

The World of Personal Number Plates 50th Issue

# Regtransfers



CARL HARTLEY



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Regular readers will know of the near-legendary Tom Hartley supercar dealership. Those wealthy few who like to be the first in the UK to own the latest elite, performance car will definitely know the name of the man and the company renowned for achieving the near-impossible and obtaining the virtually unobtainable.

On our latest visit to the company's new showroom in Overseal, Derbyshire, our team spent time with Tom Hartley's younger son, Carl, who is co-owner and director.

Carl's father's adventure in prestige automobile sales began in 1973 when, as a 12-year-old boy in Glasgow, Tom Hartley sold his first vehicle. No, that's not a misprint or faulty research: it's just history.

Tom felt little inclination to attend the school that, he says, had labelled him a dunce. Apart from his disdain for the disparaging attitude of the institution, Tom was soon far too busy making money to go to school. By the 1980s Tom Hartley had moved south and had established a base for his growing business in Derbyshire, the county that remains its home to this day.

The unorthodox example set by Tom Sr has been followed by his two sons, Tom Jr and Carl. Both younger Hartleys joined the family business at alarmingly precocious ages (although Tom Jr has since moved on to other ventures) and both sold their first cars before reaching their teens. The scepticism towards traditional education is another trait that seems to be in the Hartley blood.

The dealership is a true family business and it's not the exclusive domain of the men. Tom Hartley's daughter, Priscilla, is the company's financial controller.

As Carl Hartley shows us around the impressive building, he explains how he followed his father and elder brother into the world of supercars.

"I came into the business after I left primary school at around 12," Carl says. "I never went back to school after that so the business

is actually all I've ever known. For me, being around it was always normal. A bit different to normal for other six, seven or 10-year-olds but, for me, it was everyday life."

It is hard to look around the Tom Hartley showroom and entertain the phrase "everyday life". The setting, like the business, is completely extraordinary and so it should be. With tens of millions of pounds in stock displayed for the benefit of potential customers, the new facility is not just a showroom: it is a gallery. Everything about the new building is designed to impress and to show the amazing vehicles to their very best advantage. Lifts, turntables and glass floors allow the cars to be viewed from 360 degrees in any plane. You want to see what the underside of your new Bugatti looks like? Step this way, madam. The lighting alone was a major project involving a team of specialist lighting designers whose brief was to provide illumination to accentuate every clean angle and seductive curve of whichever bank-breaking supercar may be on display. Tom and Carl seem to have thought of everything and once they had thought of it they had it built.

The showroom is like the set of a utopian science fiction movie where everything is spotless and light gleams from countless glass and gleaming white surfaces. The thinking behind this facility is clear: We are in a class of our own, ergo, our new showroom will be unlike anything any other dealership has ever dreamed of.

Step outside and the visual overload continues at the lake. If we thought they had thought of everything when we saw the showroom we were mistaken. Bordered by grass and trees, the lake is the setting for yet another jaw-dropping experience. It is not unusual for visitors to the Tom Hartley showrooms to be greeted by the sight of a £100,000 performance car driving serenely across the surface of the lake. Yes, we do literally mean the wheeled equivalent of walking on water. Thanks to a miracle of design and engineering, the Hartleys found



*“The last thing that would leave my possession would be my number plate. I’d sell my house first!”*







Carl with his father, Tom Hartley.

yet another unique way of showing off their product. If you've ever seen those photographs of Alpine scenes with mountains and blue skies reflected in clear, mirrorlike lakes, you'll be able to understand the potential. Pick the right day and the perfect promotional photograph is in the bag. The seemingly impossible effect is achieved by means of an ingenious bridge that crosses the lake just below the surface. It was a challenging and expensive detail but Carl and Tom consider it money well spent. After all, if a customer wants a great spot to land their helicopter, the bridge is up to the job. How many other car dealers can offer that? OK, now they have thought of everything.

"Over the years the business has expanded, expanded, expanded," says Carl. "We just needed more room. We wanted to keep everything on-site and part of the estate, as we all live here. We were very lucky with planning and we managed to get this incredible 15,000 square-foot, three-storey showroom passed so we started building straight away. It has given us more room to





hold all of our stock and to expand for more stock.

“If you look at how the cars are arranged, they’re spaced pretty sparsely because that’s the way we wanted to keep it. If need be we could fit a lot more in here. This showroom at the minute has probably got 42 or 43 cars in it. You could fit 60 in here quite easily and another 20 in the original showroom, so we can carry 80 cars.”

The thought of 43 cars of the calibre of those surrounding us is staggering. The thought of 80 of these stellar vehicles in one place is, frankly, almost unimaginable. It’s an appealing concept though - just think of all the top quality private registrations the purchasers of those cars might need!

The Hartleys, like many owners of elite vehicles, consider cherished cars and cherished number plates to be a natural pairing.

“It can take a car from being something you look at to something you stare at. You know, a nice car goes by - a Ferrari - and suddenly you see it’s got a cool number plate on it and you’re like ‘Oh my god, look at that plate!’ I get as much attention for my number plate as I do for the car.”

Naturally, Carl owns his own cherished numbers. “I have ‘Carl’s’ (C4 RLS) and I got my wife her name which is Mitzi (M1 TSY).

Then I’ve got some number plates that are relevant to models of cars: 488 Spyder (488 SPY) and others. I am looking to expand that because now we’ve had kids I’ll want some plates for them.

