



CAR REGISTRATION AND NUMBER PLATES 1903 to 2003

1st October 2003

This information has been compiled for the CVPG from details supplied by the Driver and Vehicle Licensing Agency, Swansea and is believed to be accurate. Despite this, however, the author and CVPG cannot accept any responsibility for any complaints or problems caused by reliance on the information contained in this file.

1 OR 2 LETTER PLATES

ONE OR TWO LETTERS FOLLOWED BY ONE TO FOUR NUMBERS OR REVERSE



These plates are rare and are normally only seen on newer vehicles as cherished or personalised numbers. However, some still exist and were originally issued to vehicles first registered between 1903 and the mid 1930's. The reverse (where the one or two letters follow the numbers) are very rare - only a few of these were issued in the 1950's / 60's when three letter plate combinations ran out.

The one or two letters, in the above example AB, make up the 'area identifier' and indicate where the vehicle was first registered. Area identifiers for vehicles first registered from 1 September 2001 are different to those used with this system.

If the plate is reversed, e.g. 1234AB, the two letters (AB) are still the area identifier.

The numbers, in the above example 1234 are the individual element which give the vehicle its unique identity. The numbers are issued in sequence from 1 to 9999. Not all possible combinations of these plates were issued - and many have since been sold on as cherished numbers.

Although this series of plates has long since ceased being issued to new vehicles, it is still in use for re-registrations for pre-1931 ('vintage') vehicles which need new plates. The current series being used for re-registrations is SV8000 - SV9999 which was never originally issued.

3 LETTER PLATES BEFORE 1963

THREE LETTERS, ONE TO THREE NUMBERS OR REVERSE

On cars first registered before 1963 (or 1965 in some cases), number plates look like this. The plates usually carry the three letters before the numbers between 1 and 999, but some are reversed with the numbers preceding the letters.



In the group of three letters, the second and third letter, in the above example BC, make up the 'area identifier' and indicate where the vehicle was first registered. Area identifiers for vehicles first registered from 1 September 2001 are different to those used with this system.

If the plate is reversed, e.g. 123ABC, the second two letters (BC) are still the area identifier.

The first letter and numbers, in the above example A__ 123 are the individual element which give the vehicle its unique identity. The numbers are issued in sequence from 1 to 999. The letter (called the serial letter) is issued in sequence, usually when all possible numbers have been used up, so ABC1 would be followed by ABC2, up to ABC999 when the next issue would be BBC1. Not all possible combinations of these plates were issued - and many have since been sold on as cherished numbers. Reversed plates follow the same format, so 999ABC would be followed by 1BBC then 2BBC etc.

Although this series of plates ceased being issued to new vehicles between 1963 and 1965, it is still in use for re-registrations - that is, older vehicles which need new plates. The current series being used for re-registrations is ASL100 - YSL999 which was never originally issued.

PLATES 1963 - 1983 (YEAR SUFFIX)

THREE LETTERS, ONE TO THREE NUMBERS, ONE LETTER

This is the format of registration used on vehicles first registered between 1963 and 1983.



The second two letters, in the above example BC, are the 'area identifier' and indicate where the vehicle was first registered. Area identifiers for vehicles first registered from 1 September 2001 are different to those used with this system.

The last letter, in the above example A, is the 'age identifier' or 'year letter' and shows the date when the vehicle was first registered - in this case during 1963. Year letters were not compulsory until 1965, so a vehicle may have been registered during 1963 and 1964 without a year letter.

The first letter and numbers, in the above example A__ 123 are the individual element which give the vehicle its unique identity. The numbers are issued in sequence from 1 to 999. The letter (called the serial letter) is issued in sequence, usually when all possible numbers have been used up, so ABC1A would be followed by ABC2A, up to ABC999A when the next issue would be BBC1A. Usually, prior to 1974, the change in year letter did not affect the plate sequence so ABC123G would be followed by ABC124G or

ABC124H depending on which year letter applied at the time. After 1974 the serial letter and numbers usually 'reset' with the change of year letter so if Hxx923N was the last plate issued in a series for the "N" suffix period, it would be followed by Jxx1P. This was not always the case, however, and for registration offices with many area codes, every area code combination with the same serial letter would be used before the serial letter advanced.

Although this series of plates ceased being issued to new vehicles in 1983, it is still in use for re-registrations - that is, older vehicles which need new plates.

PLATES 1983 - 2001 (YEAR PREFIX)

ONE LETTER, ONE TO THREE NUMBERS, THREE LETTERS

This is the registration system used prior to the current one and most of the vehicles on Britain's roads today display a plate of this type.



The image shows a white rectangular plate with a black border. The text 'AI23 ABC' is printed in a bold, black, sans-serif font. The 'A' is the largest character, followed by the numbers '123', and then the letters 'ABC'.

The first letter, in the above example A, is the 'age identifier' or 'year letter' and shows the date when the vehicle was first registered - in this case between 1 August 1983 and 31 July 1984.

The last two letters, in the above example BC, are the 'area identifier' and indicate where the vehicle was first registered. Area identifiers for newer vehicles are different to those used with this system.

The numbers and second letter, in the above example 123 A, are the individual element which give the vehicle its unique identity. The numbers are issued in sequence from 21 to 998, with some being withheld for select (personalised number plate) use only. The second letter (called the serial letter) is issued in sequence, usually when all possible numbers and area codes (if an office has more than one) have been used up. On 1 August 1996, for example, new vehicles in NW London were issued plates from P21LLA. When the series had reached P998LLA the next registration to be issued was P21LLB - the next NW London area code - until all possible NW London area codes were used and the series returned to LA with the serial letter advancing, P21MLA. On 1 August 1997, the "P" age identifier was replaced with the "R" age identifier but not all possible serial letters had been used - the LA series had reached PLA.

Although this series of plates ceased being issued to new vehicles in September 2001, it is still in use for re-registrations - that is, older vehicles which need new plates.

PLATES FROM 1 SEPTEMBER 2001

TWO LETTERS, TWO NUMBERS, THREE LETTERS

This is the current vehicle registration system used in the UK, used on vehicles first registered from 1 September 2001.



The image shows a white rectangular plate with a black border. The text 'AB51 CDE' is printed in a bold, black, sans-serif font. The 'A' and 'B' are the largest characters, followed by the numbers '51', and then the letters 'CDE'.

The first two letters, in the above example AB, are the 'area identifier' and indicate where the vehicle was registered - the first letter "A" represents the general area (in this case Anglia) and the second letter "B" represents the town or city in this area where the vehicle was registered (not where the owner lives or the vehicle may reside!). The area identifiers used with the current system are different to those used prior to 2001.

