Soon after that, I found an email making it clear that they were trying to get rid of me by any means necessary, without paying me the redundancy to which I would be entitled. Of course, I photocopied the email, picked up my laptop and went straight to a solicitor.

"After a long court battle and tribunal, I decided to start my own business and so I set up Oil Solutions Ltd. It was the best thing I ever did and we went from strength to strength."

That should have been Shaun's happy ending, but an apparently malicious complaint from the company with which he'd had the earlier dispute resulted in Shaun being prosecuted for allegedly stealing £6 worth of used cooking oil from a hotel. He proved that he had a chef's permission to take the oil and the case was thrown out of court - but not before the judge expressed annoyance with the Crown Prosecution Service for taking the nonsensical case to court in the first place. Shaun was formally declared not guilty and justice prevailed.

www.oil-solutions.co.uk

Oil SOLUTIONS Ltd

ROW 6OID

Sir Steve Redgrave **Rowing for Gold**

In recent years, Britain seems to have experienced a resurgence of enthusiasm for sport in general and for the Olympic Games in particular. We have seen the emergence of a cadre of sporting heroes who seemingly dominate our media. They populate our TV panel shows, their books pepper the bestseller charts, their commercials sell us our breakfast cereals and vegetarian meat-substitutes, they influence our choices of bank and fast food outlet. Our love for all things Olympian has grown to the point where we even begin to embrace the eccentric and flamboyant star athletes from the nations against whom we compete.

Of course, our enthusiasm is helped by a stellar line-up of successful athletes who just keep on validating our faith in them by bringing home gold medal after gold medal. Following Team GB's excellent haul at London 2012, all eyes were on the tally in Rio 2016. Exceeding expectations, the British team increased the overall total number of medals it won, becoming the first nation to win more medals at the Olympics immediately following the Games it had itself hosted.

The current generation of international athletes is quick to acknowledge the inspiration they have taken from those who served before them. Rower Helen Glover, swimmer Siobhan-Marie O'Connor and kayaker Joe Clarke are just a few of the many British Olympic champions who have credited Sir Steve Redgrave with inspiring them to achieve success.

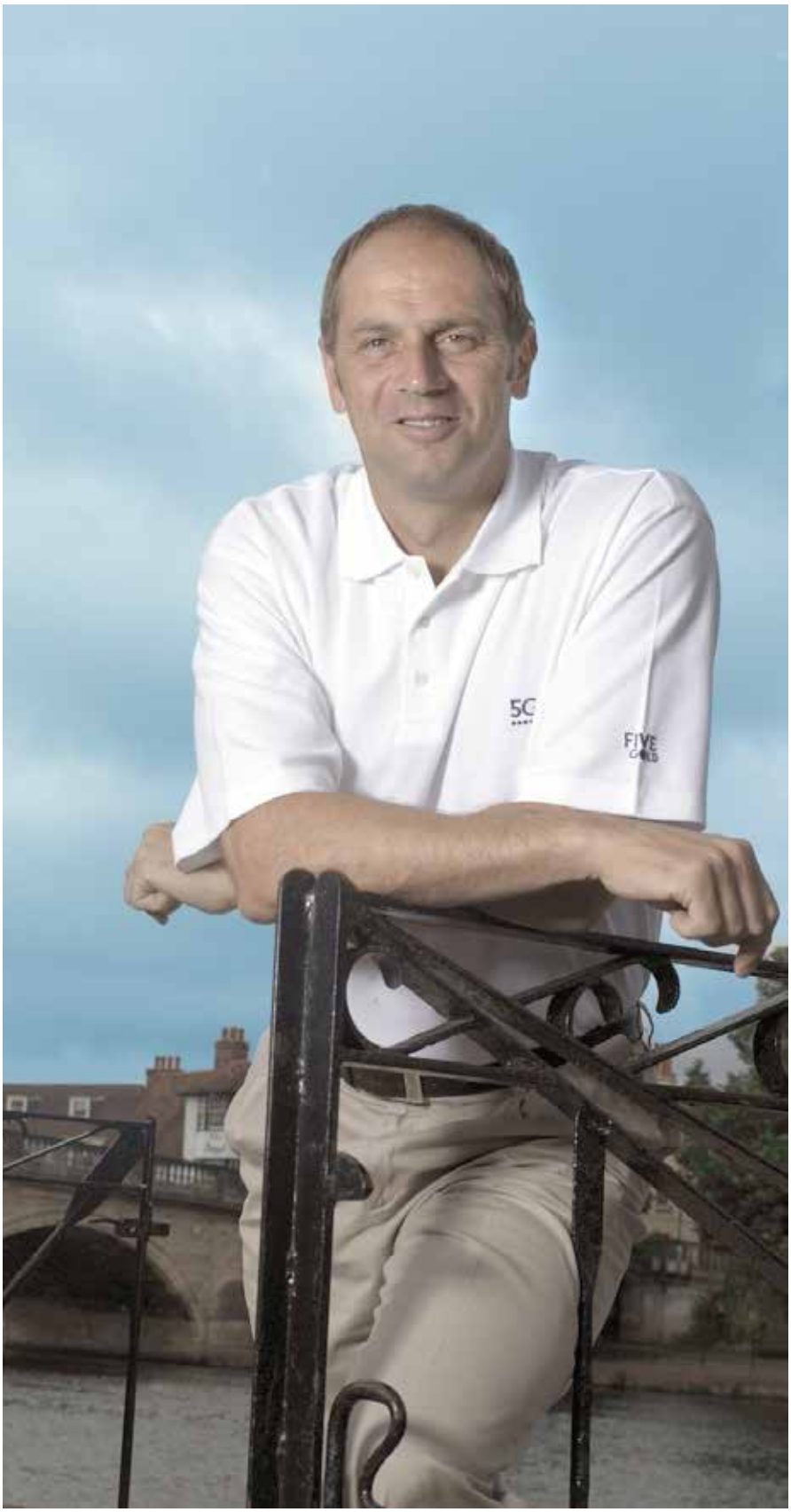
As far as the UK is concerned, Sir Steve is pretty much the face of the Olympic Games. He competed over decades, winning gold medals in five consecutive Games - the only British Olympian to do so.

Regtransfers visited Sir Steve at his beautiful Buckinghamshire home to deliver the number plates for his new personal car registration ROW 601D ("ROW GOLD") in May 2016. This wasn't Steve's first private number plate: his wife, Dr Ann Redgrave, had previously bought him G5 SSR.

As a young man beginning his sporting career, Steve Redgrave worked for his father's construction business, labouring on building sites. His father ironically nicknamed him The Foreman, due to his tendency to stand around rather than work. Steve has attributed those periods of daydreaming to his preoccupation with sport.

Redgrave's career as a rower began when he was a pupil at his local comprehensive, Great Marlow School.