“The family have various plates. We’ve all got our names or initials. My sister, Priscilla, she has the number plate ‘Cilla’ (C1 LLA) which was bought for her from Regtransfers. My other sister, Stephanie, has got her initials, 3 SH. My dad’s got TH 2 along with various TH number plates and my mum’s







“Out of all the gifts I have ever been given, I love this one (C1 LLA) the most.”

- Priscilla Hartley

Photo: Instagram @hartleypriscilla

got 1 PPH, which are her initials. Yeah, we've got all sorts of plates.

"I was talking to [Regtransfers MD] Tony Brown earlier and I told him the last thing that would leave my possession would be my number plate. I'd sell my house first!"

We know that Tom Sr doesn't bother owning a car of his own: he tends to use whatever Rolls-Royce happens to be in the showroom at the time - and there are always a few - but what about Carl?

"I have a few personal cars but the two I use the most are my Bugatti and my Volkswagen Golf. People who know me give me a lot of stick because I turn up to the most random places in this Volkswagen Golf when someone would expect me to take another car. We have 60 cars I could choose from, you know, but the Volkswagen Golf's the best car ever made!"

We find it hard to believe that there isn't an unspoken asterisk and an implied disclaimer saying "Exceptions may apply" attached to that comment. Nevertheless, it shows that the total immersion in supercars hasn't blinded Carl to the everyday practicality of an accessible production vehicle. The Hartleys still live very much in the real world. They are certainly not ladies and gentlemen of leisure: Carl and Tom both work very long hours and are on call 24 hours a day, seven days a week, 365 days a year to provide the service that has made them famous.

Despite the spectacular changes and developments that have accompanied the company's growth, and the changes still to come, the Hartleys haven't lost sight of their place in the local community. After all, the village of Overseal isn't just home to the showroom: it is home to the family and has been for decades. This connection with the area was made all the more obvious in 2018 when Tom Hartley stepped in with a substantial contribution to the village church in Overseal upon being told it was in danger of deteriorating through lack of funds.

How does Carl see the future shaping up for Tom Hartley?

"I see the business going in the same direction as it's been going for the last 47

years, which is onwards and upwards. Hopefully, in a few more years we'll need to build another showroom to hold all of our stock.

"We aspire to move forward constantly as we grow which means we recognise that electric and hybrid cars have certainly made an impact. It will obviously go more that way in the future but there will always be high demand for petrol cars. People love the feel and noise of a naturally aspirated V8 or a turbocharged V12, but we have the ability to adapt to any kind of market; it's something we've been able to do for over 45 years."

And what is in store for the business in 2020?

"We're looking forward to new models from Ferrari and Porsche, in particular, this year. If you want to skip the waiting lists, give us a call."

Interview: Angela Banh

Story: Rick Cadger

Photography: Stan Thompson



# We Buy Number Plates



**R**egtransfers provides the ideal virtual shop window when you want to sell your registration number. Our newspaper and magazine adverts, and our online promotions, drive millions of potential buyers to our website. By listing your number for sale with us you make it available for any of those millions of people to find and purchase. Our online auction offers even more opportunities to sell.

Even with all our resources at your disposal, it can take some time to find the right buyer. You may, however, be able to avoid delays and achieve a quick sale by offering your registration to us for our stock!

We will buy good quality, 'dateless' registrations (pre-2001 plates without a year indicator prefix or suffix).

The prices we pay for stock numbers will necessarily be a bit lower than full market value, as we have to be able to sell for a modest profit later on. However, this option does offer you the benefit of a quick and easy transaction and immediate payment.

Here are some examples of the formats we may be interested in purchasing for our own stock:

<b>A 2</b>	<b>EF 4</b>	<b>NPR 6</b>
<b>B 34</b>	<b>GH 56</b>	<b>STU 78</b>
<b>C 567</b>	<b>JK 789</b>	<b>ABC 923</b>

We will also consider the reverse arrangement, where the numbers precede the letters:

<b>2 A</b>	<b>4 EF</b>	<b>6 NPR</b>
<b>34 B</b>	<b>56 GH</b>	<b>78 STU</b>
<b>267 C</b>	<b>789 JK</b>	<b>923 ABC</b>

We may also buy really good prefix, suffix or current style numbers if they closely resemble words or names, for example:

<b>C4 THY</b>	'Cathy'
<b>BUT 70N</b>	'Button'
<b>PA15 LEY</b>	'Paisley'

If you would like us to consider purchasing your registration for stock, please visit our website page below and provide the details we ask for. We will get back to you as quickly as we can with a decision, usually within a few hours.

[www.regtransfers.co.uk/sell](http://www.regtransfers.co.uk/sell)





## This'll Make You Smile!

Dr Jag Shergill is a successful dental implant surgeon. At his practice, Shergill Dental Implants in Coventry, he takes pride in restoring his patients' dazzling smiles using dental implants to permanently replace lost teeth. Dr Shergill is a recognized expert in a technique called All-on-4™, also known as 'Same Day Smiles' or 'Same Day Teeth' an approach that can provide patients with a full arch of new teeth in a single procedure, rather than requiring multiple visits to a dental surgery.

Dr Jag describes himself as a "moon baby": he was born during the historic Apollo 11 moon mission that took Neil Armstrong and Edwin 'Buzz' Aldrin on a half-million-mile round trip to become the first men to walk on the moon. While Armstrong and Aldrin went

walkabout on the lunar surface and their colleague Michael Collins waited in orbit, Jag was just beginning his own journey. The fortuitous circumstance of his birth may partially explain Jag's lifelong fascination with astronomy.

