

R N C NEWS

2008 #1

Registration Numbers Club

February 2008

This year's rally returns once again to Stanford Hall, just off the M1

Will you be joining us on Sunday 6th July?

There will also be our annual dinner on the Saturday evening, 5th July



We promised you a rally further south this year and on the 6 July 2008 we will return to the popular Stanford Hall. This is centrally situated just 2 miles from junction 19 of the M1, near Lutterworth, Leicestershire and complete details and a location map will be forwarded with the rally pack when your entry form is received.

We will be joining forces with the Velocette Owners Club (a classic British motorcycle club with over 2300 members worldwide) who hold a rally at Stanford every year – see www.velocetteowners.com

We hope that this location and arrangement will appeal to all of you for I am sure the presence of another club will provide both of us with added interest. We will certainly find many interesting cherished registrations on Velocette owner's bikes and hopefully gain some new members.

Stanford Hall was built in the 1690's for Sir Roger Cave and is still home to his descendants today. The rally entry fee of just £7.50 per vehicle includes a pass giving free entry into the grounds and rally site for the vehicle and occupants. Also included is access to the Rose Garden, the Old Forge, the Craft Centre and Nature Trail and the Stables Tea Room where a variety of light meals, teas and snacks are available. ...cont page 2

Rally entry form enclosed + a get together in Scotland in May

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Take a look at our web site: www.rnc.cc

RNC News is edited by the Hon Sec.

CAR NUMBERS – Then and Now 2008

by Noël Woodall and edited by Brian Heaton

Described on the cover as the 'World Famous' directory of cherished number owners, Noël Woodall and Brian Heaton's latest version of this unique publication is certainly that. There are more than 80,000 entries listed over 896 pages with many being illustrated using good quality photographs.

The book, which was last produced in 2000, is well presented and heavily bound in black with a gold foiled spine and colour outer cover. Whilst still being researched and prepared in the UK, for the first time it has been printed in China ... a sign of the times I think.

Noël's interesting and questioning introduction is followed by a directory of MIRAD members and a foreword by Brian. A 30 page colour section follows featuring some excellent cherished plates, many of which are owned by RNC members.

The complete alphabetical listing covers the bulk of the book and also indicates whether the owner is an RNC member. A nice touch near the end is a reprint of Noël's first hardback book "Car Number Galaxy - Who's Who" first published in 1966. For those who have not seen this early book, it is an interesting insight into people who owned cherished numbers over 40 years ago.

The book ends with a list of current series area tags, all pre September 2001 licensing authorities and Irish Republic area codes from January 1987.

This is a very useful publication for the cherished number enthusiast and has already been described by recipients as 'fascinating' and 'brilliant'. Although there are some errors in it, inevitable in a project of this magnitude, Noël and Brian are to be congratulated on the culmination of such a mammoth task.

The publishers have no connection with the DVLA database so it is important that members notify them of any errors and that new members forward details of their registrations to be included in future editions. Please send these by email to: newbook@car-numbers.com

Whilst the list price is £45.00 plus postage & packing of around £8.00, RNC members can obtain a copy post free for just £45.00 from Brian Heaton – Car Numbers, P O Box 333, Southport, Merseyside PR9 7GW.

Cheques should be made payable to 'Brian Heaton Registrations' and your order should state that you are an RNC member and list your registration.

Rally 08.....

You will have the option to tour the splendid Hall, which is a fine example of work from the William and Mary period, for an additional charge on the day of just £2.50 per person.

Sadly the museum which housed a collection of racing and vintage motorcycles has now closed but I think you will agree that this package still represents excellent value for money and will be a splendid day out. Let's hope for some nice warm sunshine to make the most of our annual event.

Please complete the official entry form and return it to club office with your cheque to make sure you take part and are included in the rally programme.

As usual there will also be a pre-rally dinner on the Saturday evening, 5 July 2008, at a venue close by. Please keep checking on the website for full details. Would members wishing to attend this dinner please contact Rod Lomax by email – pr@rnc.cc – or on 0161 764 8180 as soon as possible so that numbers can be assessed.

If you would like to stay overnight in the area around Stanford Hall there are numerous hotels and B & B accommodation available with a wide range of prices. Please ask Rod for a list.