"The head of the English department had two loves: one was rowing and the other was rugby. We were a football school so



>>>

Photography: Stan Thompson

SIR STEVE REDGRAVE: FIVE TIMES OLYMPIC GOLD MEDALLIST ROWER

>>>

those sports never really got an opportunity. He started a small boat club up and asked a few individuals if they would like to try the sport. I thought that going out on the river during school time seemed a lot of fun. At that age I would have done anything to get out of school and messing about on the river seemed like a great idea.

"After two or three weeks of doing it on a Wednesday afternoon and doing it during school sports I sort of got hooked on it. He asked 12 people from our year group and four of us kept it going, staying as a four, with just one change for the next two and a half years.

"In that first year of 1976 we were a junior 14 four. We entered seven events and won all seven so, of course, we thought we were God's gift to rowing. The reality is that your bigger schools, your well-known rowing schools such as Eton, Radley, Shrewsbury, their first boat will be an eight. We didn't have enough people to put an eight together so we rowed in fours. So, with the top schools rowing in eights that takes up their top four and their second four. Sometimes they'll have a second eight as well, so that takes the third and fourth fours out of the equation. That all meant that we would be racing their fifth best four in our year group. That was good for us because it meant that we won a lot of races. It gave you that expectation of winning races. Success breeds success and when you get used to winning you expect to win and you go in with the positive attitude that you are going to win.

"A few years later, when we were going for junior selection, we were racing the top athletes in our year group, but we were still going into those trials thinking that, as we won more races than we lost, we were going to win those trials. Of course, we didn't always win but we were certainly at the top end of the group.

"I think that kind of mentality helps. People like doing things they're good at and want to avoid things that they're bad at. So if you stumble across something and find yourself doing quite well at it, you will then put more time, more vigour, more enthusiasm into it, which means that you'll probably get better at it as well. I would never have classed myself as being the best oarsman in the world but if you find something too easy then there isn't enough of a challenge there to motivate you to do it. I found myself reasonably talented but limited enough that I would need to invest time and dedication to be able to take it to the highest level. Those early years of racing and winning more than we lost put me in a good frame of mind to be able to dream about competing at the Olympics, and when you start dreaming about the Olympics then you start trying to make that become a reality and all your day-to-day training and preparation is geared up for doing that."

In 1992, as widely reported, Steve was diagnosed with ulcerative colitis.

"My diagnosis came 10 weeks before the Barcelona games. That was quite a traumatic time and my performance was tailing off very quickly. I found it difficult to hold consistent performance of any sort. Matthew Pinsent and I raced at the second International Regatta at Essen in Germany. We made the final on the first day of racing - I think we came fourth. The second day we didn't even make the final. As we were coming off the water, following our worst performance in the two years we'd been rowing together, the chairman of the selectors came up to us and said, 'You're selected to go to the Olympic Games. You don't have to race again this season until the Olympics. Go away and get yourselves sorted out. Try to get your performance back'.

"We were world champions and world record holders at the time, so we'd proven the year before that we were at the necessary level but obviously I wasn't very well. We found out what was wrong with me, put me on the right medication and I bounced back relatively quickly. I was a very sick individual leading into the games and a month afterwards I came down with the condition again. Fortunately, for about a two-month period with the Olympics in the middle of it, I was reasonably healthy.

"It's an ongoing condition. I have to take medication on a day-to-day basis to keep it in remission but, touch wood, I haven't had any bouts of that for about eight years now. Then I was diagnosed as diabetic three years before Sydney. In fact, that seemed to be harder to deal with than the colitis. Because the colitis was so close to the games, I didn't really have too much time to contemplate it and it was a case of finding what we needed to do to get the show back on the road. Fortunately we got there in the end."

Famously, Steve announced his intention to retire after his fourth consecutive gold medal at the Atlanta Games but that wasn't quite what happened.

"Ah, yes. I said If anyone saw me near a boat again they'd got my permission to shoot me."

That seems like a pretty firm declaration of intent, so what changed Steve's mind?

"I love Australia as a country. I've been out there a number of times and we've got relatives out there. I love their outdoor sporting culture. In Australia all the mornings seemed to be like this with no wind, warm sun. I don't go out on the river very often but on a morning like this you'd think about it. It sort of inspired me to be a part of the Sydney Games.

"The Atlanta Games obviously was successful for me but overall as the British team, well, we didn't do as well. In fact, we only won one gold medal at those Games. The organisation was quite mixed. Some areas were incredible: the stadiums they put together were outstanding. At the rowing venue at Gainesville they put an 18,000 seat stadium into the water - on pylons - right next to the rowing course. Incredible views. Somewhere, I don't know quite where, I have a photograph of our tiny little boat in front of this massive, great stadium. In rowing we don't usually get that - we're quite isolated. To have a course that is just over a mile long, 2,000 metres, and eight lanes wide, you don't have them in city centres. They tend to be more out of major cities, so being in that situation and having this incredible stadium was pretty special. But the transport system was awful. The bus drivers were getting themselves lost and some people were missing their events because of the traffic. No, they weren't brilliant at every aspect of it.

"I thought Sydney would be pretty special and I felt that I didn't want to retire at 34. I thought I could go on for another four years to 38 and compete in Sydney."

Indeed he could. The Sydney 2000 Games brought Steve's fifth and final Olympic gold medal and a place in sporting history.

We asked Sir Steve how he thought the 2016 British team would fare.

"I think really well. History shows that the country that has hosted the last games normally does quite well at the games afterwards and then it falls off the edge. So, I'm expecting a great performance from Team GB in rowing and cycling. I think they're going to struggle to get the same amount of medals and gold medals that they had in London.

"In rowing we had our best games ever. We won four golds and nine medals in total. That beat our previous best which was 1908, so it's taken quite a long time to get back up there. I think in Rio we'll probably win two, possibly three golds and six or seven medals in total, so still much better than any of the British rowing teams that I was on. That would be a great performance if we can do that.

"I think overall I would say Britain's medal count could be somewhere similar to Lon-

>>>

don and I think gold medals will be slightly down, but hopefully still in the twenties. We got 19 in Beijing; I'm hoping we are going to still beat that 19, but 29 I think is going to be extremely difficult."

As it turned out, Steve's detailed predictions were right on the money. As he expected, Team GB did exceptionally well. As he expected, our cyclists and rowers delivered great performances but struggled to equal their 2012 medal totals. He was right that the rowing team would win three gold medals and he was right that our overall medal tally would be similar to that of 2012 (it went up by two), while the number of gold medals would be slightly lower (it went down by two).

Steve's wife, Ann (Lady Redgrave), is a rowing Olympian in her own right and competed at the 1984 Games in Los Angeles. She is also a doctor and was Chief Medical Officer to GB Rowing between 1992 and 2001. She continues to have involvement with the sport in a medical capacity.

The couple have three children. If there is a genetic component that inclines one to take up sports, it appears to be inconsistent in its manifestation.