Jag qualified as a dentist in 1991 and from the moment he set up his first dental practice he optimistically began putting aside money that might, one day, allow him to indulge his other fascination - supercars! Success and patience paid off and after five years of saving, at the age of 27, Jag became the proud owner of a Ferrari F355 GTS. Now, as he reaches the age of 50, Jag is able to survey his collection of fine cars with a certain sense of achievement and satisfaction.

"As a reader of your magazine, I was excited to read your request for stories to go in your 50th issue. I have just celebrated my own 50th birthday, I'm a repeat Regtransfers customer and I think my story could be ideal."

Like many luxury and performance car owners, Jag appreciates the extra appeal that a good private number plate can bestow upon a nice car. As his car collection has grown, his collection of high-quality personal registrations has expanded accordingly and Regtransfers has been delighted to supply them. Jag is not just a collector who hoards cars so they can languish, neglected in garages. His cars get driven and he makes a point of taking each vehicle out regularly.





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“In all my dealings with Regtransfers over the years they have been exemplary and I would thoroughly recommend them as the first and only place for my premium plate needs.”

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“I have always been passionate about number plates for as long as I can remember,” says Jag, “and I have been collecting plates for the last 20 years.”



“I have a particular interest in Ferraris and the plates to go on them. I currently have 1 FX on a Ferrari Enzo, 2 FX on a Ferrari F50, 1 FER on a Ferrari 812 Superfast Tailor Made, 8 OSS on a Ferrari TDF and 1 CEY on a Ferrari 488 Pista Tailor Made. I also have 1 EO on my 1st Edition Bentley Bentayga, and RO 115, POR 1 and 14 JS on retention - the first two awaiting the arrival of a Rolls-Royce and a Porsche respectively.”

Now that’s what we call a collection.

“My brothers and sisters and their families have also caught the number plates bug from me,” says Jag, “and they have over 30 premium plates between them. I also think that my beautiful new baby boy, Seva, is destined to share the fascination: he already has an electric toy LaFerrari Aperta. All he needs now is a number plate!”

“In all my dealings with Regtransfers over the years, they have been exemplary. I thoroughly recommend them as the first and only place for my premium plate needs.”

**[www.shergilldentalimplants.co.uk](http://www.shergilldentalimplants.co.uk)**





# Dad's Plate



David Cartwright from Derbyshire first came across *The World of Personal Number Plates* when he was given a copy by a friend. After reading the magazine, David decided to tell us about his own very special plate.

"SC 66 was my dad's plate from before I was born," David says. "I think he first acquired it

in about 1960 and it was on every car he had after that, including a Zephyr convertible, a Humber Sceptre mk1, two Austin 1100s, a couple of Peugeot 504s, a Citroen CX2200, a Jensen 541 and at least five VWs including the Golf pictured. When he died last February, he left me this car. I quickly decided that the plate was staying with me and being passed down to my own son in due course. I would never forgive myself if I sold it; it connects to so many memories and simply means too much."

"Unfortunately, I cannot find any photos of dad with any of his cars, although I know one exists on paper of the Jensen 541 with him in the snow at Ladybower reservoir in the Peak District National Park in 1963, so I will keep searching for that. My father, Stan, was

the local dentist in Hope Valley, Derbyshire, where we all lived from late 1963 onwards, and he lived in the same house from then until his death. The plate is extremely well known in the local area for obvious reasons so I get a lot of curious looks, waves and questions when I drive the Golf around. Mum never learned to drive, so Dad left me his car, obviously with the plate still on. I associate it very strongly with my family and my childhood and it means far too much, sentimentally, ever to let it go."

'SC' registrations were issued between 1927 and 1931 by Edinburgh Borough Council.







# 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:

## Wychwood Park Weston, Crewe CW2 5GP 18, 19 & 20 September 2019

Top prices achieved (including estimated fees and taxes):

<b>32 O</b>	<b>£50,624</b>
<b>250 S</b>	<b>£29,888</b>
<b>16 OD</b>	<b>£29,888</b>
<b>XXX 666</b>	<b>£27,296</b>
<b>7 YL</b>	<b>£24,056</b>
<b>4 UR</b>	<b>£21,464</b>
<b>WR19 HTS</b>	<b>£20,816</b>
<b>600 LT</b>	<b>£19,520</b>
<b>SIG 1</b>	<b>£18,483</b>
<b>61 LLL</b>	<b>£17,187</b>
<b>5 UH</b>	<b>£16,669</b>
<b>77 UK</b>	<b>£16,410</b>
<b>7 HSB</b>	<b>£15,502</b>
<b>103 A</b>	<b>£15,114</b>
<b>1 YOT</b>	<b>£14,725</b>
<b>166 Y</b>	<b>£14,595</b>

## Stratford Manor Hotel, Stratford-upon-Avon CV37 0PY 20, 21, 22 November 2019

Top prices achieved (including estimated fees and taxes):

<b>51 CK</b>	<b>£88,208</b>
<b>37 O</b>	<b>£46,866</b>
<b>110 S</b>	<b>£32,480</b>
<b>333 M</b>	<b>£28,462</b>
<b>K111 RAN</b>	<b>£26,000</b>
<b>8 XT</b>	<b>£24,704</b>
<b>AMA 44R</b>	<b>£22,112</b>
<b>1 ODM</b>	<b>£20,816</b>
<b>911 TS</b>	<b>£20,816</b>
<b>1111 AM</b>	<b>£16,410</b>
<b>1 TGT</b>	<b>£16,280</b>
<b>114 A</b>	<b>£15,891</b>
<b>115 J</b>	<b>£15,891</b>
<b>222 L</b>	<b>£15,114</b>
<b>4 RSK</b>	<b>£15,114</b>
<b>MRZ 4</b>	<b>£14,595</b>



## The Regtransfers Auction

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

Regtransfers is one of the first independent cherished registration specialist companies formed in the UK. We have an unrivalled stock of exclusive, top quality registrations.