We look forward to seeing everyone again on the day, renewing old acquaintances and making new friends ... that's what it's all about. We make no apologies for repeating what has been previously said: "Let's make this year the best attended rally yet."

We get letters.....

Hi Steve,

Many thanks for the latest edition, full of interesting articles as usual.

I was pleased to see the reference to Sedbergh and its members. Good to hear that Barry Gar-nett (BG 7290) has joined, prompted I believe by John Fishwick (JF 5).

I know Barry quite well, as he has been a prominent publican in the town for many years. He ran the Red Lion for quite some time (under brewery ownership), then bought the run-down Golden Lion some 25 years ago and transformed it into the Dalesman Country Inn. At the time he had H2 PUB on his Shogun. Barry retired from the trade a few years ago after suffering some ill health, and his son Michael now runs the Dalesman.

Also interested to read about John Flint's collection of reversed JF numbers, Sedbergh's John Fishwick having been the first owner of 1 JF. You probably already know the story, but John originally purchased JF 3 from a Mini in London back in 1983, which he kept until 1987 when the DVLA realised that there was a duplicate number running about. John had to forsake his number but was offered 1 JF in its place, this being prior to the days of DVLA classic auctions. This he kept until 2001, when he called to see me one Sunday night to ask my advice about selling it. He had received many offers from dealers over the years for 1 JF, and had just been offered a really good price (possibly by John Flint?) at the same time that JF 5 came on the market. I told him to go for it, much preferring the old 'original' issues (as did John).

Very sorry too to hear of the passing of Joe Dewar, always an enthusiastic stalwart of the club and of the numbers scene.

Looking forward to receiving the new Woodall/Heaton Car Numbers publication, which Brian advised should be ready in time for Christmas. I will remember receiving my first ever edition (the yellow backed 1969 edition) from my parents for Christmas 1970, when I was just 16. I didn't put it down for days, and it really started my lifelong love affair with registration numbers!

Best wishes

Colin Cowperthwaite & Ann Barber

Scotish "rally" - will be centered around Blair Atholl village and castle and will take place late afternoon/early evening on Tuesday the 27th of May, followed by a bar supper

Comment from the Publicity Officer

Numberplate cloning, the vehicle equivalent of identity theft, is now responsible for hundreds of honest motorists receiving fines for offences they didn't commit, such as speeding or illegal parking and apparently the police just say 'it happens all the time' and simply issue a crime number. It is estimated there are getting on for 100,000 cloned vehicles on British roads where criminals use plates either stolen from an identical vehicle or have copies made up. A cloned vehicle will then pass a brief police check as its type and colour match the registration.

Drivers only realise their registration has been 'cloned' when they receive a fine in the post and in a 'guilty until proven innocent' situation it is up to them to prove they were not where the document said they were at the time in question. It is unfortunately a time consuming business as one of our members, who wishes to remain anonymous, knows only too well.

He was shocked to receive a Penalty Charge Notice recently accusing him of failing to respond to a parking fine issued six weeks previously and over 100 miles away from his home. He hadn't been anywhere near the location, but on making enquiries was able to view a photograph online of the offending vehicle complete with parking ticket and bearing his own rather striking cherished plate. He was pleased to see the vehicle was not the same make as his although it was similar in type and colour to one owned by his wife.

What a distressing time this must have been with the vast amount of telephone calls and letters needed to sort the problem out over a period of almost a month. He also had to contact the DVLA as with his wife's car being similar to the type committing the offence, they would have continued to give out his details to the parking enforcement company if it happened again.

What was so strange about this offence was the use of a very striking plate on an incorrect type of car. The fraudster was just lucky that a roadside camera had not picked up the mismatch before. Usually a non-descript number is used to avoid attracting attention but the authorities can, of course, locate the registered keeper of a prominent plate just as quickly as a regular issue.

Some drivers are already using this situation to their advantage to claim they have been victims themselves whilst others are illegally altering number plates with bolts, sticky tape or anything else that comes to hand to avoid the ever increasing number of traffic cameras and congestion charges.