"Two of my children are quite sporty and one is not at all. My eldest, Natalie, is now a doctor. She's more of a netball player than anything else but being a junior doctor it is difficult to commit yourself to a team because you're working shifts. She's working nights at the moment and so finds it very difficult keeping her sports going. She did row for a little while. She was actually at Oxford University doing medicine and she did the women's boat race in one of the years she was there.

"My next daughter down is just finishing university, literally, she handed her dissertation in this week. She's in event management so she's looking for a job… I'm hoping she's looking for a job! She has never really been into competitive sport. She goes to the gym and works out a bit but never really got into the competitive side of it.

"My son *[Zak]* is eighteen and he's actually got an exam today at the start of his A-Levels. So, I've got one left to put through university. He's more of a rugby player: a second row forward, six foot six with size 14 shoes. He's also a very good basketball player but at university I think he'll probably end up playing rugby even though he's talking about possibly rowing or doing basketball. We'll see what happens at the end of the summer holidays, but I can see him playing more rugby than rowing. Rowing you have to be a little more consistent and methodical about your training, which makes it difficult to party hard as well as do the volume of training that you need to do to be successful at it, and he likes partying so the rugby suits him very well."

Steve may have retired from competitive sports himself but he has found plenty of related channels into which he has poured his time and energy.

"Within weeks of retiring after Sydney I got involved with the bid process for London 2012. I was the fourth person on the team that put together the application to go into the IOC *[International Olympic Committee]*. We had the chief executive and the chairman of the British association and a guy called David Luckes, a former hockey player, who was out in Sydney assessing to see if we could actually put a bid together. I was brought on board to convince the mayor, Ken Livingstone, and the government at that time to back the bid. Once we got all the parties on board I became part of the board and the presenting team out in Singapore when

>>>

SIR STEVE REDGRAVE: FIVE TIMES OLYMPIC GOLD MEDALLIST ROWER

>>>

we won the bid in 2005. I played a slightly lesser role once we'd won the bid, but it was pretty special to be part of that.

"I'm chairman of Henley Royal Regatta, which has 177 years of history and very iconic within our sport. It's a volunteer role, an honorary role, but it takes up most of my time so when we've finished here I'm going over to the office in Henley. Our event is in six weeks time so it's pretty full on at the moment. Entries close in three weeks time so we're getting all the infrastructure together. It's estimated that 300,000 people come through Henley in that week."

Hang on. There's more.

"I'm also a trustee of Comic Relief, and Sport Relief was set up in this very room. I'd been involved with Red Nose Day and we did quite a lot of sporting activities and sporting challenges, so Kevin Cahill, the chief executive who's just retiring, came to me and said he'd got this idea. One of the problems they had with Comic Relief and Red Nose Day at that time was that, because it happens every other year, they had this amazing staff who would come up with some really fantastic fundraising ideas for Red Nose Day, but then they had 18 months where you start the preparations for the next one. Those people aren't going to sit and twiddle their thumbs, they want to be challenged in different areas, so they were losing quite a lot of talented support staff. So, Kevin came to me and asked me what I thought of the idea that turned into Sport Relief, although it wasn't called that at the time. It was partly a way of keeping talented staff employed constantly by going back and forth between Red Nose, Sport Relief, Red Nose, Sport Relief… 2002 was the first Sport Relief and the gimmick that was being sold - because it was done in the summer in those days although it's gone back to spring now - was to get the British public more active and fundraising at the same time. We linked it in to try to get schools to do their school sports days in that week to try to raise money for Comic Relief as well but linking it to schools. They had medals that they would get given and those medals had my face on them. It wasn't a very big hit so there's probably thousands of those medals around somewhere with my gruesome face on them.

"2004 was Roger Bannister's 50th anniversary of breaking the four-minute mile, so a lot of the challenges we came up with were based on doing something for a mile. We set up quite a lot of mile runs around the country. Some people did more than a mile as a challenge but a mile is something that most people can get involved in and feel that it's an achievement and get some recognition. When you've got millions of people all around the country doing the same thing on the same day it's pretty spectacular."

Sir Steve's sitting room contains quite a few stacked boxes of board games but he denies that, as a family, they play them that much.

"No, not really, but we're a difficult family to buy presents for and so at Christmases we tend to… My eldest sister likes to do games at Christmas time. Not necessarily board games but it tends to be a pretty standard present for us. We tend to have quite a lot of Monopoly sets and we have a Top Trumps that was based on the Olympics, which is one that I was given. I was one of the ambassadors for Top Trumps at the 2012 Games so there is a card of me in there!"

This, of course, begs the question, is Steve competitive when he plays family games at Christmas?

"I'm competitive at everything, but bad at *everything* except rowing."

We can't agree. This man who was a key part of bringing about both Sport Relief and the 2012 London Olympics is very clearly very good at a lot more than rowing.

Interview: Angela Banh
Story: Rick Cadger

www.steveredgrave.com

Photography: Stan Thompson

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.

For further information, please contact:

Steve Waldenberg
Honorary Organising Secretary
RNC Office, 39 Winding Way,
Leeds LS17 7RG
Tel : 0113 226 7497
Email: **sec@TheRNC.co.uk**

Rod Lomax
Publicity Officer
5 Bank Top, Baldingstone,
Bury, Lancs BL9 6RY
Tel: 0161 764 8180 Fax: 0700 345 1177
Email: **pr@TheRNC.co.uk**

John Harrison
Archivist & Advisor
175 Hillyfields, Loughton, Essex IG10 2PW
Tel: 020 8508 8851
(evenings/weekends only)

RNC Rally 2016

July saw members of the Registration Numbers Club meet up in Norfolk at the North Norfolk Heritage Railway western terminus just outside the market town of Holt. This was an excellent venue and as the club had not held an event in Norfolk before this was a first for them.

Some great registrations were on display and this, along with historic steam trains in abundance, made for an enjoyable weekend. On the previous evening, several members gathered at the Lawns Wine Bar and Hotel in the delightful market town of Holt for an excellent evening of good food, fine wine and enjoyable company. Thankfully the weather held up for the Sunday rally although it remained cloudy throughout the day, typical of the 2016 summer. Whilst entries were down on previous years, what we lost in quantity we gained in quality, with some superb cherished registrations on display.

As usual, the entries were split into various classes with members operating a self-voting system throughout the day with the following results:

Class A: *Amusing or unusual*
1 **LAD 1E** Darren Moore

Class B: *Owners initials letters first*
1 **NY 1** Nicholas Young
2 **CL 104** Chris Liles

Class C: *Owners initials numbers first*
JOINT 1 **34 RN** Ruth Nichols
JOINT 2 **164 BFD** Brian Damper
JOINT 2 **7777 CC** Colin Cowperthwaite

Class D: *Owners initials No. 1 or other neat number*
1 **PS 1600** Phillip Smith
2 **1967 GA** Anthony Lee

Class E: *Owners initials with date letter*
1 **E8 BRH** Bryn Hauxwell
2 **PDM 1L** Paul D Millsom

Class F: *Names*
1 **99 JON** Jon Parsons
2 **TR16 GER** Roy Rogers

Class G: *Pairs or collections*
1 **804 AFR**: **316 JFR** Chris Forster
2 **VYP 1**: **1 VYP**: **YYY 1** Simon Instone

Class H: *No. 1s or other neat numbers*
1 **1 U** Malcolm Hudson
2 **T 4** Colin Richards

Class J: *Relevant to owner or vehicle*
1 **VW60 MDB** Martyn D Benn
2 **S 186** Stephen Bott
[See page 16]

Class K: *Any other*
1 **NEN 555** Alison Lomax
2 **123 U** Gareth Hudson

Special Awards

Cliff & Karen Thoroughgood
Great history of their number.

