

## 1934/35

**SYMBOL:** A vertical diamond at lower centre.

**COLOURS:** White on dark (Oxford) blue.

In keeping with the last occasion Oxford blue had been relied on for the base, many of the plates affiliated with this issue were plagued with similar drawbacks when it came to coping with the great outdoors. Yet again (although maybe not to the same degree as in 1929/30) there is a nagging feeling the extremes of climate and the sun's ultra-violet rays did not altogether take kindly to the pigment. Or, as has been advanced by one learned scholar, perhaps this make of paint may have had traces in it which became harshly allergic to the unbridled levels of lead in the fuel of that era. But no matter where the fault lies, generally speaking the background ended up methodically paling soon after coming into contact with the elements.

In the meantime Mr. G. McNamara, the now top dog at the Registry of Motor Vehicles enclosure, asked for more tenders (covering one, three or five years) to be forwarded to him by 3 October 1934. Here however yellowed archives confirm two more contenders apart from Precision submitted offers. One was from a firm called H. J. Ryan and the other, not too unbelievably actually when one recollects the two transitional plate incidents of late 1924 and 1926, was propounded by the New Zealand Railways Workshops. Also, of the three, the latter rendered the lowest prices with Precision coming in a not too disreputable second but, as often befalls, it was the incumbent who not only got the green light but, to seal it off, for a full five-year term as well.

**Passenger** - Of the 141,600 pairs carved up the primary 400 were speedily shunted into another sphere (see Rental & Private Hire below) hence bringing the tally for this



package down to 141,200. As for the **X**, it delinquently pounced on all serials once they had the temerity to wander beyond **99,999**.

### Motorcycle



*.1 to 25.500*

**Large Vehicle Dealer** - 1,250 sets cashed in their chips.

**Motorcycle Dealer** - A skimpy 200 pairs were crafted.

**Exempt** - Marshalled into action were 1,350 sets.

**Government** - 1,650 pairs checked in.

### Heavy Vehicle



*H.1 to H16.900*

### Light Vehicle



*L.1 to L23.400*

### Bus



*P.1 to P.700*

**Service Vehicle** - These were suspended after 1,300 sets.

**Taxi** - 2,150 pairs were boxed up.

**Rental & Private Hire** - Having come to the irrefutable conclusion there was no kudos in continuing to bestow exclusive category status on a clique with such a

pithy vehicular score-card, the **R** was retracted and sweet-talked into taking root elsewhere.

Hereafter it would be considered more politic if rental and private hire contrivances were restored with passenger plates but, so that they be allowed to retain some modicum of dignity, make certain they got hold of the premium sets of registrations from that series. Accordingly, on this their second sortie since being promoted to playing with the big boys, they had no compunction to being compensated with serials **1** to **400**, a dosage that would gradually be augmented over the years as this clan swelled in size.

**Trailer** - This was the latest gang to enlist for whom 3,700 plates (strangely in pairs) came on court. As taxis had already nicked the letter **T** two years ago it was declared trailers be induced to get hitched to the now footloose **R** which had just been confiscated from Rental & Private Hire.



Incidentally, in this context, the new category embodied not only the accoutrements with a yen for domestic, commercial and boat towing chores, but also caravans.

**Contract Vehicle** - Not to be left out in the cold were the specialised vehicles with an aspiration to be contracted out for specified duties. Referred to in those early years as 'passenger trucks' (which more than suited a school bus), the idiom took on outmoded overtones when this branch went on to envelop such varied contraptions as car transporters, private ambulances, hearses and tow trucks.

The outcome was the contribution of 2,000 sets of plates with a **V** as the character of choice. But, whoever wrote up the order for such a liberal aggregate was guilty of grossly overestimating the scope of the market, with the ramification only about half the registrations ever got an opening to make it onto an appliance. By the way, tow trucks and car transporters were to be sent packing from this league in 1940/41 and directed to be shod with dealer registrations.



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