The two numbers, in the above example 51, are the 'age identifier' and indicate when the vehicle was first registered - in this case between 1 September 2001 and 28 February 2002.

The three letters, in the above example CDE, are the individual element which give the vehicle its unique identity. The letters are issued roughly in sequence, but some combinations are banned because they are deemed to be offensive. Some are also withheld from issue because they are reserved for select issues (personalised number plates) - these are usually combinations or letters which spell names or words. Some combinations in a sequence are also omitted to prevent dealers from reserving potential 'favourites' for customers without going through the 'select' (personalised) scheme. For the first time on the UK mainland, the letter Z is permitted, but only for the serial letters. Area codes cannot contain the letter Z as they are used for Northern Ireland.

A plate may carry the GB "Euro" symbol on the left hand side, any symbol displaying other than "GB" and / or other than the EU "stars" logo is not permitted.

HISTORY OF UK CAR REGISTRATION

The UK car registration system traces back to 1903. The Motor Car act which came into force on January 1st, 1904 required all vehicles in the United Kingdom to be registered and carry number plates. Originally County and Borough Councils were to issue the number plates - a system which was to last until 1974 - when the Department of Transport took over the task with it's specially equipped Vehicle Registration Offices (VROs).

A1 - YY9999 : 1903 - 1930's

Each council was issued with one or more letter codes for registering vehicles. Originally both one and two letter codes were issued as of 1903. A list of these codes and the areas they apply to can be found on the area identifier pages. This original system, using the one or two letter area code and one to four numbers (e.g. AA1 - AA9999) soon ran out and by the 1930's a change was needed.

AAA1 - YYY999 : 1930's - 1960's

It was decided an extra serial letter was to be introduced prefixing the original area code. This could only be used with two letter area codes, as prefixing a one letter area code would duplicate a two letter code, so the single letter area codes became obsolete. Serial letters were first introduced around 1932 as necessary.

In order for the size of the plates to remain the same, a maximum of only three numbers (e.g. AAA234, GRF823) was used with this system. This serial letter ran in rotation with the numbers, so in the example ADE998, the "DE" is the area code (in this instance, Pembrokeshire County Council), and the A--998 runs in sequence. The next number in the Pembrokeshire series would be ADE999, followed by BDE1 (note that no zeroes prefix the number 1).

1AAA - 999YYY : 1950's - 1960's

In the 1950's the system was reversed by councils who had run out of combinations in the previous series, now with the numbers prefixing the letters (e.g. 237RYU). A small number of councils ran out of these numbers by the late 1950's / early 1960's and as a temporary measure, four number / one or two letter area code registrations were issued (e.g. 2345AA). These did not have a serial letter, the one or two letters being the area codes as originally issued in the reversed format. Only the single letter area codes D,E,F,H,K,N,R,U and W were issued in this reversed format (e.g. 1042D) between 1953 and 1962. This was the last time the single letter area codes were used. Not all of these numbers were issued, making this type of number rarer than the ABC123 type. Some of these numbers are now being auctioned off as personalised registrations.

AAA1A - Y999YYY : 1963 - 2001

By the 1960's, some of the busier councils began to run out of numbers again and it was clear an extra letter or number was needed on the plates. From 1963 the suffix letter "A" was added to the registrations of some busier councils (e.g. NAT233A), the letter changed to "B" in 1964 and so on. Not all councils used the "year suffix letter" until 1965 when the "C" suffix was issued and the addition of the year letter became compulsory. On 1 October 1974, registrations were centralised, and some area codes changed.

In 1983, the year letter suffix system ran out and it was replaced with a year letter prefix system. This system operated in the same format, but reversed (e.g. A234UUV). There is more information about these year suffix and prefix codes on the age identifier pages. The suffix and prefix letters I,O,Q,U and Z have not been used. The year prefix system ran out with the "Y" prefix on 31 August 2001.

PLATES 1983 - 2001 (YEAR PREFIX)

This is the registration system used prior to the current one and most of the vehicles on Britain's roads today display a plate of this type.

AI23 ABC

The first letter, in the above example A, is the 'age identifier' or 'year letter' and shows the date when the vehicle was first registered - in this case between 1 August 1983 and 31 July 1984.

The last two letters, in the above example BC, are the 'area identifier' and indicate where the vehicle was first registered. Area identifiers for newer vehicles are different to those used with this system.

The numbers and second letter, in the above example 123 A, are the individual element which give the vehicle its unique identity. The numbers are issued in sequence from 21 to 998, with some being withheld for select (personalised number plate) use only. The second letter (called the serial letter) is issued in sequence, usually when all possible numbers and area codes (if an office has more than one) have been used up. On 1 August 1996, for example, new vehicles in NW London were issued plates from P21LLA. When the series had reached P998LLA the next registration to be issued was P21LLB - the next NW London area code - until all possible NW London area codes were used and the series returned to LA with the serial letter advancing, P21MLA. On 1 August 1997, the "P" age identifier was replaced with the "R" age identifier but not all possible serial letters had been used - the LA series had reached PLA.

Although this series of plates ceased being issued to new vehicles in September 2001, it is still in use for re-registrations - that is, older vehicles which need new plates.

YEAR IDENTIFIERS

Year letters were introduced in 1963 with the "A" suffix. This was not used by all councils, however, and didn't become compulsory until the "C" suffix in 1965. Initially the year suffix was changed on the 1st January every year, but the motor industry soon discovered that there was a rush for cars during the new year period, as everyone wanted to own a car with the latest year identifier. The year suffix change was moved in 1967 to August where it was hoped that the demand for new vehicles would be met more easily.

In 1983, the year suffixes ran out and the system was reversed, so the year identifier was the first letter on the number plate. This is the system we still have in use in Britain today. In March 1999, the system of changing the year identifier was moved to a twice yearly change, to prevent the annual rush to buy new vehicles in August. The series ran out of letters in September 2001 which is when the current system was introduced using a new system of year numbers.