Rod Lomax
Classic Mercedes R129 SL280 with cherished number.

The Noel Woodall Trophy 2016
Simon & Sally Instone

A word from **the RNC**

by Rod Lomax

And what of 2017?

Well, next year the Registration Numbers Club will have been in existence for 40 years. It was back in 1977 at a time of crisis for cherished numbers that the club was formed and held a massive inaugural rally at Harewood House near Leeds. Sadly we can no longer afford to meet up at that venue but it is fitting that the club celebrates its 40 year history in Yorkshire where it all started.

On Sunday 16 July 2017 we will hold a 40th anniversary rally at Temple Newsam House to the east of Leeds with a celebratory dinner the previous evening at the Leeds Mercure Parkway Hotel. Full details will be posted soon on the club website at **www.TheRNC.co.uk** Please put the date in your diary now... it promises to be a great weekend.

Members enjoyed an excellent dinner in Holt

R4 FFY

Katie Lachter was a freelance manicurist in the 1980s when she met Daniel, the man she would later marry. Shortly after they met, Katie introduced Daniel to one of her clients. The lady had a son named Raphael, an enchanting 10 year-old with blond ringlets and blue eyes. The cute child made quite an impression on the young couple and they decided that they would like a son like that. They also liked the little boy's name so much that they decided they would name their own son Raffy.

"Being a lifelong car nut and personal registration enthusiast," says Daniel, "I was always interested in acquiring and creating personal registration numbers. I started in 1980 with 52 DAN, which I later sold, and went on to acquire KFA 9, L4 CTR, N8 LAC and DJL 15."

The release of the 'R' prefix plates in 1997 afforded Daniel the chance to acquire the ultimate 'Raffy' number plate.

"Even though we hadn't yet started a family, I wasn't going to miss my chance," he says. "This could be a great investment, so as soon as the telephone lines opened for business that morning I was on the phone in a queue - that's how it was done before the internet! I was persistent and I eventually got through. R4 FFY was secured."

So, by the time their son, Raphael Jack Lachter, arrived on 28th September 1998, he already had his own personal number plate. As young Raphael was not yet of driving age, the number plate was registered to Katie's cars for safekeeping: first a Honda CRV then a Volkswagen Beetle Convertible, a Mercedes SLK and finally an Audi A3 Cabriolet.

"One day when Raffy had learned to read, he recognised his name on his Mum's number plate. He was probably no older than five or six when this happened and it was an amazing moment." says Daniel. "We promised that, when he could drive, he could have it on his car. He always understood that this was special, that he was lucky and we were privileged and has never taken it for granted."

Raffy passed his driving test on 27th September this year and his number plate was duly transferred to his newly acquired Kia Picanto. "Hopefully it will accompany him safely on his journey through life," says Daniel.

Raffy is in his last year at school studying A-level Art, English and History and intends to start a career in animation.

"As long as they are not taken too seriously, personal number plates can be a lot of fun and great investments," says Daniel.

I-Spy

Stephen Bott's interest in number plates goes back to his childhood when he had a little blue book from the Michelin I-Spy series, entitled *Car Numbers and Badges*. You scored points for each car badge or type of number plate you spotted. Upon achieving a certain number of points, you could claim an I-Spy pin badge.

Fast forward about 20 years to when Stephen, from Loughborough, had his BMW 3 Series. "I had been toying with the idea of getting a personal plate for quite a while and ended up buying X9 REP in November 2014," he recalls. "It is not a particularly special plate, but it was my first purchase, nevertheless." After a short while, however, Stephen really wanted a plate with a number 1 and the initials REP *[The letters hold a special significance to his family]*. So, when he spotted Y1 REP was