Despite government attempts to solve the problem, it continues to increase so what should you do if you become a victim? You must complete and return any fine notices and correspondence to the authorities issuing them, as failure to do so will only exacerbate the situation. You should provide documentary evidence to them to prove your case, such as proof of your location at the time of the alleged offence, and you should alert both the police and the Driver and Vehicle Licensing Agency (DVLA). Further guidelines are available at http://www.direct.gov.uk/en/Motoring/VehicleCrime/DG_10020050

On a more positive note we have heard from Sam Samrai whose company BOSSREG is featured in our 'links' section on the club website. The company buys and sells cherished registrations from a rather slick website which has a full search facility and picture gallery along with many other interesting features and linked items. There are some nice plates currently for sale – you can visit the site at www.bossreg.com

We have also been contacted again by James at Smashing Plates to say that his website, which was featured in the August 2007 newsletter, has now entered its second phase. He is also still offering free advertising to RNC members ... just email your details to him stating that you are a member and he will do the rest – james@smashing-plates.com

Apologies for the lateness of announcing the 2008 RNC rally and dinner venue and dates as we have had some problems in securing a suitable location at a realistic price. Full details are elsewhere in the newsletter and shown on the website – www.rnc.cc

Rod Lomax
59 JRL

Hon Sec's Column....

Recent legislation affecting the layout of number plates is really to be welcomed. All too often I see plates very badly "doctored" to make them read something they are not anything like. This puts the rally classes into somewhat of a dilemma. Do we ban completely ALL "doctored" plates? Do we place them in a special "show plates" category, or do we turn a proverbial blind eye to them and enter them in an appropriate class, leaving you, the judging members to make up your own minds about their votes value?

I think for the 2008 rally, I will leave things as they have been in past years, and await comments from you, the members. Hopefully not many really badly doctored plates will attend, we have never had many over recent years. The odd bolt here and there is acceptable in my view so long as the actual number is reasonably easy to recognise.

Although Christmas is long past, I must thank those members who kindly sent greeting cards to both me and to Rod. Enclosed with this issue are both rally entry forms for the 08 event, and renewal forms for those of you due to renew in February. Please attend to one or both as soon as possible. Last August we lost 15 members who failed to respond to both the initial renewal letter and a reminder postcard. Also from an earlier (Feb 07) renewal period we lost C111PPY who appeared a very keen member. It makes me wonder just what happens to some of these "keen" people who join us for a year or two then just fade away. We lost a couple of members some years ago because they did not like the idea of new style numbers being included in our membership. I was not pleased with them about that. Just because they had the good fortune to own 2 letter, 2 digit numbers, obtained years and years ago, did not mean that newer recruits to the hobby should be barred from membership. If we drew the line at newer registrations, we should soon be a very small club indeed.

No matter whether you have a very old number, or one of the latest, so long as it has become a "cherished number" then you are welcome as a member of the RNC.

Scotland in May....

As well as our main rally at Stanford Hall, Sam Murray has also offered to arrange a small Scottish get-together on Tuesday 27th May up in Blair Atholl. Lesley and I will be attending the annual Jowett Car Club rally, in KTM 111 our 1951 Javelin in Crieff so another couple of days in "Bonny Scotland" is convenient for us. Please, Scottish members within driving distance of Blair Atholl, do make every effort to come along for this evening event. Full details from Sam at:- sam.murray@btinternet.com or if you are not on the net, give me a ring at the RNC Office.

Steve Waldenberg

CRASH COURSE

by John Harrison

Our trusty Mazda Demio sadly got written off by a lorry recently and I sent in an application to put the mark onto our Daewoo Matiz which I had, until the unforeseen change in circumstances, been about to sell so it was "cherished numberless". Though I was almost certain the car would be a write-off, I sent the application in before the insurance company had inspected it. I did, however, mention in a covering letter that the vehicle had been badly damaged in an accident and I also applied to "cash in" the tax. The application was returned with a request I supply a letter from the insurance company saying they had no interest in the vehicle's registration mark and an engineer's report. By this time the insurance company had inspected the car and could supply the necessary paperwork. Nevertheless, my transfer application was delayed.