The "Q" prefix has been issued since 1 August 1983, to vehicles of undeterminable age (e.g. kit cars, rebuilds etc). If you buy a new car in Britain today, you will receive the "53" age identifier - e.g. AB53 CDE

AGE IDENTIFIERS FROM 2001

The age identifier (year number) is the number in between the two groups of letters - e.g. AB51 CDE

01	not used	51	1 Sep 01 - 28 Feb 02
02	1 Mar 02 - 31 Aug	02	52 1 Sep 02 - 28 Feb 03
03	1 Mar 03 - 31 Aug	03	53 1 Sep 03 - 28 Feb 04
04	1 Mar 04 - 31 Aug	04	54 1 Sep 04 - 28 Feb 05
05	1 Mar 05 - 31 Aug	05	55 1 Sep 05 - 28 Feb 06
06	1 Mar 06 - 31 Aug	06	56 1 Sep 06 - 28 Feb 07
07	1 Mar 07 - 31 Aug	07	57 1 Sep 07 - 28 Feb 08
08	1 Mar 08 - 31 Aug	08	58 1 Sep 08 - 28 Feb 09
09	1 Mar 09 - 31 Aug	09	59 1 Sep 09 - 28 Feb 10
10	1 Mar 10 - 31 Aug	10	60 1 Sep 10 - 28 Feb 11

YEAR LETTERS: SUFFIXES 1963-83

This table shows the year letter SUFFIXES - where the year letter is the LAST letter of the registration number - e.g. "TBX182S" - the letter "S".

A 1963	H 1 Aug 69 - 31 Jul 70	R 1 Aug 76 - 31 Jul 77
B 1964	J 1 Aug 70 - 31 Jul 71	S 1 Aug 77 - 31 Jul 78
C 1965	K 1 Aug 71 - 31 Jul 72	T 1 Aug 78 - 31 Jul 79
D 1966	L 1 Aug 72 - 31 Jul 73	V 1 Aug 79 - 31 Jul 80
E 1 Jan 67 - 31 Jul 67	M 1 Aug 73 - 31 Jul 74	W 1 Aug 80 - 31 Jul 81
F 1 Aug 67 - 31 Jul 68	N 1 Aug 74 - 31 Jul 75	X 1 Aug 81 - 31 Jul 82
G 1 Aug 68 - 31 Jul 69	P 1 Aug 75 - 31 Jul 76	Y 1 Aug 82 - 31 Jul 83

Note that the year suffixes I, O, Q, U, and Z have not been issued. This is because the letters I and Z are not used in the British numbering system as they are reserved for Northern Ireland which uses a different system, Q is not used in the British system ("Q" prefixes are used to show vehicles of indeterminable age), and O could be mistaken for the number zero. The reason for the omission of the "U" suffix and prefix remains a mystery!

YEAR LETTERS: PREFIXES 1983-2001

This table shows the year letter PREFIXES - where the year letter is the FIRST letter of the registration number - e.g. "X451BLE" - the letter "X".

A 1 Aug 83 - 31 Jul 84	H 1 Aug 90 - 31 Jul 91	R 1 Aug 97 - 31 Jul 98
B 1 Aug 84 - 31 Jul 85	J 1 Aug 91 - 31 Jul 92	S 1 Aug 98 - 28 Feb 99
C 1 Aug 85 - 31 Jul 86	K 1 Aug 92 - 31 Jul 93	T 1 Mar 99 - 31 Aug 99
D 1 Aug 86 - 31 Jul 87	L 1 Aug 93 - 31 Jul 94	V 1 Sep 99 - 29 Feb 00
E 1 Aug 87 - 31 Jul 88	M 1 Aug 94 - 31 Jul 95	W 1 Mar 00 - 31 Aug 00
F 1 Aug 88 - 31 Jul 89	N 1 Aug 95 - 31 Jul 96	X 1 Sep 00 - 28 Feb 01
G 1 Aug 89 - 31 Jul 90	P 1 Aug 96 - 31 Jul 97	Y 1 Mar 01 - 31 Aug 01

Note that the year prefixes I, O, U, and Z have not been issued. The "Q" prefix has been issued since 1983 to vehicles of indeterminable age.

NUMBER PLATES

Since 1973, a UK number plate should be white reflective plastic with black type for the front of the vehicle and yellow reflective plastic with black type for the rear of a vehicle.

Prior to this, car numbers were normally white or silver type on a plain black background, cars registered before 1973 can still display either type of plate. One interesting and less documented change is that from stick on plastic block lettering which is slightly raised from the surface, to flat lettering which is sealed within the plate which happened from the early 1980's.

Plates on vehicles registered before 1 Sep 2001 (new system), character width of either 57mm wide is legal; but post - Sep 2001 registrations must use characters that are 50mm wide and not 57mm. The standard font is the Charles Wright font - non standard typefaces are illegal. The GB Euro symbol is permitted but all other symbols are also banned. Since 1 Sep 2001, all replacement plates bought carry the new, narrower 50mm version of the typeface.

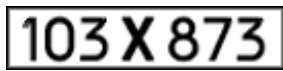
MILITARY PLATES IN THE UK

All UK military vehicles have plates which consist of 2 numbers, 2 letters and then 2 numbers e.g. 24 KA 51, or since 1995, the reverse e.g. KA 24 AA - these are on standard sized plates in the standard font although usually still white or silver characters on black plates. This current practice commenced in 1949.

Between 1982 and 1995, military vehicles used 2 numbers, the letter K and another letter, then 2 numbers - e.g. 24 KA 51. However prior to 1982 different codes were used. The series 53 ER xx is used by the Queen's official baggage transport - with 53 representing 1953, the year of Her Majesty's coronation, ER representing Elizabeth Regina and then two numbers (xx).

US forces present in the UK may have special plates on their military vehicles, in British style and size. These plates include the series DOT, RC, UKAX, USAF, USN, AFEX, UKER. These plates have the letter codes followed by (normally) four or five numbers. USN has not been issued on standard plates to avoid confusion. US forces plates have also been spotted in the UK style with just numbers, e.g. 93-40342, two serial letters and four numbers.

DIPLOMATIC PLATES



Since 1979, diplomatic plates (above left picture) have been issued with three numbers (representing the diplomatic Embassy), the letter D (diplomat) or X (accredited personnel), and three serial numbers (101 - 399 for diplomats, 400 - 699 for non diplomatic staff and 700 - 999 for consular staff). The numbers on diplomatic plates are in a slightly narrower, distinctive font compared to those on a normal UK plate, however the colours and size remain the same. Some diplomatic plates also exist in the normal series, such as USA 1, CAN 1 etc. These may include the letters I, Q and Z, and almost always have a single 1 as the numeral.

TRADE PLATES



Trade plates use the normal UK font but usually display red letters on a white background. They have three numbers starting from 001, and then a two letter area code of the VRO (vehicle registration office) as in pre September 2001 plates. Trade plates are carried by vehicles which are not being currently taxed, and are used by dealers and manufacturers. These plates can be moved from one vehicle to another which is why they are often displayed in the windscreen or hung from the vehicle rather than being permanently fixed.