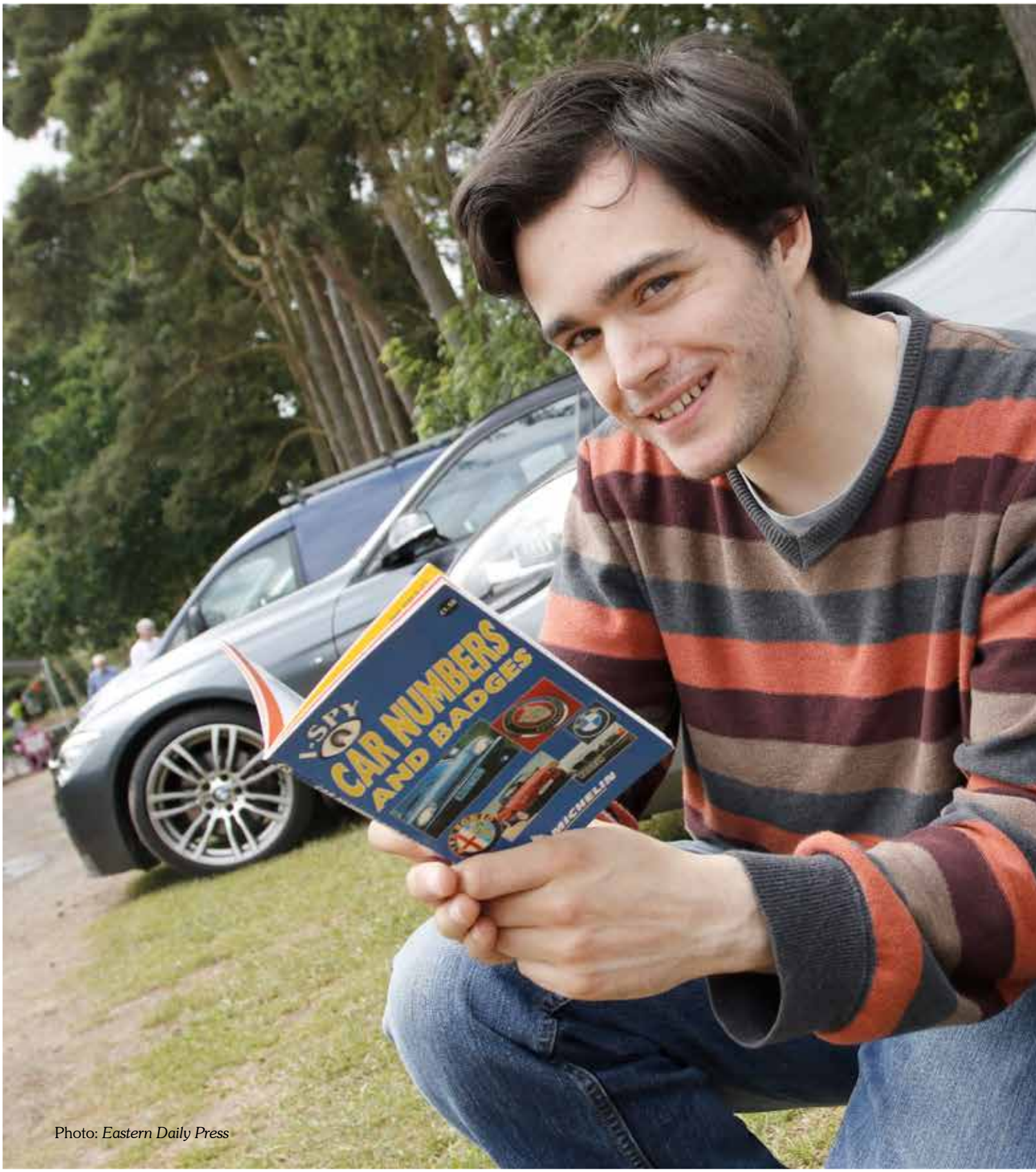


Photo: *Eastern Daily Press*

available as the only *1 REP combination that had never been issued - he took the plunge and bought it. “I decided not to assign it immediately so that I could save it for another vehicle,” he says. “In March 2015, I did buy another car. This was my opportunity to assign Y1 REP, which I subsequently did.”

Having got the number plate bug, Stephen now wanted a really stunning registration to ‘put the icing on the cake’ in terms of his car and knew that a dateless plate would do just that. “I had seen several vehicles driving through a nearby village on a very regular basis which all had single letters before either two or three numbers,” he says. “I had never seen any other vehicles with that layout before; and upon researching the history of number plates, I discovered that these were among the first plates ever to be issued. I set my heart on getting a plate of the same style.”

Stephen spent much time trying to search for a registration that looked really good and meant something to him, but at the same time at a reasonable price. Finally, he found the ideal plate, S 186 on the Regtransfers website.

“S 186 is the perfect plate for me, given that the S signifies my first name, the ‘1’ is because I am an only child and the ‘86’ is my year of birth.” says Stephen. “Number plate history and meaning are very pertinent if I am going to buy a plate of significant value that is personal to me.”

‘S’registrations were issued from December 1903 to November 1920 by Edinburgh Burgh Council

Stephen has, since, added several new plates to his ‘portfolio’ including LA11 CER, P23 TER and MY66 OLF.

To underline his interest in number plates and pride in owning S 186, Stephen joined the Registration Numbers Club (RNC) and attended its 2016 Rally in Holt in July. “It was great to meet fellow members of the RNC,” he says, “and winning a trophy in the category I was entered into was a great way to cap things off.”

Stephen’s interest in number plates has also extended into his work at Charterhouse Holdings plc, which is at the forefront of the visual communications industry. He was instrumental in acquiring a series of plates, X9 RES, XPR 3S and most recently, XPR 35, relating to one of their brands. “The company puts a lot of resources into marketing strategies,” he says, “so the Xpres-related registrations are a great tool to express its identity and to create brand awareness.”

www.charterhouse-holdings.co.uk

Charterhouse
Holdings plc

A Life Sentence

Sixty-one-year-old Bob Iles was born in Darlington, County Durham but he has been a Norwegian resident for many years now.

"I came to Norway on a six-month contract in 1976," he says, "and got a life sentence when I met my wife. The best sentence I've ever served, and there's no time off for good behaviour!"

Bob runs a business called Delta Energy Services providing inspection and engineering services to the global energy industry. "It's a competitive but rewarding business," he says, "and we now have offices in Norway, UK, Australia, Indonesia, USA and the Middle East."

Bob's father introduced him to cherished number plates. "He had R 111 and R 112 when he was alive," says Bob, "and I have two brothers and a sister who all have their own cherished plates."

Earlier this year, Bob bought the number plate CE51 LES from Regtransfers to complement two registration numbers that he has owned for quite some time. B1 LES, which he bought in 1991, is currently on

his BMW 1M but it was originally fitted to a Porsche 911 Speedster that he owned in the 1990s. BOB 11 has adorned a number of cars since 1979, including a Range Rover, an MG TF and a number of BMWs. It is currently on his Aston Martin Vantage V8, which was a 60th birthday present to himself.

"My Norwegian wife is called Cesilie, pronounced Cecilia," says Bob, "and I suppose the CE51 LES registration number is about as close to her name as I can get. It's currently on a 2005 model BMW M3."

www.des-global.com

Bob tells us that they do not have personal number plates in Norway, although the government are considering such a system. Bob's Norwegian registered Porsche Macan displays RK 99400. "It was so difficult to get two zeros," he says, "so I'm hoping they do introduce a cherished number system soon."

For the latest news and articles and to subscribe to our online newsletter, please visit
www.regtransfers.co.uk/news

Dan Gets a Rude Awakening!

Regtransfers team member Dan Wilson recently received an abrupt reminder that one must always look and listen before crossing the road.

Number plates sales adviser Dan hurried from our Dunstable office one Friday evening. His mind was focused on his plans for later that night but, for Dan, there was very nearly no later to plan for. As he ran out of the front door of the Regtransfers offices and across the quiet service road immediately outside, he was oblivious to the car proceeding along that same service road. Dan didn't look before crossing and the driver's view was blocked by parked vehicles. That combination resulted in a sudden meeting of man and machine.

Luckily, both Dan and the driver escaped serious injury despite the spectacular nature of the collision you'll see in the video. A few minor bumps and scrapes were the only physical ill effects.

Of course, once everyone knew that no lasting harm had been done, Dan took some flack for his lapse of concentration. He acknowledges that he had a very lucky escape and that things could easily have been tragically different. He has agreed to allow us to share the video of his accident in the hope that it will help people to remember to look both ways before crossing even a small or quiet road.

For our part, we are just very relieved that no one was seriously hurt.

Our security cameras captured the event and you can watch it on our blog page at www.regtransfers.co.uk. The video contains some startling footage but, again, we emphasise that no serious injuries resulted to anyone involved. We thought it worth sharing as it does make for a pretty clear road safety reminder.

To Bee or Not to Bee

Can you spot them? Hundreds of bees tagged with 'number plates' have been released in London to reveal the insects' secret lives.

500 individually-numbered bees were released from the roof of the Queen Mary University of London as part of the School of Biological and Chemical Sciences' London Pollinator Project.

"The fact that the bees have individual 'license plates' will allow anyone interested to develop their own science project, and ask scientific questions about the behaviour of bees," said project leader Professor Lars Chittka. "For example, citizen scientists might be intrigued to see the same bee return to their balcony and might record when during the day, how many times and which flowers they prefer," she continued. "They may be curious about what these regular visits tell us about a bee's memory for places and why certain bees prefer particular colour flowers."