After consultation with Steve and Rod, I took up the issues raised by this with DVLA. At the time I applied for the transfer the car had not been written off yet I was asked for this paperwork and anyway why was it necessary? There followed a fairly lengthy e-correspondence, but we do not consider we got a clear justification for the procedure. It used to be the case that the identity of written-off vehicles were sometimes put onto stolen vehicles so they could be sold on, but nowadays a written-off vehicle has to be inspected before it can be brought back onto the road, so this would not justify the requirement. Furthermore, the procedures did not seem very well thought through. For instance, the letter returning the application said the "no interest in the mark" letter should specify the vehicle registration. The letter my insurance company sent, however, did not specify the mark, but was accepted. This was a standard word-processed letter produced by the insurance company, so clearly it was not the first time it had been used. I also asked what would have been the situation if my car had been insured third party (coincidentally my Daewoo Matiz which is a cheap car is insured third party only) and the accident had been my fault so there was no insurance company interest. I was told a letter would not be required, but the application was returned without the LO ascertaining whether this situation applied to my Demio.

On behalf of the RNC I have suggested that DVLA should review its procedures on this issue and, if the paperwork I was asked for is necessary, there should be questions on the transfer form so the need for it is clear to both the applicant and the LO if it is needed. The RNC recognises that there should be clear procedures for transfers to prevent fraudulent applications, so motorists and dealers know what marks can be transferred, etc, but here the rules seem to be as clear as mud. One thing that did emerge in the correspondence is that sometimes the existence of the paperwork can save the need for an inspection of the donor vehicle if one would be otherwise required. In my case my car was driveable onto a low loader, so an inspection would not have been a big problem, but if your car is not readily moveable, it may pay to supply the paperwork at the outset. In other instances, however, it may pay not to repeat my mistake and "let slip" the fact the vehicle has been damaged!

There is another useful lesson learnt from the accident. Obviously I had to carry out a transfer which I would not have had to otherwise. I was able to claim this back and also an extra month's "dead tax" as I had to keep an unroadworthy vehicle taxed for a month until the transfer went through from the owners of the lorry that ran into me. This will no doubt be useful for other RNC members to know.

THE 109TH DVLA AUCTION

John Harrison

Though close to home, at Down Hall Hotel, Bishops Cleeve, I was not able to attend this sale. Its dates, 24 to 26 October, clashed with half term and we went away. 1500 lots were offered of which 82 were unsold. The highest priced mark at this sale was WE57 HAM (45). This also had the highest reserve at £4k. A local paper reported that the sale of WE57 HAM was followed by the sale of a mounted replica plate, signed by past and present "Hammers" players and Bobby Moore's widow. This was bought by a lady for her 10-year old son for £1,100, the proceeds going to the Cancer Research UK's Bobby Moore Fund. The inclusion of WE57 HAM in the sale has inspired me to produce the following "league table" of football club related mark prices at previous auctions; AR53 NAL (36), V1 LLA (35), M417 UTD (13.7), 50 TON (12.2), D3 RBY (4.7), CHE 153A (4.3), M817 UTD (9), W164 NFC (4.5) and it is also worth mentioning that W357 HAM "scored" £8.8k when it was sold. The second-highest priced lot was an interesting one, 1 DAM (25). DAM, of course, is not authorised for normal issue, though quite a few DAMs, mainly incorporating 4 DAM or DAM 3, have featured at previous sales.

SPO 27Y (.85) ATH 137E (.75) F457 LAD (.85) ESX 80Y (3.1), M445 TER (2.8) 534 MUS (6) B120

OOK (1.6), was the B357 BOY (6) in his CLA 55E (3.1). The YOU 7H (1.4) had a TAL 311T (.85) and a DES 112E (1.1) to be CHO 53N (1) to be CAP 71N (3) of WE57 HAM (45), the TOP 734M (.55). To get FYT 3R (1.3) he would PED 4L (.9r) CYC 11E (1) and lift a DUM 831L (.4r) without PRO 813M (1.5) as was a HEM 4N (1.8) with BEE 3F (.85). He was not a FEE 81E (3.5) WEE 5Y (1.3) USE 135S (1) SOF 714D (.4r). He hoped to get GOA 1S (7.1) with the KEE 93R (.4r) AHE 4D (3) BEA 73N (.8). He did not want to be a ROU 9H (2) BRA 23N (.4r) UNF 41R (2.3) GHA 571Y (.4r) FOU 1A (1.3) and given a PEN 417Y (.45r) – that would make him a MAD 14D (1.1), a LOS 3R (1.3) and a BAD 11E (2.5), and be UNW 15E (1.7). He would be a GEN 7T (.55) with SUC 35S (1.3) and W38 LTH (.9) and have a SLE 3K (.9r) RAK 115H (1.2) COS 71Y (.6) GLE 4M(2)ing 959 POR (1.5r), an ACE 70Y (2.8), and a DEV 117E (2.3) HOT 3Y (1.5) LOV 481E (.9) THR 11L(7.4)ing PRE 7Y (1.8) LAD 3Y (1.2) with an UNR 34L(2.4)ly MAS 551V (.9r) CHE 55T (.9r) and LU5 5H (2) LEG 6S (3.1).