Q CODES : TEMPORARY IMPORT SERIES

Q codes are not "area" codes - but codes which show that a vehicle has been temporarily imported. The code contains up to four serial numbers, the letter Q and then the year letter or, since 2001, number (e.g. 1234QX during 'X' registration, or 175Q02 during '02' registration). Prior to 1983, this was reversed, with the letters preceding the serial numbers (e.g. QX1234). This system started in 1981 with the QX prefix.

Q code prefixes were introduced in 1921, and until 1981 the second letter of the Q code was not a year letter, but a code letter which identified the licensing authority which issued the mark. QC, QD, QH, QN, QS prefixes were issued by the RAC, QQ and QR were issued by the Greater London Council and the rest (except QO, QU - QZ) were issued by the AA. QX was the first year letter prefix, which ran with the X suffix in 1981/2, and QY prefix ran with the Y suffix in 1982/3. The system was then reversed from 1 August 1983.

N.B. Not to be confused with the Q "year" prefix which identifies vehicles of unknown age/origin, and use the normal system - e.g. Q123ABC

X CODES : EU EXPORT SERIES

X codes are not "area" codes - but codes which show that a vehicle has been purchased tax free for export to the EU. There are two types of X code - those issued for vehicles whose date of first registration is before 1 September 2001 (the old system) and those issued for new vehicles and vehicles whose date of registration is on or after 1 September 2001.

The code 'XP' is used in the place of the area identifier to denote a vehicle for EU export under the old system. The vehicle then carries the appropriate year letter for date of first registration and three serial letters. The second letter is not, as normal, a serial letter but a letter between A (January) and M (December, I is not used) to show the month of purchase. So X123AXP would show a Sep 2000 - Feb 2001 vehicle, purchased in January, for export to the EU. This system was first introduced in 1993.

The new system, for vehicles first registered on or after 1 September 2001, uses the codes XA to XF, with the second letter representing the month of purchase.

ISLANDS

There are several odd features in the current system of numbering, one of which is that the islands which surround the British Isles have unique and separate numbering systems which differ from one to the other.

The Isle of Wight uses the UK system with it's own area codes - "HW" from 1 September 2001 and "DL" from 1903 to 2001.

From 1971 to 2001, the Isles of Scilly used the area code "SCY" which is withheld from use by Swansea VRO which issues the "CY" series. This has only been the case since 1971, however, and "SCY" was issued previously by Swansea without year letters and with the "G" year suffix. Since September 2001, the Isles of Scilly have used the codes "WK" and "WL" which are issued by Truro DVLA local office.

ISLE OF MAN

The Isle Of Man series can look at first glance quite confusing since it follows a pattern which is very similar to the series used on the UK mainland. The plates are the same size, colours and font as normal UK plates. The Isle of Man uses the two letter "area" code "MN", and the three letter series "MAN", both of which have been withheld from mainland issue in the UK.

The current series started in 1987 and consists of a serial letter followed by the MN code, three serial numbers and another serial letter (not a year letter). The first number issued in this series was BMN1A, then BMN2A etc. When BMN999A was reached, the next number was BMN1B; when BMN999Y was reached, CMN1A was next issued etc. From 1974 to 1987, the "MAN" code was used instead of "MN", originally MAN1A to MAN999Y then A1MAN to Y999MAN, then MAN1000 to MAN9999 and 1000MAN to 9999MAN. Before 1974, plates were much as old plates in the UK with "MAN" and "MN" used with numbers and no serial letters or a serial letter prefix for "MN" (e.g. MAN283, MN8193, and later BMN982 etc.) The letters I,Q,S, and Z are not used, and the combination "AMN" appears never to have been issued. It is important to remember that the serial letter prefixes and suffixes used on the Isle of Man are not year letters, as on the UK mainland.

PERSONALISED & CHERISHED NUMBERS

A cherished number can be any registration number that has previously been issued. Some people like to transfer their existing number from their old vehicle when they replace it for reasons of memorability, or simply because they liked it. You are able to transfer a vehicle registration with an older age identifier onto a newer vehicle but not the reverse (so you could put a registration initially issued in 1982 on a 1994 car, but not a 1994 registration on a 1982 car).

Personalised numbers are a newer idea than cherished registrations and allow certain numbers to be reserved from normal use for sale at auction to raise money. Under this scheme since 1983, various numbers including 1 - 20, have been withheld from normal registration plates for sale, along with other combinations which phonetically spell out names or words. Since the "W" prefix (1 March 00) more numbers have been withheld for personalised use. Some of these have yet to be issued, see New-reg.co.uk for more details about personalised and cherished number plates, or to search and buy online.

The ten numbers which have raised the most money at auction have been KINGS, 1A, 1RR, 1S, GILLY, PILOT, 1DM, 1J, ELVIS and NIGEL.

These numbers have been withheld from issue on all normal registrations, being reserved for personalised use (this is only a rough guide, others may be withheld)-

1983 "A" prefix to 1989: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20

1989 to 2000: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 30, 33, 40, 44, 50, 55, 60, 66, 70, 77, 80, 88, 90, 99, 100, 111, 200, 222, 300, 333, 400, 444, 500, 555, 600, 666, 700, 777, 800, 888, 900, 999

Since 2000, "W" prefix: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 25, 30, 33, 40, 44, 45, 50, 55, 60, 66, 70, 77, 80, 88, 90, 99, 100, 111, 147, 164, 190, 200, 205, 213, 216, 222, 230, 240, 250, 260, 280, 300, 309, 316, 318, 320, 323, 325, 328, 333, 340, 350, 360, 400, 405, 412, 420, 440, 444, 450, 480, 500, 505, 518, 520, 525, 530, 535, 555, 560, 600, 635, 666, 700, 735, 777, 800, 820, 827, 850, 888, 900, 911, 924, 928, 944, 999

A plate showing any of these numbers (provided after the date shown above) is a personalised registration and therefore the AREA CODE and (in some cases) the YEAR LETTER are not accurate. The numbers withheld from 1983 - 89 were not originally available at that time, being released at later dates - "E" and "F" prefixes are still to be released by the DVLA.

1903 - 1962 AREA CODES : 1 LETTER

This table shows the original 1903 single letter area codes which were used as a prefix with up to four numerals (e.g. H7823). The date given is the date when all possible combinations with that letter were used up and it ceased to be issued. From 1953 to 1962, some of these (D, E, F, H, K, N, R, U, W) were re-issued by their original counties in a reversed "suffix" format (e.g. 7823H).