### What is the number plate auction?

The number plate auction is a premium online service that provides customers the opportunity to list their plates in an online auction for others to bid on. It also offers buyers an excellent opportunity to purchase registration marks securely in an online

auction environment. Our auction differs from many other online auctions in that we specialise in selling registration marks and draw on over 35 years experience in the marketplace to ensure that the transfer process is overseen securely and legally by Regtransfers staff.

If you have any questions, or need any help, please remember that we have staff here every day, who will be happy to speak to you.

### Why you should sell with us

Regtransfers have been trading since 1982 and draw upon this immense industry experience to deliver

a safe and secure service. We understand that, with the rules and regulations governing the transfer of registration marks, it can be a daunting experience for customers unfamiliar with the industry. We aim to offer the most straightforward, most secure and best overall online auction facility for buying and selling registration marks in the UK.

[www.regtransfers.co.uk/auction](http://www.regtransfers.co.uk/auction)







## A Cliff-Hanger

Peter Webb and his younger brother Roger, from Devizes in Wiltshire, have been ‘car people’ from a young age, possibly influenced by their father.

“Dad’s first car was an MG TA in the late 1930s,” Peter tells us, “and one of his last cars was a Mini Cooper S which he bought new in 1966. I guess his love of cars rubbed off on his sons.”

Peter spent the first part of his working life at sea and then, later, looking after and inspecting ships worldwide while working for a major oil company in London.

“I always enjoyed nice cars,” he says, “and had a series of Porsche 911s and 911 Turbos in my younger days. I also had an Audi Quattro in the mid-90s. I’m now on my second Mercedes SL500 since retiring in early 2000.

“We have owned a number of cherished numbers over the years. My first car, in 1965, was a Triumph Vitesse convertible with the

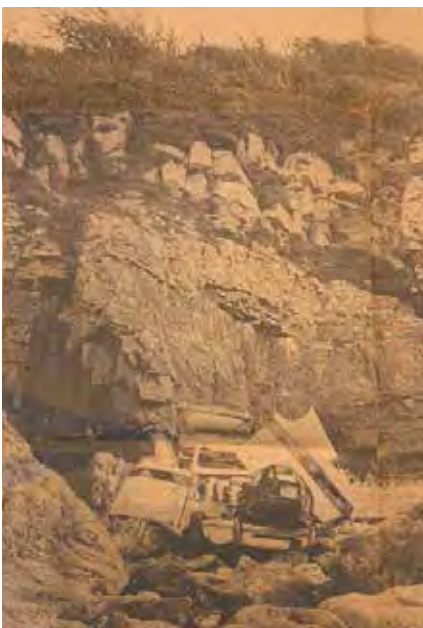
number 4 SYC. I later wrote the car off when I drove it over a cliff in Weston-super-Mare.”

Luckily for Peter and his girlfriend of the time, disaster was narrowly avoided.

“On the fall I actually passed out but I came to with a big bump and a bang as the car

disintegrated around me. It was very dark but fortunately we saw a ladder attached to the side of the cliff and we were able to climb back up to the road, where we were met by some astonished police officers and an ambulance. For sure, we were bloody lucky. I always reckoned we used up a few of our nine lives that night.

“I flew out the following day to Singapore and signed on my ship, RFA Fort Dunvegan. My brother went back to the car and found my shoes that must have fallen off at some point and also found a ring that had fallen off my girlfriend’s finger. Amazingly, that was after the tide had been in and back out again. Weston has the second highest rise and fall of tides in the world, slightly less than some place in Newfoundland, I think. I kept in touch with that girlfriend for some time after but sort of lost contact about fifteen



A newspaper cutting of the time shows the wreckage of Peter’s car at the foot of the cliffs in Weston-Super-Mare.



years ago. Anyway, I try and drive a little more moderately now!"

Some years later Peter had 1971 TR on a 1971 Triumph TR6 and his brother had 1972 TR on his 1972 TR6.

"I spotted both numbers for sale in *Exchange and Mart* and purchased them for about £750. Both cars were subsequently sold with the numbers after we had totally rebuilt them to concours condition. Later we bought VOI 5 and VOI 7 which we had on a 911 Turbo and a 911 SC Sport respectively. After that I had A11 PAW and B11 PAW and later I purchased WH05 PAW, SS05 OSS and SO05 OOS, all of which I subsequently sold. I bought PW 261 because it contained my two lucky numbers 26 and 29, which is 261 divided by nine!"

Peter's brothers have always preferred older cars. "My elder brother, Robbie, has a 1954 Alfa Romeo 1900 SS which he bought as a wreck some 30 odd years ago and has lovingly restored over the last 18/20 years. It

is now a much sought-after car worth a small fortune. My younger brother, Roger, has restored a number of cars including a 1964 Daimler Dart, a 1960 Alfa Romeo Giulietta Spider and more recently a 1960 Fiat 500D.