Author's comment: References to WE57 HAM and TOP 734M above do not indicate support for a particular football club, but they happen to fit the story. I do not really "do" football, but if pressed as to which team I support would say Watford as I was born there.

£10,000+ lots (Hammer prices in £1,000's): WE57 HAM (45), 1 DAM (25), 78 G (16), RAJ 4S (15.4), SSK 5 (15.2), 1 TAA & 1 WEE (15), 1 RRI (14), 1 LJA (13.6), RFF 1 (13.4), 74 S (12.6), 81 J (11.6), WA55 ALL (11.4), 72 P (11.3), 1 GEK & 1 WPW (11.2), 1 JLV, 69 ME & 78 MH (11), 1 AVV & 1 PLE (10.6), 1 CEK (10.2), 77 B (10)

New Members

An old friend called on me recently. I had not seen Mark Simon for at least 2 years, so it was good to catch up with him. He still has 666DHY, now on his Merc convertible. I originally gave him this number years ago on a tatty Ford Prefect 107E (I had 660 DHY on another similar car). The number went from car to car over the years but now resides on this lovely Mercedes. Needless to say I enrolled him as a member! Mark now lives in Sherburn in Elmet, north of Leeds. Joining us from the Wirral with two interesting

by



continued on page 7



Registration Numbers Club Annual Rally



Sunday 6th July Stanford Hall,
Leicestershire - just off the M1

Your Name

Address

Post Code

Please indicate which class you wish to enter in the block below. One only per car/group
We may change your choice if this is beneficial to your entry.

- CLASS A Amusing or unusual number (Eg. S1 LLY)
CLASS B1 Owner's initials - letters preceding number (Eg JRL 99)
CLASS B2 Owners' initials, numbers preceding letters (Eg 64 BFD)
CLASS C Owner's initials with the number 1 (Eg. 1 DLE)
CLASS D Owner's initials with Date letter, incl new series reg's (Eg. J9 JRL, SW55 LJW)
CLASS E Names with / without Date letter (Eg SAM 383, H1 SAM, SA55OON)
CLASS F Pairs / family/company collections (Eg RRD3/3RRD)
(you may display a good photo if it is impractical to bring all vehicles on the day.)
CLASS G No1s or other neat numbers NOT being owners' initials (Eg T4)
CLASS H Registration relevant to owner/trade or vehicle (Eg LOO 92)
CLASS J Any other cherished number (Eg NEN 555)
CLASS K Classic Car with interesting number

*If your entry is in class K, please enter the make & year of car here:

*We would prefer not to have entries where doctoring of the plate
makes the actual registration difficult to read.*

I / WE WISH TO ENTER THE FOLLOWING REGISTRATION(S)

1	2	3	4
Class	Class	Class	Class

Please list the number(s) you are entering in these spaces. Last year several members did not list which of their collection they were bringing, which meant delays and extra work.

*In all except special cases, the tax disc should match the displayed number. If it does not,
then we would ask that proof of entitlement to the displayed number is available.*

The entry fee is £7.50 per vehicle. (extra photo entries not chargeable)

Please send entry form to RNC HQ, P O Box MT12, Leeds LS17 7UD,
to reach us by June 20th for inclusion in rally entry listing.

We will send you a rally pack containing a pass giving FREE entry into the grounds
and rally site for vehicle and occupants.