The university are inviting the public to take photographs of any numbered bees that they see and send them in. There are prizes on offer for the best images.

Come Dancing

We are happy to see our former magazine cover star Greg Rutherford is taking part in this year's *Strictly Come Dancing.* Greg is paired with professional Natalie Lowe.

On My Radio

According to recent government statistics, more and more people are buying personal number plates. In an interview with The Daily Telegraph, our marketing manager, Angela Banh said, "In the 1980s and 1990s, there was snobbery about personalised number plates, but now that's changed."

The story was taken up by both BBC Radio Essex and BBC Radio Five Live where Angela was invited to discuss the recent upsurge of interest in the industry.

Back in the Game

And another of our cover stars is back in the news. Ali Carter, is once again back among the world's top 16 snooker players following his World Open final victory over Joe Perry.

Surprise

Harry Cohen, from East Yorkshire, has owned his HC 7 personal registration for over 30 years. So, when he asked his wife, Margaret, to choose one to go on her Mercedes SLK, she opted for the complementary HC 107.

Margaret's Mercedes was a surprise birthday present from Harry. In fact, the car - though some might consider it extravagant - was one of the more conventional gifts Harry has bought for her over the years.

"The most talked about," recalls Harry, "was on 14th of February one year: the delivery of two one-month-old heifer calves named 'Val' and 'Tine'. Margaret said it beat a bunch of roses and a box of chocolates."

'HC' registrations were issued from April 1911 to September 1949 by Eastbourne Council.

'DRM' registrations were issued around 1939 by Cumberland County Council.

No Mistake

David Mallinson has always regretted not purchasing 6 DRM when he first saw it advertised some 40 years ago in *The Sunday Times* for just a few hundred pounds.

"When I found that Regtransfers had DRM 6 up for sale I wasn't going to make the same mistake I made with 6 DRM," he says.

As can be seen from their number plates, David and his son, Daniel, share the same initials.

"F15 DRM is particularly appropriate for Daniel as his birthday falls on 15 February," says David. "The fact that both our vehicles are Volkswagen 'R' models is entirely coincidental."

Finance Available

Now, there's an easy way to spread the cost of your perfect personal number plate. Our low-cost, no deposit credit options mean that the very best cherished numbers are now affordable for most people, not just the rich and famous.

Our credit partner, V12 Retail Finance, will process your online application immediately, so you will have your decision straight away and there will be no waiting around for paperwork to be posted back and forth. Your new cherished registration can be ordered within just a few minutes.

For many people, budget restrictions mean that their choice has been limited to cheaper numbers. Low-cost number plates are fantastic value and great fun, but the extra choice made available by smaller payments over a longer period brings a whole range of outstanding name and word numbers within reach.

Explore that expanded choice using our variety of search tools. The general search that you'll find on every page is a good way to get ideas. By entering whichever names, words or initials may occur to you, we'll return a selection of numbers that may suit you. Our themed searches present more focused suggestions in various categories: *Naughty Numbers, Make Your Own, Jobs & Interests, Dateless.* Whatever you're looking for, you have come to the right place.

For more information,
please visit:
www.regtransfers.co.uk/finance

e.g.

V12 Retail Finance

Examples of finance over 48 months at 19.9% APR representative

Plate price	Total inc VAT	Monthly payment	Total payable	Total Interest
£157.00	**£268.40**	**£7.93**	**£380.44**	**£112.04**
£475.00	**£650.00**	**£19.19**	**£921.34**	**£271.34**
£1,495.00	**£1,890.00**	**£55.80**	**£2,678.51**	**£788.51**
£2,495.00	**£3,090.00**	**£91.23**	**£4,379.15**	**£1,289.15**

Registration Transfers Ltd is registered in England and Wales 3933658. Registered office: 139 High Street South, Dunstable, Bedfordshire, LU6 3SS. Registration Tranfers Ltd only offers credit products from Secure Trust Bank PLC trading as V12 Retail Finance. Registration Transfers Ltd is authorised and regulated by the Financial Conduct Authority. Our registration number is 683825. Credit provided subject to age and status.

Bingo!

Well, Jill Colk from Norfolk has finally done it. She always wanted a two-seater sports car with her own private number plate.

"It took me just over a year to get them," she says. "I love going to bingo once or twice a week and, whenever I won, I put the money to one side.

"Last year the balls were on my side and, bingo! I now have my pride and joy.

"I would like to say a big thank you to Regtransfers for a very easy, pleasant and smooth transaction," says Jill. "I was looking through the website and thought this registration stood out well. The numbers didn't particularly mean anything to me, they just looked good on the car."

Jill's husband owns a motor engineering company in Norwich. "We get a lot of comments on how eye-catching the number plate is and, best of all, no one knows how old the car is. When I tell them it is nearly 16 years old they cannot believe it."

"I would also just like to say a big thank you to Regtransfers for a very easy, pleasant and smooth transaction."

'JIL' registrations were issued around 1993 by Fermanagh County Council.

Social Media GALLERY

Here is a selection of some great number plates that have been spotted by our followers.

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

Proud Lutonian brothers Calvin and Leon Fehr have been busy. The pair began buying and selling cars when they were very young. They were motivated equally by an obsession with cars and the desire to earn some extra money. In 2008, after the financial crisis struck, Calvin and Leon set up a hand car wash business in Dunstable. Washing cars was hard work, especially during periods of cold weather, but the brothers persevered and eventually went on to establish two more car wash sites.

"We found ourselves putting just as much energy into trying to buy our customers cars as we did into cleaning them," says Calvin, "so two years later we sold the car wash business and began buying and selling cars full time. We have pretty much worked seven days a week since."

Calvin and Leon have built up several car-related businesses, the main one being thecarbuyingshop.com which is based at various locations in Bedfordshire.

One of Calvin's main individual activities is his 'car diary'.

"Calvin's Car Diary is simply me documenting some of the cars we buy each day. It started off in 2011 as an online magazine on Facebook but now it's a regular YouTube vlog of my car life. I have this massive passion for cars and I've gradually discovered that people love to see and share it.

"I've had loads of great moments doing the Car Diary. I've driven some amazing cars and met some cool people, such as the boys from Blazin' Squad and Yianni from Yiannimize *[car customisation specialist, who reworked James Buckley's amazing Mini featured in issue 38 of this magazine]*. I met and shot a video with the players from Luton Town FC, and my favourite moment of all was when I made a video with Mike Brewer from The Discovery Channel's *Wheeler Dealers* TV show. I have an invitation to go along with Mike to his show at the Lancaster Insurance Classic Motor Show at the NEC in Birmingham. It will be another chance to do a video with him.

"Another recent highlight has been having the opportunity, with the help of my social media followers, to raise £4,000 recently with the #HelpStevenPlease campaign."