Not to be outdone, Peter's girlfriend, Anne Margaret Sharp, has M4 AMS on her Ford Fiesta, which is pictured here along with some more examples from Peter's plate collection.

The brothers are retired now and live in a lovely village in Wiltshire where they enjoy the country life walking, cycling, doing charitable work and, in Peter's case, playing bridge and running his local bridge club.

The dog in the photos is Chester, whom Peter and Roger rescued from Southern Spain.



'PW' registrations were issued between 1923 and 1927 by Norfolk County Council.





Working My  
Way Towards  
the Exit





Number plates?" says Steve Brewer from Billericay in Essex. "I've just always liked them - and the lower the digit the better."

Born in 1964 in the East End of London close to Upton Park, Steve Brewer has been a West Ham United supporter since he was just seven years old. He left school at 16 with a couple of O levels and started an apprenticeship as an electrician, quickly progressing through the ranks to supervisor and then project manager.

In 1989, he joined PIP Electrics and worked his way up again, but this time to become a director and co-owner of the business before it was sold to a trust in May 2017. Steve still works for the company but is, in his words,

"working my way towards the exit."

Steve married Debbie in 1991 and the couple have two children. The whole family enjoy their personal initial number plates: Debbie has 64 DEB; their son, Harry Thomas Brewer, has E13 HTB and daughter Katie Hannah Brewer has E13 KHB.

"I have always liked the idea of a private number plate," says Steve, "and the kids have also caught the bug."

Steve, whose middle name is John, had looked at several interesting combinations that might represent his full initials, such as 5 JB, SJ 8 etc. but decided that none really worked.

It was in 2007, while waiting for a flight at Stanstead airport, that Steve bought his fantastic 2 SJB plate. "Someone from Regtransfers called me just as I was going through security," he recalls, "and by the time I boarded, I had the registration on retention. The plate went on an Aston Martin that was delivered later that year." 22 SJB was purchased at the same time Steve got his Lamborghini, and the set was completed last year when, with the help of Regtransfers, he got 222 SJB at auction.

"I've always been a sports car fan," he tells us. "One day, I would like to get 1 SJB and a Ferrari Dino and put the two together."





# The Rest is History



Peter Starley reads each issue of *The World of Personal Number Plates*, “from cover to cover,” and kindly responded to our request for new stories.

“I have been collecting numbers for over 40 years,” he tells us. “My first number was 3 CDL, which I put on my drophead TR7. I then had various numbers including 708 HP, RWK 57, 1 LNP, 3 STA and 2 P.”



Over the years, Peter managed to piece together quite a set. He purchased 1 STA and 2 STA and then, in 1991, 1 PJS - which incorporated his middle initial of 'J' for 'Julian' - came up for sale. “Sometime later,” he says, “I added 1000 PS and 5 STA to the collection. I also have a business in Hungary and have managed to obtain 'PJS 001' there for my Volvo XC90 for the princely sum of £350.”

Peter is a very active participant in IPSC (International Practical Shooting Confederation) competitions around the world. He is a firearms dealer by profession and owns gun shops in Hungary and the UK.

“In September 2012, at the closing ceremony of an event in Debrecen, Hungary, I spotted a very tall good-looking Hungarian lady but didn't have the courage to go and talk to her. I returned to the UK and asked a friend of mine in Debrecen to try and find out the name of this girl. He did so and luckily she was on Facebook. I sent her a friend request which she accepted and we started to chat. I asked if I could take her to dinner which she agreed to and I jumped onto a plane and we met for our first date. Sylvie and I fell in love and the rest is history.”







## Concours d'Elegance



Rob Taylor bought ROB 482 in 1971 by purchasing the logbook bearing that number from a man in Wymondham. The substantial sum of £30 changed hands and then Rob had the number transferred to his Morris 1000 van, which was hand-painted in Dulux White.

"It was extremely reliable," Rob says, "so, in 1973, a close friend, also named Rob, and I drove it to France, then on to Norway and back with only minor hitches. Dr Rob Dean and I have remained good friends and we reminisce about the adventure every time we meet up."

Since then, ROB 482 has graced a wide assortment of cars including Mercedes, Porsche and Aston Martin. It currently resides upon a 1962 Series 1 E-Type

Jaguar. The transformation of the E-Type from a complete, but hand-painted car to the Concours d'Elegance vehicle that was displayed at Goodwood last year took two years. The restoration was carried out by Northamptonshire Jaguar specialists The Splined Hub.

"If you want the best for your Jaguar," Rob declares, "I would advise you to contact this extremely professional team."

**[www.thesplinedhub.co.uk](http://www.thesplinedhub.co.uk)**

*A 'splined hub' is part of the engine transmission system which connects the driveshaft to the wheels.*

'ROB' registrations were issued from 1955 by Birmingham County Borough Council.





# Flying High

Simon Instone from Fareham in Hampshire was featured in our magazine some time ago with his classic 1 VYP and VYP 1 registrations. He has now acquired another, YYY 1.

"I can trace my interest in number plates back to June 1976," says Simon, "when I started working in the grocery department of Fortnum & Mason in Piccadilly, London. Sometimes customers would ask us to take their shopping out to the cars, which often sported cherished numbers. The car was

usually parked right outside, where their uniformed driver would be waiting. During my lunch hour, I would often walk around the fashionable nearby areas of St James', Bond Street and the Ritz Hotel with my Kodak Instamatic camera, photographing all the posh cars and their very distinctive numbers."