Office Use

Entry 1

Entry 2

Entry 3

Entry 4

Ack:

Adm Card Sent

The Registration Numbers Club

PRE-RALLY DINNER - 2008

- Enjoy a pleasant weekend around the historic market town of Lutterworth -

Saturday 5th July 2008

The Greyhound Coaching Inn & Hotel, Lutterworth, Leicestershire

Booking form to attend the 2008 RNC pre-rally dinner

Main contact name:

Address:

Daytime tel number: Mobile tel no:

Your email address: Total number of diners in your party:

Name(s) of diner(s): Registration number:
(Please include first name)

Following the success of the pre booking arrangement last year, it is again our intention to issue a menu with choices for selection before the 2008 dinner. This will include a vegetarian option. The menus will be sent out after you have made a firm booking and payment but in order for this to work efficiently, it is important that members return their selections to me by return. Your choice will then be added to your place card for reference on the evening. It will not be possible to make changes at the dinner. If you fail to return your selection to me you or your party will be provided with the default meal.

Please enclose your cheque for the total cost of the meals you have booked only
(at £23.50 per person) with the completed form.

Cheques should be made payable to 'The Registration Numbers Club'.

**Please mail to:- Rod Lomax, RNC Publicity Officer,
5 Bank Top, Baldingstone, Bury, Lancashire BL9 6RY.**

Please note accommodation at the **Greyhound Coaching Inn & Hotel** must be arranged and paid for directly with the hotel.

As there are a limited number of rooms available and the hotel is popular early reservation is essential

Please mention the Registration Numbers Club when booking your room

WHOOPEE - LET'S GET MOTORING !"

WP 2804 (Whoopee) was my first car, rescued from beneath a tarpaulin at the back of a builder's yard in Morley, Yorkshire in 1954. The car, like myself, was born in 1931 and first registered in Worcestershire. It was an 8 hp side valve engined 2-seater ragtop tourer, derived from the hatbox styled 4 seater Morris miniscule saloon which I believe was appropriately designated "Minor"



Whoopee had survived the war unused and even at 23 years of age showed little engine wear and negligible rust, and the recorded mileage was little more than 20,000. My parents had helped me buy the car for £45 (no haggling), if only to divert my attention from the 1937 Phelon and Moore Panther 250cc motorbike, on which I had lavished much love, labour and spare cash throughout the previous year. My mother hated bikes with a passion, as her sister had been killed riding pillion in 1938. It was also purchased as a result of my recent driving test failure, where five lessons in a dual control Morris Oxford led to my test concluding prematurely in the middle of a seven-point turn in a Headingley back street.

So Whoopee became my driving practice car, and I had to pressgang any qualified driver into accompanying me on the learning curves of West Yorkshire's roads, junctions and hills as I aimed to become sufficiently proficient to retake my test. My cousin Stan was the first passenger, although his army licence for tank driving was hardly relevant. A jovial giant bus driving neighbour helped most, although the sight of this six foot, seventeen stoner alongside me, a lissom lightweight must have raised a smile for following drivers as we progressed lopsidedly and kangaroo style from one hazard to another, with myself trying to maintain car control and sustain the compulsory hand signals enforced by law. I was also favoured by superior secretary Margaret, who added an incongruous measure of mature glamour to our ensemble with her elegantly languorous body compressed into the tiny bucket seat, her impeccably coiffured blond locks flying madly in the maelstrom of the following windstream. A good sport Maggie, but I rather believe she was relieved to restore her dignity when I finally passed my driving test in Huddersfield.

Ambitiously perhaps, the very next day I tanked up and headed North to fulfil my annual 2-week RAF reserve training obligation in Edinburgh. I recall plunging in brilliant sunshine down Gateshead High Street into the stygian gloom of the covered High Level Bridge over the Tyne, my first real fright at the wheel. Further North, I gave a lift to a German hitchhiker who thanked me by dumping his deadweight rucksack onto the carefully folded hood and wrecking both hood and windowframes. Thanks Fritz.