A	London - 1905	J	Durham - 1922	S	Edinburgh - 1920
B	Lancashire - 1919	K	Liverpool - 1914	T	Devon - 1920
C	Yorkshire - 1912	L	Glamorgan - 1921	U	Leeds - 1921
D	Kent - 1913	M	Cheshire - 1919	V	Lanarkshire - 1922
E	Staffordshire - 1925	N	Manchester - 1913	W	Sheffield - 1919
F	Essex - 1915	O	Birmingham - 1913	X	Northumberland 1921
G	Glasgow - 1921	P	Surrey - 1913	Y	Somerset - 1921
H	Middlesex - 1912	Q	never issued	Z	Dublin, Ireland
I	never issued	R	Derbyshire - 1923		

RE - REGISTRATION

Re-registration is the term for what happens when a vehicle receives a new registration mark - usually because it's original mark has been sold on, or taken to a new vehicle by the previous owner.

Prior to 1 August 1983, re-registered vehicles received a mark with the current year letter. Of course this could lead to problems - such as an owner being able to pass off a vehicle as newer than it actually is to increase it's sale price! So since then the vehicle's new mark depends on the date of first registration.

Since 1963 - vehicle receives a new mark with the year identifier corresponding to the year identifier at the time of first registration, the area code being that of the office which issues the re-registered mark

1931 to 1963 - vehicle receives a standard pre-year letter mark of three letters and up to three numbers, from blocks which have previously not been issued. In this case the area code is meaningless.

Before 1931 - vehicle receives a mark of two letters and four numbers, from blocks which previously have not been issued. If the owner cannot prove the date of first registration, a "Q" year letter is given on an otherwise normal registration.

Re-registration blocks issued to vehicles first registered between 1931 and 1963:

ASV1 - YSV999, BSK1 - YSK999, CSU1 - YSU999, GVS1 - YVS999, TYJ1 - YYJ999, KFF1 - YFF999, MFO1 - YFO999, PSY1 - YSY999, ASJ101 - YSJ998, ASL101 - YSL998, AAS101 onwards (current)

Re-registration blocks issued to pre 1931 (vintage) vehicles: SVxxxx, BSxxxx

These are registrations which were not used by the appropriate councils before year letters were made compulsory, so the letters are now all issued serially and the former "area code" would not mean anything. Additional blocks have also been used, this list will be updated when these become known.

To vehicles first registered after 1963, the registration will carry the appropriate year letter and area code of the VRO. The registration received will normally follow on from the last registration issued with that year letter by that VRO. So if the last new registration issued with an "N" prefix by Maidstone VRO was N251EKP, the first re-registration with that prefix would be N252EKP. There are exceptions to this, however, where completely new serial letters have been issued which don't follow on for re-registration.

NORTHERN IRISH NUMBERS

The Northern Ireland series was originally attached to the UK series and started in 1904 following the same system as the UK, with two letters and up to four digits (e.g. DZ1423). The two letters are the area code, which in Northern Ireland features at least one "I" or "Z". When this series exhausted all possible options, it was reversed, e.g. 1423DZ (this happened in 1958).

In 1966, the present three letter (of which the last two letters are the area code) and four numeral system was first used and continues to this day (e.g. ADZ1423). Northern Ireland has never adopted the "year letter" system and won't be using the new UK system in 2001. Since 1990, vehicles re-registered in Northern Ireland receive a mark with the three letters QNI and then four numerals (e.g. QNI1423). Northern Ireland uses the same style, size and font for number plates as the rest of the UK. Other "I" and "Z" codes now withdrawn, were originally used in the Republic of Ireland, which changed it's system in 1987. Northern Ireland numbers are available to sell and buy in the cherished and personalised numbers systems.

AZ Belfast	KZ Antrim (Ballymena)	UZ Belfast	IA Antrim (Ballymena)
BZ Down (Downpatrick)	LZ Armagh	VZ Tyrone (Omagh)	IB Armagh
CZ Belfast	MZ Belfast	WZ Belfast	IJ Down (Downpatrick)
DZ Antrim (Ballymena)	NZ Derry (Coleraine)	XZ Armagh	IL* Fermanagh
EZ Belfast	OZ Belfast	YZ Derry (Coleraine)	IW Derry (Coleraine)
FZ Belfast	PZ Belfast	JJ Tyrone (Omagh)	QNI re-registered vehicles
GZ Belfast	RZ Antrim (Ballymena)	OI Belfast	* KIL was never issued; brackets
HZ Tyrone (Omagh)	SZ Down (Downpatrick)	UI Londonderry	indicate issuing VRO for county
JZ Down (Downpatrick)	TZ Belfast	XI Belfast	

Here's the full list of all the 2 letter area codes issued to vehicles first registered between 1903 and 2001 in the United Kingdom. These codes are (except before 1963) always issued with a preceding serial letter e.g. Y723YYX (area code is YX).

Codes were issued by County Councils to 1 October 1974, DVLA Vehicle Registration Offices (now called Local Offices) from 1 October 1974.

On a 1974/5 "N" suffix plate, the serial letters G to M (e.g. GHE782N, JGS712N etc) show the registration to have been issued after 1 October and therefore to have been issued by the VRO. Any other serial letters (e.g. RVH132N) indicate the registration was issued from 1 August 1974 up to 30 September, and therefore the area code indicates the county council pre-VRO.