Simon sorted his photographs of registration numbers into alphabetical order and archived them into four photo albums. He still takes pictures of the plates he sees



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View all our back issues online at  
[www.regtransfers.co.uk](http://www.regtransfers.co.uk)





but the venerable Instamatic has long since been replaced by his mobile phone. The first cherished number Simon actually acquired himself was SGP 73. "I transferred it from its original 1955 split-screen Morris Minor onto my new 1982 Austin Metro," he recalls. "73 meant 'good luck' for amateur radio enthusiasts."

Aviation enthusiasts amongst our readers may find bells ringing when they read Simon's surname. Simon's grandfather was Sir Alfred Instone who, together with his

brothers, Samuel, Theodore and Gustave, set up the Instone Air Line a century ago. This became Imperial Airways, then merged into BOAC and BEA before its transformation into the British Airways of today.

"I still have two very interesting artefacts given to me by my father, 25 years ago, relating to the aircraft he owned and entered

in the first King's Cup air race in 1922, which he won."

Imperial Airways used to fly out of Croydon Airport before the inception of Heathrow. Simon is a longstanding member of the Historic Croydon Airport Trust, thus maintaining the family link with aviation.





# Mulling it Over

Little Saul Formstone was just six years old when his photo was published in Issue 34 of *The World of Personal Number Plates*, six years ago with the registration SAU 11, which dad Karl set aside for him. Well, he's 12 now and not so little any more, as the picture below reveals, but still not quite old enough to display the plate on his own car.

In that same article, Saul's older brother, Scott, was pictured with his plate 333 KXL which is currently on retention and has been replaced with the splendid XFV 1.

The family contacted us from the Isle of Mull, in Scotland (not to be confused with the Mull of Kintyre, which is something entirely different).



**K**arl Formstone's interest in personal number plates started in the 1970s when he was just seven or eight years of age. "He had a family going to the museum in Liverpool and he'd remember me taking one of the first production line of Humber," he recalls. "It was a first step with the registration 1 XBF. I remember my mum saying that's your car. One other time had the interest in number plates." The first Humber is now in the new Museum of Liverpool.

On the 21st birthday, Karl was given some money and spent it on purchasing the registration 333 KXL. He still has the number but it is currently on a number retention. Shortly afterwards, he and his brother bought the number plate 333 KXL as a gift for their parents, Terry and Phyllis Formstone. "This plate is now on my brother and sister-in-law's Audi," says Karl. "He means then bought AD PPT and the old has this on his Honda."

The Formstones have recently been looking for replacements for their children. "I was looking on the registration auction website," says Karl. "I put bids on several number plates and one bid enough to win 333 KXL for our eldest son, Scott, who is looking to get a car."

"I spent a bit of time looking on your website as some other plates as I want something," says Karl, "and came across 333 KXL, which really caught my eye as our youngest son's name is Saul."

A son was born in late November. It was picked up just after Christmas and now sports the 333 KXL plate.



'XFV' registrations were issued from 1962 by Blackpool County Borough Council.







"We come up to Mull as often as we can," Karl tells us, "and one thing I notice about Scotland is the number of personal number plates." Well, it has been known for some time that, according to an independent survey, there are more personal number plate per head of population in Scotland than anywhere else in the UK. No-one has, to our knowledge, come up with a reason for this.

So, not wishing for her to be left out, Karl has bought a 'Mull' plate for his wife, Sue, who is pictured below.

A survey, conducted by car insurance company Elephant, concluded that the owners of personal number plates on their cars are most likely to live in Scotland.

No less than eight of the top 20 postcodes where the plates are popular were in Scotland, including the villages of Fintry, Killearn and Strathblane in Stirlingshire, where an extraordinary 14.02% of motorists were found to have personalised plates.







## Chiles Play

Jill Chiles has run her own children's day nursery business for more than 30 years and, for 22 of them, she has been married to Dale. Hubby bought JIL 8398 for Jill as a present for a special birthday. "As a gentleman," says Dale, "I won't say which one."

"We have always loved people's private plates," says Dale, "and we have bought a few over the years."

The couple's son, Toby was given V6 TBY and they have 18 TBY ready for his 18th birthday in April 2020 [although that is supposed to be a secret so we hope he doesn't read this!]. Jill and Dale's godchildren,

Tilly and Vinny, were the lucky recipients of X21 TLY and X18 VNY for their respective 21st and 18th birthdays.

Dale had company cars with his job as manager of a number of automotive and construction manufacturers, so he never really had the opportunity to have his own private plate. Recently, however, he had a change of job that gave him the chance to buy and own a car outright. This development tied in nicely with Dale's 50th birthday, so Jill returned the favour by buying him DRC 983 through Regtransfers.

Dale is a big fan of F1 and of motorsport in general, especially attending events in person. He and Jill also love to shop, eat

out and socialise with friends and family. "We have travelled the UK in search of the best shops and restaurants," Dale says.

"We love going to Mexico for our summer holidays. It's become our tradition to hire a car and head off the beaten track to explore. Some of those trips have put us in some funny predicaments, from driving through bush fires on the way to the beach to picking up little old ladies on the way to the shops.

"Every year we say never again but can't resist the excitement and do it all again next time!"

'DRC' registrations were issued from 1952 by Derby County Borough Council







# A Lovely Reaction

Long before he actually had any children, Marcus Joy from West Malling in Kent decided that, when they did arrive, he would like them to have their own personal number plates when they learned to drive.