But the worst trauma came via a "weekend leave" drive around Loch Lomond, where a penetrating transmission whine developed, and I stopped to discover a smoking red hot differential casing, my first lesson in preventative lubrication. Whoopee was towed into Helensburgh, and I came back to Yorkshire by train. The following week I returned to Scotland by bus, deposited the requisite £27.10s and collected the repaired car, returning home by the scenic A6 route through Border country, Lakeland and the dales. The car was never endowed with a superabundance of power, and was easily out-accelerated at traffic lights by push bikers. Top speed barely exceeded 50 mph and to achieve this required a downhill gradient and a following wind. Neither was petrol economy a salient sales feature as I never exceeded 35 mpg. Nevertheless Whoopee proved a firm foundation for a subsequent 53 year driving career of probably 750,000 thousand miles (30 earth circuits) without major incident...er, touch wood.

Family demand required me to acquire a 4 seater, so I sold Whoopee to a student for £35, a mind-boggling depreciation rate of £10 over two years! With hindsight the car would now be worth about £5000, and the registration plate perhaps...£3,000? Isn't hindsight a wonderful thing?

I last saw Whoopee in 1963, propped on chocks in the forecourt of the garage that used to exist on the A1 just North of Aberford. Today, the garage site is submerged under eight motorway lanes of the M1/A6 junction and I imagine that both Whoopee and the registration plate are long gone. Unless you know otherwise?

Vernon Wood
vernwood@googlemail.com

How about more memories of
YOUR first car?

Members' Sales

Lloyd Haworth has NSY 1 for sale. Offers to him on: haworthlloyd@hotmail.com

GRA 889 on retention due to upgrading, would obviously suit a Graham or perhaps a GRAB 89 lorry. Only £3500.

Members' News

Bob Petts from Broxbourne sent in these two pics. BPE 775 came off a March 1934 Austin Ruby, he purchased this number back in 1990. UPK1M arrived in 2005 when he put it on his wife's Transit van. He says she was not best pleased with the number! Says Bob, "there's no pleasing some women...."

Vehicle inspections – more news.



Peter Townsend, the subject of our front page story last issue phoned me in November. He purchased B19 YOB direct from DVLA back in 1994, and put it on a motorbike he already owned. In October, he realised the bike was at the end of its useful life, so applied to place the number on retention and went to the local licensing office with the necessary paperwork.

However, it turned out no inspection was demanded, and the new paperwork arrived with Peter within a few days. Could this be a one-off or maybe as Peter had owned both the bike from new and the number from sale by DVLA then they knew there was no possibility of a fraudulent retention request.

P1 OUS plate

Charles Wells' son Justin, recently spotted this plate. Says the driver "looked like a bishop!".

S4LOP on entitlement as not moving to "Salop" / Shropshire. Anyone living in the Shrewsbury area may be interested. A bargain at £1400 o.n.o. Replies to both could be by e mail to me at: astonhomes@googlemail.com
Graham R. Astbury

I now have another number for sale, CIL 700, as my daughter Clare is going to live in Australia - It's too far to drive so it's got to go! Serious offers to me on 07814 171735 or by email - roger@smithscoaches.co.uk
Roger Smith (RWS 222 & 777)

A GUIDE TO THE UNITED STATES

(or an Englishman in New York and Boston and Washington)
Part 3 – Special Series
by John Harrison

As I indicated in Part 1, American states have a very wide range of special series and this part looks at these.

Speciality Plates – These are plates supporting a range of good causes, welfare organisations, sporting teams, universities or other educational institutions, societies, etc. An additional fee is payable for these and this goes to the appropriate cause or organisation. Some support charities working in a particular area, e.g. environmental work or animal charities and others go to specific organisations. I am not sure exactly

who is eligible to have a university plate, staff members, graduates or students and anyway eligibility may well vary from state to state.

Maryland has over 300 organisations eligible for their own plates!

Plates supporting good causes often have very attractive graphics. Illustrated, a Massachusetts one presumably supporting building preservation and a New York one supporting open space protection.

Veterans – I am not sure if these are a

separate category or an extension of the last one, but in many states ex-soldiers are

entitled to their own special plates. The one in the photo is a Massachusetts Korean veteran plate and these must now be comparatively rare. Other plates feature military charities and therefore one that

strictly should be in the previous section. I include it at this point to show the yellow "ribbon" – "Dawn" have a lot to answer for! A lot of vehicles carried such ribbons with texts such as "Support our troops". In fact they are not actually "ribbons" but magnets as I found out when I saw one on sale in a drugstore



The photograph shows an official Massachusetts State vehicle

Emergency Vehicles – Again these normally have special plate types. The one illustrated is actually atypical of police vehicles. It is a Washington Transit Authority Police



dog unit with a "personalised" (or should that be "doggyised"?!) K-9 plate.