- AA - Salisbury (Hampshire to 1974, Salisbury 1974 to 1980, issued by Bournemouth for Salisbury area from 1980)
- AB - Worcester (Worcestershire to 1974)
- AC - Coventry (Warwickshire to 1974)
- AD - Gloucester (Gloucestershire to 1974)
- AE - Bristol
- AF - Truro (Cornwall to 1974)
- AG - Beverley (Hull) (Ayrshire to 1974)
- AH - Norwich (Norfolk to 1974)
- AJ - Middlesbrough (Yorkshire North Riding to 1974)
- AK - Sheffield (Bradford to 1974)
- AL - Nottingham (Nottinghamshire to 1974)
- AM - Swindon (Wiltshire to 1974)
- AN - Reading (West Ham to 1965, Greater London 1965 to 1974) (the combination "MAN" is not issued, reserved for Isle of Man plates)
- AO - Carlisle (Cumberland to 1974)
- AP - Brighton (East Sussex to 1974)
- AR - Chelmsford (Hertfordshire to 1974)
- AS - Inverness (Nairnshire to 1974)
- AT - Beverley VRO - Hull
- AU - Nottingham
- AV - Peterborough (Aberdeenshire to 1974) (the combination "LAV" is not issued)
- AW - Shrewsbury (Shropshire to 1974)
- AX - Cardiff (Monmouthshire to 1974)
- AY - Leicester (Leicestershire to 1974)
- BA - Manchester (Salford to 1974)
- BB - Newcastle
- BC - Leicester
- BD - Northampton (Northamptonshire to 1974)
- BE - Grimsby (Lindsey to 1974, Grimsby to 1980, issued by Lincoln for Grimsby since 1980)
- BF - Stoke on Trent (Dorset to 1904, not issued 1904 - 1960?, Staffs 1960 - 1974)
- BG - Liverpool (Birkenhead to 1974)
- BH - Luton (Buckinghamshire to 1974)
- BJ - Ipswich (East Suffolk to 1974)
- BK - Portsmouth
- BL - Reading (Berkshire to 1974)
- BM - Luton (Bedfordshire to 1974)
- BN - Bolton (Bolton to 1981, issued by Manchester for Bolton from 1981, very rare 1981 - 1997)
- BO - Cardiff
- BP - Portsmouth (West Sussex to 1974)
- BR - Durham (Sunderland to 1974, Durham to 1981, issued by Newcastle for Durham from 1981; rare 1981 - 1997)
- BS - Orkney Islands (Kirkwall to 1980, issued by Inverness for Orkney Isles since 1980, rare on UK mainland)
- BT - York (East Yorkshire to 1974, York 1974 to 1980, issued by Leeds for York from 1980; rare 1980 - 1997)
- BU - Manchester (Oldham to 1974)
- BV - Preston (Blackburn to 1974)
- BW - Oxford (Oxfordshire to 1974; very common)
- BX - Carmarthenshire (issued by Carmarthenshire C.C. to 1974, Haverfordwest from 1974 to 1996, Swansea since 1996)
- BY - London North West (Croydon to 1965; Greater London 1965 - 1974)
- CA - Chester (Denbighshire to 1974)
- CB - Bolton (Blackburn to 1974, Bolton 1974 - 1981, issued by Manchester since 1981; very rare 1981 - 1997)
- CC - Bangor (Caernarvonshire to 1974)
- CD - Brighton
- CE - Cambridge (Cambridge to 1980, issued by Peterborough from 1980; rare 1980 - 1995)
- CF - Reading (West Suffolk to 1974)
- CG - Salisbury (Hampshire to 1974, Salisbury 1974 - 1980, issued by Bournemouth for Salisbury from 1980)
- CH - Nottingham (Derby to 1974)
- CJ - Hereford (Herefordshire to 1971, Hereford to 1981, issued by Gloucester for Hereford from 1981)
- CK - Preston
- CL - Norwich
- CM - Liverpool (Birkenhead to 1974)
- CN - Newcastle (Gateshead to 1974)
- CO - currently out of use, last issued 1980 (formerly Plymouth)
- CP - Huddersfield (Halifax to 1974)
- CR - Portsmouth (Southampton to 1974)
- CS - Ayr (Ayrshire to 1974, Ayr to 1981, issued by Glasgow for Ayr from 1981)
- CT - Boston (Kesteven to 1974, Boston to 1981, issued by Lincoln for Boston from 1981)
- CU - Newcastle (South Shields to 1974)
- CV - Truro (Cornwall to 1974)
- CW - Preston (Burnley to 1974)
- CX - Huddersfield (very common in 1980's - usage seems to have decreased somewhat)
- CY - Swansea (except 'SCY' since 1971 = Scilly Isles, no 'YCY' issued from 1978 until March 2000)
- DA - Birmingham (Wolverhampton to 1974)
- DB - Manchester (Stockport to 1974)
- DC - Middlesbrough (Teeside 1974 - 1981)
- DD - Gloucester
- DE - Pembrokeshire (issued by Pembrokeshire C.C. to 1974, Haverfordwest from 1974 - 1996 and Swansea since 1996)
- DF - Gloucester (Northampton to 1905, not issued again until Gloucester from 1926)
- DG - Gloucester
- DH - Dudley (Walsall to 1974)
- DJ - Warrington (St. Helens to 1974, Warrington to 1981, issued by Liverpool for Warrington since 1981; very rare 1981 - 1997)
- DK - Bolton (Rochdale to 1974, Bolton to 1981, issued by Manchester for Bolton from 1981; very rare 1981 - 1997)
- DL - Isle of Wight (issued by Newport to 1981, Portsmouth since 1981)
- DM - Chester (Flintshire to 1974)
- DN - York (York to 1981, issued by Leeds for York from 1981; very rare 1981 - 1997)
- DO - Boston (Holland (an area near Lincoln) to 1974, Boston to 1981, issued by Lincoln for Boston from 1981)
- DP - Reading
- DR - currently out of use, last issued 1980 (formerly Plymouth)
- DS - Glasgow (Peebles to 1974)
- DT - Sheffield (Doncaster to 1974)
- DU - Coventry
- DV - Exeter (Devon council to 1974)
- DW - Cardiff (Newport to 1974)
- DX - Ipswich
- DY - Hastings (Hastings to 1980, issued by Brighton for Hastings since 1980)
- EA - Dudley (West Bromwich to 1974, rare since 1994)
- EB - Cambridge (Isle Of Ely to 1965, Cambridge to 1980, issued by Peterborough for Cambridge since 1980; rare 1980 - 1995)
- EC - Kendal (Westmorland to 1974, Kendal to 1981, issued by Preston for Kendal since 1981)
- ED - Warrington (Wigan to 1974, Warrington to 1981, issued by Liverpool from 1981, very rare)
- EE - Grimsby (Grimsby to 1980, issued by Lincoln for Grimsby since 1980)
- EF - Middlesbrough (West Hartlepool to 1967, Hartlepool 1967 - 1974)
- EG - Peterborough (Huntingdon to 1965)
- EH - Stoke on Trent (Hanley to 1910)
- EJ - Aberystwyth (Cardiganshire to 1974, Aberystwyth to 1981, issued by Bangor for Aberystwyth 1981 - 1983, and issued by Haverfordwest for Aberystwyth from 1983)
- EK - Warrington (Wigan to 1974, Warrington to 1981, issued by Liverpool from 1981, very rare)
- EL - Bournemouth
- EM - Liverpool (Bootle to 1974, rare since 1996 "P" prefix)
- EN - Bolton (Bury to 1974, Bolton to 1981, issued by Manchester for Bolton from 1981; very rare 1981 - 1997)
- EO - Barrow In Furness (Barrow In Furness to 1981, issued by Preston since 1981)
- EP - Swansea (Montgomeryshire to 1974, examples still seen in the area)
- ER - Cambridge (Cambridge to 1980, issued by Peterborough from 1980; rare 1980 - 1995)
- ES - Dundee (Perthshire to 1974)
- ET - Sheffield (Rotherham to 1974)
- EU - Bristol (Breckonshire to 1974)
- EV - Chelmsford (Essex to 1974)
- EW - Peterborough (Huntingdon to 1974)
- EX - Norwich (the combination 'SEX' has never been issued!) (Great Yarmouth to 1974)
- EY - Bangor (Anglesey to 1974)
- FA - Stoke on Trent (Burton on Trent to 1974)
- FB - Bristol (Bath to 1974)