Daughter Freya came along in October 1993 and the hunt started immediately for her initials FKJ. The children's surname, Kingsland-Joy, incorporates both their father's family name and their mother's - an ancient Kentish name relating to yeoman farmers of the region.

"I hoped that all the children's plates would be single or double figures," says Marcus, "and in February 1995, I found FKJ 25 which was perfect for Freya."

Next came the couple's first son, Sam, in July 1995, followed by two more boys whom they named Bruno and Soren. The ongoing search for a registration appropriate for each child took somewhat longer than Marcus

expected but, eventually he spotted numbers that would have suited Sam and Soren.

"Around the time of the Millennium, I learned that a haulage company in Hampshire were selling SKJ 3 and 3 SKJ. These seemed to be a perfect fit. Unfortunately, I couldn't afford to buy both numbers at the price the hauliers wanted," he says. "Negotiations continued over a couple of months but we couldn't conclude a deal and they were sold on elsewhere."

Although Marcus had missed out on those two registrations on that occasion, at least the episode had proved that there were suitable candidates out there. A plate for son number three, Bruno, was likely to pose the greatest challenge, Marcus reasoned, as two and

three digit BKJ registrations were issued quite early in the scheme of things.

"But KJ registrations were issued by Kent County Council so, living in the county, I thought they would be easy to find. How wrong I was!"

Early in 2008, Marcus learned, quite by chance, that SKJ 3 and 3 SKJ were for sale once again. A restaurateur in Luton was selling both.

"I approached the vendor and was able to do a deal on 3 SKJ but he wanted a lot more





money for SKJ 3, more than I thought it was worth."

A partial success, the purchase of 3 SKJ meant that Sam's number was secured.

"I continued to keep an eye out for the others and eventually, in late 2013, I saw that a commercial fisherman in Brixham, Devon was selling SKJ 3. I couldn't believe my luck and made a successful offer to buy immediately."

Three down and one to go, but that one remaining registration, as expected, proved the hardest to track down.

"In the summer of 2016," says Marcus, "I was getting desperate as Bruno's 17th birthday was imminent and the only BKJ that I had seen was BKJ 1 on sale for £25,000 and

well outside my price bracket. But son Sam saved the day and found BKJ 20 for sale with Regtransfers. A simple and smooth transaction was quickly concluded," says Marcus.

Marcus decided, however, to have a little fun with the acquisition: "I told Bruno that we just couldn't find him a number and that it was possible that none still existed, suggesting that he might want to think of another sequence. He was devastated but put on a brave face for his siblings. Fortunately, his birthday was only a few weeks ahead and I took him out for a celebratory meal in a local hotel. While he was eating, we swapped the plates onto his car. When we left the hotel, Bruno spotted BKJ 20 immediately and burst into tears. A lovely reaction."

All 'KJ' registrations were issued by Kent County Council and BKJ 20 dates from 1934.

Here are the issue dates for the whole 'KJ' series. You may note that none were issued during the Second World War.

AKJ 1933	GKJ 1939	MKJ 1949	TKJ 1954
<b>BKJ 1934</b>	---	NKJ 1950	UKJ 1955
CKJ 1935	HKJ 1945	OKJ 1951	VKJ 1955
DKJ 1936	JKJ 1946	PKJ 1952	WKJ 1955
EKJ 1937	KKJ 1947	RKJ 1953	XKJ 1956
<b>FKJ 1938</b>	LKJ 1948	<b>SKJ 1953</b>	YKJ 1956

*This applies to registrations where the letters precede the numbers. The reverse arrangement followed in 1957 and Sam's 3 SKJ would have been issued in 1961.*







## It All Adds Up

Kane Parrot, from Buntingford in Hertfordshire, runs Parrot Electrical with his dad, Ian, who drives the company's maintenance vehicle with the P8 ROT plate. "We have always had a strong interest in personal number plates," says Kane, who firmly believes that

their P8 ROT registration really helps to promote the business. "We intend to get a third vehicle next year and will be looking for a 'Parrot' plate for that soon." Kane's interest in number plates extends to his choice of 2469 KP for his own car. "The 2469 KP plate was bought for me as a

21st birthday present," he reveals, and explains that the digits 2, 4, 6 and 9 add up to 21."



**Parrot Electrical**



## Grandad

The Kenny family from Wigan in Lancashire kindly sent us this lovely photo of Martin Kenny with his M10 KNY plate. Sadly, Martin recently passed away

and his grandson Adam was keen to get his grandad's photo in our magazine.

Martin shared many a journey in his car with his beloved wife, Sheila, Adam tells us. "He was a huge fan of all things cars especially private plates and had

subscribed to the magazine since he first acquired the plate back in 2007." Adam's uncle Michael will soon be displaying the plate on his car as a fitting way of keeping Martin's memory alive.



# Straight from the Horse's Mouth

Carl Wheeler's wife, Cherie, saw CHE 121E on the Regtransfers website a few years ago.

"We have had a number of plates from Regtransfers and always had great service," says Carl. "That's why we always come back."

Their purchases include W4 DEW - for their son Wade, N600 CAW and C8 OCW - which are on two of Carl's motorbikes and, most recently, CAR 12L.

Carl, from Leeds, runs PC Pest Control but his passion is motorbikes and he is a regular visitor to the famous TT races on the Isle of Man.

"My wife is mainly into horses and dogs," Carl tells us. The photograph shows Cherie with Bramble, a young gelding whom she rescued. "He was in a really bad state but has become a lovely, friendly horse. Cherie never parts with any of our animals and puts lots of time into caring for them, rain or shine."