Taxis, Livery, etc – America's most famous taxis are New York's Yellow Cabs. Numbers are currently restricted to 13,087. Each Yellow Cab displays a medallion on its bonnet, I mean hood. The rights to a medallion are worth six-figure sums, so they are generally owned by investment companies and hired out to drivers. The medallion number is in nLn format and is also the vehicle's



registration and also features elsewhere on the cab, e.g. on the rear doors. Only Yellow Cabs can be hailed in the street and their fares are set according to the meter. Other large municipal authorities operate taxis with similar restrictions to the Yellow Cabs and with their own special plates. The



American equivalents of private hire cars which have to be pre-booked are livery cars and again these have special plates in each area. New York has a third category, T&LC. "T&LC" stands for "Taxi and Limousine Commission", the body that supervises the city's Yellow Cabs, livery cars, etc, but I am not sure exactly what the difference is between a T&LC vehicle and a livery

one, but T&LC vehicles seem to comprise more luxurious cars, e.g. stretched limos. Some limousine companies use the vanity plate system to have fleet numbers on their vehicles, so the registration would be the company name followed by a serial number. The car hire company buses at Boston Airport had similar numbers, e.g. HERTZ 7 and AVIS 13 and the Tourmobile buses in New York also had such marks.



Motorcycles – These are normally a separate series and are smaller sized than car plates.

Regional Issues – In some states you can apply for a special plate relating to the region where you live. There is usually a premium for such

a plate, so in a way they are similar to the speciality plates described above.



Professions – Some professions in some states have special plates, e.g. doctors (MD) in New York and clergy in District of Columbia.

Amateur Radio Plates – Though I am not aware of having seen any, so cannot provide a photo, most states provides special plates for radio hams featuring their call signs.



Another Guide To The United States

Continuing our look at USA registrations, this from Jon Parsons, Welwyn Garden City.

Having read John Harrison's article with interest, I thought you may also like to know (or even publish)? the fact that as well as an interest in British number plates, I'm a keen collector of license plates from around the world.

In particular, I actually have the complete set of 50 States plus the District of Columbia. An example of a vanity plate from Florida is also featured.

They are all from private cars rather than the various vehicle types available such as Rental, Commercial, Trailer etc. They've been obtained once the validity has expired, over the last few years through trading, business contacts and personal travel although it is a challenge keeping up-to-date with the latest 'standard' base formats available.

They currently fill most wall space in my garage.

As well as individual pictures of each USA license plate, my entire collection of world license plates so far, can be seen at:

www.mylicenseplatecollection.com

Regards,

Jon [980 JON]

Ed's note – I took a look at Jon's web site, It is very interesting and the photos are crystal clear too.

New members continued....



numbers we welcome Mark J Byrne – C1 TYG on a very nice looking motor home and UR 04 FUN on the little scooter. Is this carried behind the motorhome so you can get about once on site?

A large collection of numbers is owned by Robert D V Cross and his family from Lutterworth: 400 RDV, J400 RDV, J400 ALC, J400 RTC & P19 RTC. Reckon there's a photo opportunity here for our newsletter!

We welcomed in the New Year, Chris Goddard, who runs Goddard Warehousing in Wellingborough. He has a whole raft of numbers, some of which he is selling, see our web site: The collection includes: NOD32, EO05CAB, JEP111, GIW1619, 804CPG, 7HCG, BAZ8415, 233APG, HUG997, 1APG, B9KDM



More JF Numbers

New member John Flint, who's collection of JF numbers was featured in the last issue might be interested to see these photos, sent in by Colin Richards (T4) who has a vast collection of single/2-letter numbers.

Thanks Colin for remembering you had these on file.



Have you got a copy yet? This useful little book is essential reading for reg'n number enthusiasts. Lots of useful information.

£9.99 post free from RNC HQ.



Screen badges with YOUR number at the centre. £7.50. Same size as a tax disc.
Tax disc holders £1.50