Calvin's YouTube videos clearly show that he invested a lot of emotion and energy in the campaign to raise funds for a young man from Luton who suffered serious brain injury in a car accident. The money was needed to pay for modifications to Steven's parents' home so that he could spend more time there, instead of being stuck in a care facility many miles from home. Calvin was only too happy to do what he could to promote the cause.

As well as YouTube and Facebook, Calvin is very active on Instagram.

"That was the main reason for getting my D14 RYY plate. One of the easiest and most unique hashtags to use on Instagram is your private registration. I may change my car time and time again over the coming years but my hashtag, #D14RYY, will always stay the same.

"Private registrations are unique to a car, business or individual. I want my plate to be recognisably linked to my car diary. Instagram is huge and I think this kind of use may help the market for private numbers to get even bigger.

"As well as D14 RYY, we have various other plates including, JE12 RYY, AS51 HOL, 3 NDL, 6 GKA and a few slightly less exciting ones. The first plates Leon and I ever bought were C7 EHR and L7 EHR.

"I like the recognition you get from a good plate. Take, for example, the new BMW M4. They are loved by everyone: they look amazing, they sound better than most cars on the road, they stand out and they come in a variety of different colours. It's a very special car - but somebody else on the road can have that exact same car which is fine, but it means you're not unique, even with an M4. With a private reg, you can really stand out."

www.thecarbuyingshop.com

Under the Hammer

It is now common practice to apply the word 'antique' to a collectible object at least 100 years old. By that definition, many vehicle registrations easily fall into that category.

Whether they qualify or are simply of great potential value because of their inherent desirability, their value on the open market continues to increase year upon year.

Both private and government-sponsored auctions have yielded spectacular prices over the last few years and the trend shows no sign of abating. Number plates are fast becoming an essential part of any investment portfolio.

Here are some examples of the prices achieved at recent events:

111 0	£54,512
85 0	£52,568
145 S	£32,480
918 XXX	£32,480
81 UE	£29,240
40 L	£28,592
1 MYX	£21,594
9 OU	£21,075

Morgan Motor Company
Malvern, Worcestershire
July 2016

The Dubai license plate D5 has sold for 33 million dirhams *[about £7,250,000]* to an Indian businessman.

Balwinder Sahani bought the number O9 last year at an auction for 25 million dirhams. His latest acquisition is also related to the number nine since it is the fourth letter of the alphabet plus five.

5 UV	£66,176
675 M	£39,608
321 0	£37,644
KN15 HTS	£37,146
500 000	£32,480
150 XK	£31,184
8000 00	£28,592
10 SJM	£28,074
80 NDD	£27,296
918 P	£25,352
25 OGT	£22,112
181 M	£20,816
8 OV	£20,168

Eastwood Hall
Nottingham
September 2016

Prices shown include fees and taxes

The Regtransfers Auction

Not to be outdone, we have successfully hosted our own online auction for many years.

It works just like a conventional auction, allowing you to bid on registrations or sell your own with the assurance of having us oversee the whole transaction.

It's a great alternative for buyers and sellers alike. So, why not take a look?

www.regtransfers.co.uk/auction

Photograph: courtesy of Tom Hartley Jnr Ltd Archive

Scott Janitorial Supplies

Keith Airey is the managing director of Scott Janitorial Supplies. The company imports and distributes cleaning machines, products and equipment throughout the UK, supplying educational, catering, nursing and healthcare establishments and even a US Air Force base.

The company has five delivery vehicles, all bearing SJS number plates: V9 SJS, V90 SJS, L6 SJS, CA11 SJS and N5 SJS. Previously they also had L5 SJS and M8 SJS.

Scott Janitorial Supplies was formed in 1986 and is currently 30 years in business. The company employs 25 people at its 13,000 sq. foot warehouse, offices and training centre in Keighley, West Yorkshire.

In addition to the collection of business-themed registrations, Keith has his own personal number plate, 64 KAA, on his Land Rover Discovery. His wife, and company financial director, Annette, displays J1 KAA on her Porsche.

www.scottjanitorial.co.uk

Driver, Kirk Humphreys, with V90 SJS

Longest serving member of staff, 'Stu' Freeman, with V9 SJS

scott
JANITORIAL SUPPLIES
Innovative cleaning solutions
Enviro
JANGRO
0800 1957 801 www.scottjanitorial.co.uk

Keith and Annette

Lee Turner from Hertfordshire is the owner of London Security Syndicate Ltd. He has recently purchased LS51 SEC, LS52 SEC, LS53 SEC, LS54 SEC and BO55 LSS to go on the company's hi-visibility patrol cars.

"Since a young age I've had a big interest in personalised registrations and nice cars," says Lee. "This comes from my grandfather who used to own TED 1 on his Mercedes back in the 1970s. He currently owns TEN 1S on an Aston Martin DB9, LYE 1 on a Mini Cooper S & M12 EMT currently on retention."

Lee also purchased BO55 LSS to go on his Porsche Panamera. "These personalised registrations reinforce our professional image," says Lee.

"London Security Syndicate has over 12 years experience in the security industry and provides our clients with a quality service for their peace of mind.

"We provide a tailor-made service which is designed to be cost effective but at the same time enables our clients to be secure and protected." says Lee.

It Wasn't Easy

Vickash Bissessur started Diesel Driving School in 2009. "It wasn't easy," he confides. "I used to jump from franchise to franchise trying to fit in and find a company that could supply me with a constant stream of customers so I could demonstrate my skills in driver education."

None of these franchises worked out for various reasons so Vickash decided to go it alone, working hard to establish a strong reputation. His success was such that his driving courses in North West London and South Hertfordshire are usually fully booked for some months in advance.

"My new BMW really attracts the customers and the new number plate, VD13 SEL (Vick DIESEL) from Regtransfers, is great advertising too."

The 'Vick Diesel' nickname originates from the first email address Vick's brother signed him up to (obviously a nod to action movie actor Vin Diesel).

"A friend was looking for a registration for his new Porsche and came across VD13 SEL," says Vick. "He took a picture and sent it to me and I bought it within the hour."

Vick is a workaholic, and has invested a great deal of effort in making sure that his driving school is presented in memorable style, with his metal pressed business cards, bright orange BMW and matching uniform. The school's vehicles are fitted with road cameras for easy playback of mock test errors and lesson feedback.

"I'm a perfectionist," he says, "and the new registration is just the icing on the cake. I like to be different which is why I feel all these small things add up to show me as a guy who really has a passion for his job. I like to stand out from the crowd of driving instructors. When people see that they keep referring their friends and family."

www.dieseldriving.co.uk
www.facebook.com/dieseldriving

mail

What's the story?
Send *YOUR* photos to
editorial@regtransfers.co.uk

ER13 MAC

I passed my driving test in 1962, in a 1935 Riley Kestrel - a lovely car. I passed my two-part motorcycle test in 1982, in Aberdeen.

I married my dear wife Liz in 1966 - Not only a good year for the England squad! We are off on an Adriatic/Aegean cruise to celebrate our 50th anniversary.