FC - Oxford (very common)
 FD - Dudley (rare since 1994)
 FE - Lincoln
 FF - Aberystwyth (Merionethshire to 1974, Aberystwyth to 1981, issued by Bangor since 1981)
 FG - Brighton (Fife to 1974)
 FH - Gloucester
 FJ - Exeter
 FK - Dudley (Worcester to 1974, rare since 1994)
 FL - Peterborough
 FM - Chester
 FN - out of use since 1981, formerly Canterbury
 FO - Radnorshire (Radnorshire to 1974, issued by Hereford 1974 - 1981, issued by Gloucester from 1981)
 FP - Leicester (Rutland to 1974)
 FR - Preston (Blackpool to 1974)
 FS - Edinburgh
 FT - Newcastle (Tynemouth to 1974)
 FU - Grimsby (Lindsey to 1974, Grimsby to 1980, issued by Lincoln for Grimsby since 1980)
 FV - Preston (Blackpool to 1974)
 FW - Lincoln (Lindsey to 1974)
 FX - Bournemouth (Dorset to 1974)
 FY - Liverpool (Southport to 1974)

GA - Glasgow
 GB - Glasgow
 GC - London South West (Greater London to 1974)
 GD - Glasgow
 GE - Glasgow
 GF - London South West (Greater London to 1974)
 GG - Glasgow
 GH - London South West (Greater London to 1974)
 GJ - London South West (Greater London to 1974)
 GK - London South West (Greater London to 1974)
 GL - Truro (Bath to 1974)
 GM - Reading (Motherwell to 1974)
 GN - London South West (Greater London to 1974)
 GO - London South West (Greater London to 1974)
 GP - London South West (Greater London to 1974)
 GR - Durham (Sunderland to 1974, Durham to 1981, issued by Newcastle for Durham from 1981; very rare 1981 - 1997)
 GS - Luton (Perthshire to 1974)
 GT - London South West (Greater London to 1974)
 GU - London South East (Greater London to 1974)
 GV - Ipswich (West Suffolk to 1974)
 GW - London South East (Greater London to 1974)
 GX - London South East (Greater London to 1974)
 GY - London South East (Greater London to 1974)

HA - Dudley (Smethwick to 1966, Warley 1966 - 1974; rare since 1996)
 HB - Cardiff (Merthyr Tydfil to 1974)
 HC - Hastings (Eastbourne to 1974, Hastings to 1980, Brighton for Hastings from 1980)
 HD - Huddersfield (Dewsbury to 1974)
 HE - Sheffield (Barnsley to 1974)
 HF - Liverpool (Wallasey to 1974)
 HG - Preston (Burnley to 1974)
 HH - Carlisle
 HJ - Chelmsford (Southend to 1974)
 HK - Chelmsford (Essex to 1974)
 HL - Sheffield (Wakefield to 1974)
 HM - London Central to "P" prefix (East Ham to 1965, Greater London 1965 - 1974; use in advertisements & government issue only from 1997 "R" prefix)
 HN - Middlesbrough (Darlington to 1974)
 HO - Salisbury (Hampshire to 1974, Salisbury to 1980, issued by Bournemouth for Salisbury from 1980)
 HP - Coventry
 HR - Swindon
 HS - Glasgow (Renfrewshire to 1974)
 HT - Bristol
 HU - Bristol
 HV - London Central to "P" prefix (East Ham to 1965, Greater London 1965 - 1974; government issue only from 1997 "R" prefix)
 HW - Bristol
 HX - London Central to "P" prefix (Middlesex to 1965, Greater London 1965 - 1974; government issue only from 1997 "R" prefix)
 HY - Bristol

JA - Manchester (Stockport to 1974)
 JB - Reading (Berkshire to 1974)
 JC - Bangor (Caernarvon to 1974)
 JD - London Central to "P" prefix (Middlesex to 1965, Greater London 1965 - 1974; government issue only from 1997 "R" prefix)

JE - Cambridge (Isle Of Ely to 1965, Cambridge to 1980, issued by Peterborough from 1980; rare 1980 - 1995)
 JF - Leicester
 JG - currently out of use (Canterbury to 1981)
 JH - Reading (Hertfordshire to 1974)
 JJ - currently out of use (Greater London to 1974, Canterbury to 1981)
 JK - Hastings (Eastbourne to 1974, Hastings to 1980, issued by Brighton from 1980 for Hastings)
 JL - Boston (Holland (an area near Lincoln) to 1974, Boston to 1981, issued by Lincoln for Boston from 1981)
 JM - Reading (Westmorland to 1974)
 JN - Chelmsford (Southend to 1974)
 JO - Oxford
 JP - Wigan to 1974, Warrington to 1981 (very rare, if issued at all, since 1981)
 JR - Newcastle (Northumberland to 1974)
 JS - Stornoway (Ross to 1974, Stornoway to 1980, issued by Inverness for Stornoway since 1980)
 JT - Bournemouth (Dorset to 1974)
 JU - Leicester
 JV - Grimsby (Grimsby to 1980, issued by Lincoln for Grimsby since 1980)
 JW - Birmingham (Wolverhampton to 1974)
 JX - Huddersfield (Halifax to 1974)
 JY - currently out of use (Plymouth to 1981)

