

1956-61

SYMBOL: A five-pointed star at mid centre.

COLOURS: White on dark (Venetian) red.

The reconditioning of unused registrations from the preceding series was again a widespread and productive technique adroit at saving funds and metal and thus performed where practical. We are also advised Precision became proficient at administering the conversion procedure at a cost of 1 shilling and 11 pence a pair.

Passenger - When in late 1958 the moment came to hatch another 39,200 sets of plates so as to buoy up the pilot 520,000 mobilised in 1956, a glitch occurred when, instead of following through with **520,001**, serials took a humongous leap to restart at **590,002**. It would only be in 1960 that Precision retraced its steps and got to grips with conferring the missing 70,001 pairs. Moreover, of the 629,201 final tally over the three runs (which included the 1,000 conserved for Ministers) many thousands



Reconditioned

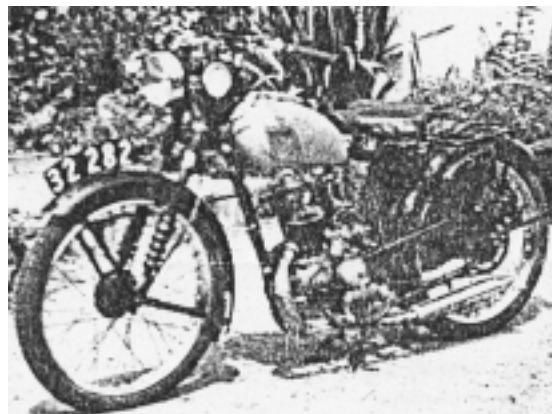
were revamped 1951-56 ones. The issue was activated at **10,001** since, true to form, Private Hire and Rental had absconded with the prime cuts. See also [Appendix 10](#) which contains data on forecast geographical circulation.

Motorcycle - 79,999 single registrations were trundled out but incredibly there



was to be no light at the end of the tunnel concerning the tomfoolery of

bikers having to improvise their own front interpretations (which did not of necessity have to be colour co-ordinated with the back one). Yet, while the recalcitrant legislation binding riders into revealing two plates went untouched, most strangely Government movers and



shakers did find time to enact legislation making the wearing of safety helmets obligatory. For principles never explained serials began at **20,000**.

Large Vehicle Dealer - Of the 6,000 sets to canter in some were reconstituted.



Motorcycle Dealer - 600 pairs were budgeted for.

Exempt - These 92,500 sets were undertaken in two runs with a few recycled registrations making up the numbers in between.



Reconditioned

Government - 26,000 pairs took the plunge which again had to bestride the **Govt**



and **GVT** prefixes. It could be some of the latter 16,001 may have been reconditioned.

Heavy Vehicle - In 1960 a spanner was thrown in the works when serial **H99,999** was struck and a lack of space prevented the cramming in of a sixth numeral. So, the



only remedy was to come up with an overrun exposing **HA1** to **HA5,000**, thus bringing the total for this term to 104,999 sets.

Light Vehicle



L.1 to L95,000

Bus



P.1 to P3,500

Service Vehicle



S.1 to S1.200

Taxi - Of the 7,500 pairs to stomp down the red carpet some could have been transformed plates.



Private Hire - When the preliminary 1,000 sets from the passenger ingredient became depleted, the next 500 initially held back in a supportive role then had to be



Reconditioned

rapidly scurried into action. Interestingly the registration featured on the right is a tarted up one from the prior series.

Rental - These were allotted 6,500 passenger pairs numbered from **1,501** to **8,000**, with the 2,000 thereafter held in limbo in the event of any unforeseen complications.



Trailer - All hell broke loose when the demand for this category exploded to



never seen before levels. Hence already by August 1959, when serials had banged their head against the uppermost **R99,999** ceiling, additional plates with an **RA** had to be rushed in. When in turn these 9,999 (there no longer being scope for a fifth digit) went like hot cakes, it was necessary to heave out **RB**, **RC** and **RD** overruns. So, even though at the end of the day 139,995 registrations had been teased out for dispersal, it is questionable whether all from the final deputation were utilised seeing **RD3,217** is, as of today, the highest identified serial.

Contract Vehicle



V.1 to V5.000

Motorcycle Learner - Wise at last to the hubris of slippery learners and their assiduous subterfuges, whereby they had become skilled at painstakingly camouflaging the suffix, crafty watchdogs now came up with another one of their iniquitous plots. Although same-sized plates with an appended **L** were again to be fobbed off like last time, there was however to be an important modification.



Whereas all motorists in the land, including other motorcyclists, were racing around in conveyances bedecked with white on red registrations, the eye-watering discomfiture for learners was that their new-style plates were to be a highly contrasting black on white. 41,000 were greeted, disdainfully it has to be suspected, and there is a perception some were reconstituted.

Diplomatic - Three pairs of registrations, from **DPL 1A** to **DPL 20A** and **DPL 1B** to **DPL 20B**, were filtered out (with three exclusions) to the ambassadors of the following missions:

Serials	Embassy	Serials	Embassy
1A, 1B	United Kingdom	11A, 11B	Belgium
2A, 2B	France	12A, 12B	(not issued)
3A, 3B	Japan	13A, 13B	(not issued)
4A, 4B	United States	14A, 14B	Soviet Union
5A, 5B	Australia	15A, 15B	P.R. of China
6A, 6B	Canada	16A, 16B	India
7A, 7B	(not issued)	17A, 17B	Thailand
8A, 8B	West Germany	18A, 18B	Czechoslovakia
9A, 9B	Netherlands	19A, 19B	Switzerland
10A, 10B	Denmark	20A, 20B	Italy



Also discharged was one set each of **DPL 21** to **DPL 300** which were sent in blocks to the rest of the diplomatic corps. Of these it is only indisputable the ones with serials **21** to **30** landed up at the U.S. legation

while **31** to **45** were put aside for it in case of any impending requirements. Adding all this up it can be certified Precision whipped up 400 pairs of plates of which only two, neither of them suffixed, are believed to have survived to the present time.

Consular - Enigmatically, consuls could avail themselves of **CC**. plaques evincing black on white hues, the same as motorcycle learner plates, rather than the colours of mainstream registrations.



Exempt Trailer - Channelled in was a throng of unaccompanied plates charged with pandering to the wants of trailers whose owners were not obligated to front up with registration levies. These appliances were made up of those whose chores were limited to private properties such as farms, as well as any apparatuses (like tar



macadam boilers) towed in public by road building and maintenance vehicles. Each had a prefacing **E/R**, where one letter stood askew above the other (this whole component sloping down from the upper left to bottom right) and both had a height of one and five eighths inches. However there is nothing to acquaint us with how many registrations were rallied although the figure of 41,000 has been bandied about.

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