Carl is pictured (left) with the couple's grandson, Henley.

**[www.pcpestcontrol.co.uk](http://www.pcpestcontrol.co.uk)**





Gary Player (no not that one), from Angus in Scotland has always been interested in private registrations, so he decided to buy a personal number plate for both his wife, Lesley, and daughter, Anna, as gifts for their joint birthday. LE57 ANA cleverly combines 'Les' and 'Ana'.

Some time later, Gary stumbled upon MO02 GAR on the Regtransfers website. "We stay on a primarily cattle farm in Angus that I run," he says, "so MO02 GAR was a must."



## Spot On!

“Absolutely excellent service throughout the whole process. It was bought on a Wednesday and was fitted two weeks to date. The experience I had was spot on. Very pleased and would both recommend and buy again in the future.

- **Ryan 'Raz' Taylor**  
Preston, Lancashire





# 10th Anniversary Plate

Marc Durell-Johnson from South Wales very kindly complimented us on our service, singling out our ace sales advisor Darcy Fowler for particular praise in her handling of his registration transfer. "From day one," says Marc, "Darcy was always there to answer any questions. I can't thank her enough."

Marc, 49, a loss adjuster by profession, has been driving since he was 18. Marc's previous occupations include waiting at table, chef, pub manager and catering manager for a large hotel group in London.

"I've lived in quite a few places in the UK," he says, "including Portsmouth, Chelmsford, Evesham and London. In my younger days I also lived in Gibraltar as my dad was in the Navy. Since 2003, I have lived in the Rhondda Valleys with my partner, James, and my dog, Cindy. Driving around South Wales has its challenges, due to some very narrow country lanes or mountain roads but, all in all, it beats being stuck in miles of traffic jams."

For as long as Marc can remember, he has been interested in cars and private number plates. "Some might even say I have a bit of an obsession with plates," he admits. "As soon

as I passed my driving test, back in 1989, as well as buying a car, I started looking for a private plate. Money was a little tight back then and the choice was a little more limited than these days. Eventually, I bought A4 UMJ (A for you, MJ) incorporating my initials. I had this plate for a few years but, unfortunately, my car was written off and I couldn't afford to retain the registration before the car went to the scrap yard."

Not wanting to be without a private plate on his car, Marc found M14 RCJ (Marc J) but, after a few years, he decided to sell that one and see what else was around. "I then secured S70 MDJ. 'S70' relates to September 1970, which is when I was born, and MDJ is my full initials."

A few years ago Marc's partner, James, passed his test and Marc wanted to get him something special. "His surname is Allnatt," says Marc, "so I checked and eventually found that AL11 NAT was available. This is now on James' car."

For their anniversary, Marc decided it was time to treat himself and started the search once again for that perfect plate. "I contacted

Regtransfers and was assisted by Darcy. She was very helpful, listened to what I was looking for and took my budget into account. After a few days, Darcy contacted me to advise that 10 MDJ was available. This was absolutely perfect and within budget. Darcy dealt with all the paperwork, contacting the seller and the financial side of things."

10 MDJ is now proudly displayed on Marc's Toyota Prius. We think it looks stunning.

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“Next time I'm in the market for another plate I will definitely be contacting Regtransfers. Everything was handled with ease and nothing was too much trouble.”

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“Great guys. Perfect service. Very helpful, especially Sue who handled the sale. Thank you.”

Terry Knappett from Wickford in Essex purchased PAM 22 from Regtransfers for his wife, Pam, who is pictured below.

Although it bears no particular significance, the ‘22’ nicely matches Terry’s TK 22 plate, which he has owned for around 20 years.

“I also owned 3 BOY,” Terry tells us, “and, regrettably, sold it. I often wonder where it is now.”

*‘PAM’ registrations were issued from 1957 by Wiltshire County Council. ‘TK’ registrations were issued between 1927 and 1933 by Dorsetshire County Council.*



Raj Hunjan’s son, Charan, always wanted a number plate which matched his name. “I promised him a plate,” says dad, “and we had our heart set on

CH14 RAN.” The plate was being sold at auction but on the day, the family’s internet went down and they missed out. Luckily, Regtransfers came to the rescue

with an even better number, CHA 24N. “Charan is a footballer,” says Raj, “and loves to rock up to games with me and his new number plate on display.”





## Shaw Thing

Nigel Shaw wanted an Aston Martin ever since he was given a model one when he was in hospital at just eight years old.

"After forty years in the licensed trade, running pubs, clubs and restaurants," says Nigel, "I finally got to fulfil my dream and

bought an Aston Martin Vantage 4.7."

A car of that pedigree positively demands a nice number plate and, before long, its demands were met in the signature N11 GAL (Nigel) registration. "I also always wanted a Range Rover," says Nigel.

"I started with a Range Rover sport, which I had for six years. I traded that for an Evoque, which I have passed on to my partner Donna; she loves the car." The Range Rover displays a fine Shaw plate of its own, S11 AWW.



## A Treat in Store

Little Blake Evans is in for a treat on his 17th birthday. His grandad, David, has bought him his very own personal number plate. "He is mad about cars, lorries, buses and

motorbikes," David tells us. But Blake is just five years old at the moment, so his plate currently resides on grandad's car for safe-keeping.

You can buy a number plate for anyone. They don't even need to have a vehicle to put it on straight away





*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 Instagram.*









The World of Personal Number Plates **50th** Issue

# Regtransfers