We have a wonderful family. Our daughter, Audrey, is a schoolteacher here in Kirkcudbright, where we have settled after living in Spain for five years. Nelson, our son, lives in Dubai which is a great venue for winter vacation. We are fortunate to be able to play golf in winter on some of the best courses in the world.

I initially looked for the registration EL17 MAC for my wife, Elizabeth Mackie *['17' plates were not available at the time of the enquiry]*. Your staff were very efficient in finding my personalised number, ER13 MAC, at a price that even a Scotsman didn't begrudge! It looks great on our Mercedes 250 Sport AMG, one of the best cars I have owned, with a Morgan plus 8 close behind.

Eric Mackie
Kirkcudbrightshire

"Your staff were very efficient in finding my personalised number."

R200 PUP

Just couldn't resist this plate for my SLK 200. It has my initial and my lovely little Westie pup gets a mention too.

It was a great price and the transaction went very smoothly.

Thank you all at Regtransfers.

Rob Thorning
Plymouth

RT03 SAX

I play the saxophone in a covers band so this is the perfect plate for me.

My wife owns MY64 FET and has N7 FET on retention. We have bought all three from yourselves.

I have always been interested in how number plates work since having the *I-Spy* book in the late 1970s.

I am always on the look out for private plates for my family, most of them are out of my price range although I enjoy window shopping for them. Thanks to you all.

Richard Tucker
Norfolk

PI GNC

Regtransfers sold an existing cherished plate for me. It came with the car and was of no relevance to me. I then bought an appropriate cherished plate for myself and also made a large profit on the deal.

Thanks to Regtransfers for dealing with the sale and purchase and making it a simple transaction.

Not much else to say really except that I have been a 'number one printer' - hence the 'P1' - for 48 years, earning money the hard way but without the stress of being an owner.

Graham Cox
Surrey

"Thanks to Regtransfers for dealing with the sale and purchase and making it a simple transaction."

mail

What's the story?
Send *YOUR* photos to
editorial@regtransfers.co.uk

HAG 8ID

Meet Hagrid, a four-year-old Leonberger who weighs 11 stone, strong as an ox but a 'gentle giant' in nature.

Hagrid, who we have owned since he was seven weeks old, enjoys his walks in and around the New Forest where we live, is trained as a water rescue dog and, not surprisingly, is well-known locally, attracting interest and attention wherever we go.

Hagrid's name was inspired by the character in author J K Rowling's Harry Potter books, played by Robbie Coltrane in the films.

We were so pleased when Regtransfers advised us the plate was available and could not resist the opportunity to buy it with their help.

Andy and Sue Brooks
Hampshire

"We were so pleased when Regtransfers advised us the plate was available."

GE08 FLY

My mum and dad surprised me for my 18th birthday by purchasing the registration GE08 FLY for me and placing it on retention.

The reason for buying the number was that I achieved my private pilot's licence in August 2015 and recently passed my practical driving test in February 2016. Shortly afterwards I got my first car, a 2011 Ford Fiesta.

I began my interest in aviation and flying in 2012, when I was 14. I achieved my first solo flight days after my 16th birthday and got my licence to fly when I was 17. I only got my driving license in the post a few weeks after my 18th birthday, meaning I can officially say that I could fly a plane before I could drive a car!

I have recently got a job at East Midlands Airport which I will do alongside attending college next year.

I wish to start studying for the theoretical exams needed for a commercial pilot licence. In the future I wish to become an instructor and eventually an airline pilot.

I think the plates look excellent especially when pulling into the flying club car park.

George Hunter
Nottingham

WA51 FAT

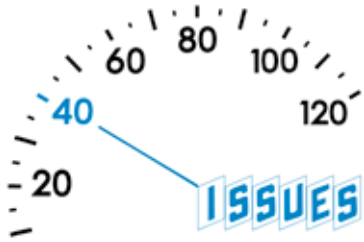
My twin brother Paul (pictured with DA53 PER above) and I were celebrating our joint birthday and came up with the idea of finding out if our surname was available on a number plate to put on our family car.

It came as a pleasant surprise to find DA53 PER at a very reasonable price on the Regtransfers website. It was not long before we decided to go ahead and buy it and, in early January 2015, the plate was fitted to the car.

Paul and I have, for a number of years, worked in the world of computer repairs. We have lived at our address for the past 64 years and are well-known in the neighbourhood. People have recognised our name and have reacted with pleasant and positive comments.

The number plate WA51 FAT was purchased a few years ago when I was more involved in trying to keep fit at the local gym. Still trying! It always gets a lot of attention and over the years I have had many requests for me to sell it.

Steve Dashper
Southampton



Those of you who have been with us since our 30th issue may recall that, in that issue, we related the tale of how this magazine came to be. Well, for this, our 40th issue, we felt that it would be appropriate to recite the legend once again for those who have joined us since.

Many years ago, Regtransfers produced a brochure. It was a nice, A5 volume packed with registration listings - but then, suddenly, our MD decided that it wasn't enough.

He described his vision to the marketing department: we would publish a magazine, a real magazine, with colour pages of articles and photographs as well as the number plate listings.

Of course, we listened carefully. We considered the time and resources that such a project would demand, and how much it would cost. We did careful calculations, double checked our answers, and came to the conclusion that he must be crazy. However, as none of us was qualified to make a formal psychiatric diagnosis, we simply had to get on with the job, even though we knew it was impossible.

What you hold in your hand is the 40th impossible issue of The World of Personal Number Plates. A professional publication, produced in-house by a team that also copes with the day-to-day marketing demands of an industry leading business.

Our celebrity interviews have become the most popular feature of the magazine, a feature that has confirmed our place as number plate provider to the stars!

The Regtransfers magazine is still unique and unrivalled in the industry. There is nothing like it, and we believe that there never will be.

Thank you for reading. Here's to the next 40 issues.

Issue 40 £5.95 where sold 90
9 771745 183006

WHY CHOOSE US

Tom Hartley Jnr understands that buying fine automobiles should be a fun and passionate process. With over 20 years of personal experience dealing at the very top of the market, he has built enviable client loyalty and a world-wide reputation upon his exceptional knowledge, impartial advice and commitment to quality in every aspect of his business.

VEHICLE SALES

Whether it is a classic car or a modern supercar that you seek, our range of stock is both extensive and diverse. Our cars are hand-picked by us with strict criteria for quality, provenance, condition and originality. In short, the cars on offer are the best you will find anywhere on the market, and meet the requirements of any potential client anywhere in the world.

BUYING STOCK

We have the resources and expertise necessary to make selling your car easy, fast and totally hassle-free. We pride ourselves on making instant decisions and rapid transactions, which allows customers to realise the value of their cars in the fastest possible time. We can make the sale of your car a fast, pleasant and efficient process.

VISIT OUR WEBSITE OR CALL FOR FURTHER DISCUSSION

Telephone: **+44 (0)1283 761119** www.tomhartleyjnr.com