KA - Liverpool (rare since "P" prefix)
 KB - Liverpool (rare since "P" prefix)
 KC - Liverpool (rare since "P" prefix)
 KD - Liverpool (rare since "P" prefix)
 KE - Maidstone (Kent to 1974)
 KF - Liverpool (rare since "P" prefix)
 KG - Cardiff
 KH - Beverley VRO (Hull)
 KJ - Maidstone (Kent to 1974)
 KK - Maidstone (Kent to 1974)
 KL - Maidstone (Kent to 1974)
 KM - Maidstone (Kent to 1974)
 KN - Maidstone (Kent to 1974)
 KO - Maidstone (Kent to 1974)
 KP - Maidstone (Kent to 1974)
 KR - Maidstone (Kent to 1974)
 KS - Selkirk (Roxburghshire to 1974, St Boswells 1974/75, Selkirk 1975-1980, issued by Edinburgh for Selkirk since 1980)
 KT - currently out of use (Kent to 1974, Canterbury to 1981)
 KU - Sheffield (Bradford to 1974)
 KV - Coventry
 KW - Sheffield (Bradford to 1974)
 KX - Luton (Buckinghamshire to 1974)
 KY - Sheffield (Bradford to 1974)

LA - London North West (Greater London to 1974)
 LB - London North West (Greater London to 1974)
 LC - London North West (Greater London to 1974)
 LD - London North West (Greater London to 1974)
 LE - London North West (Greater London to 1974)
 LF - London North West (Greater London to 1974)
 LG - Chester (Cheshire to 1974)
 LH - London North West (Greater London to 1974)
 LJ - Bournemouth
 LK - London North West (Greater London to 1974)
 LL - London North West (Greater London to 1974)
 LM - London North West (Greater London to 1974)
 LN - London North West (Greater London to 1974)
 LO - London North West (Greater London to 1974)
 LP - London North West (Greater London to 1974)
 LR - London North West (Greater London to 1974)
 LS - Stirling (Selkirkshire to 1974, Stirling to 1981, issued by Edinburgh for Stirling from 1981)
 LT - London North West (Greater London to 1974)
 LU - London North West (Greater London to 1974)
 LV - Liverpool
 LW - London North West (Greater London to 1974)
 LX - London North West (Greater London to 1974)
 LY - London North West (Greater London to 1974)

MA - Chester (Cheshire to 1974)
 MB - Chester (Cheshire to 1974)
 MC - London North East (Middlesex to 1965, Greater London to 1974)
 MD - London North East (Greater London to 1974)
 ME - London North East (Middlesex to 1965, Greater London to 1974)
 MF - London North East (Middlesex to 1965, Greater London to 1974)
 MG - London North East (Middlesex to 1965, Greater London to 1974)
 MH - London North East (Middlesex to 1965, Greater London to 1974)
 MJ - Luton (Bedford to 1974)

MK - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

ML - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

MM - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

MN - unused (used in Isle of Man under a different system)

MO - Reading (Berkshire to 1974)

MP - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

MR - Swindon (Wiltshire to 1974)

MS - Stirling (Stirling to 1981, issued by Edinburgh for Stirling from 1981)

MT - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

MU - London North East (rare since 1997) (Middlesex to 1965, Greater London to 1974)

MV - London South East (Middlesex to 1965, Greater London to 1974)

MW - Swindon (Wiltshire to 1974)

MX - London South East (Middlesex to 1965, Greater London to 1974)

MY - London South East (Middlesex to 1965, Greater London to 1974)

NA - Manchester

NB - Manchester

NC - Manchester

ND - Manchester

NE - Manchester

NF - Manchester

NG - Norwich (Norfolk to 1974)

NH - Northampton (common, especially since mid 1980's)

NJ - Brighton (East Sussex to 1974)

NK - Luton (Hertfordshire to 1974)

NL - Newcastle (Northumberland to 1974)

NM - Luton (Bedfordshire to 1974)

NN - Nottingham

NO - Chelmsford

NP - Worcester

NR - Leicestershire

NS - Glasgow (Sutherland to 1974)

NT - Shrewsbury (Shropshire to 1974)

NU - Nottingham (Derbyshire to 1974)

NV - Northampton (common, especially since mid 1980's)

NW - Leeds

NX - Dudley (Warwickshire to 1974, rare since 1994)

NY - Cardiff (Glamorganshire to 1974)

OA - Birmingham

OB - Birmingham

OC - Birmingham

OD - Exeter (the combination "GOD" is not issued) (Devon to 1974)

OE - Birmingham

OF - Birmingham

OG - Birmingham

OH - Birmingham

OJ - Birmingham

OK - Birmingham

OL - Birmingham

OM - Birmingham

ON - Birmingham

OO - Chelmsford

OP - Birmingham

OR - Portsmouth (Hampshire to 1974)

OS - Stranraer (Wigtown to 1974, Stranraer to 1981, issued by Glasgow for Stranraer from 1981)

OT - Portsmouth

OU - Bristol (Hampshire to 1974)

OV - Birmingham

OW - Portsmouth (Southampton to 1974)

OX - Birmingham

OY - London North West (Croydon to 1965, Greater London to 1974)

PA - Guildford (Surrey to 1974)

PB - Guildford (Surrey to 1974)

PC - Guildford (Surrey to 1974)

PD - Guildford (Surrey to 1974)

PE - Guildford (Surrey to 1974)

PF - Guildford (Surrey to 1974)

PG - Guildford (Surrey to 1974)

PH - Guildford (Surrey to 1974)

PJ - Guildford (Surrey to 1974)

PK - Guildford (Surrey to 1974)

PL - Guildford (Surrey to 1974)

PM - Guildford (East Sussex to 1974)

PN - Brighton (East Sussex to 1974)

PO - Portsmouth (West Sussex to 1974) (GPO is not issued, used by General Post Office to 1965)

PP - Luton (Buckinghamshire to 1974)

PR - Bournemouth (Dorset to 1974)

PS - Shetland Isles, issued by Zetland to 1974, Lerwick to 1980 and Aberdeen from 1980 (rare on UK mainland)

PT - Durham (Durham to 1981, issued by Newcastle for Durham from 1981; rare since 1981)

PU - Chelmsford

PV - Ipswich

PW - Norwich

PX - Portsmouth (West Sussex to 1974)

PY - Middlesbrough (North Yorkshire to 1974)

"Q" codes are not area codes, and are used in a different system for vehicles purchased tax free for export

RA - Nottingham (Derbyshire to 1974)

RB - Nottingham (Derbyshire to 1974)

RC - Nottingham (Derby to 1974)

RD - Reading

RE - Stoke on Trent (Staffordshire to 1974)

RF - Stoke on Trent (Staffordshire to 1974)

RG - Newcastle (Aberdeen to 1974)

RH - Beverley VRO (Hull)

RJ - Manchester (Salford to 1974)

RK - London North West (Croydon to 1965, Greater London to 1974)

RL - Truro (Cornwall to 1974)

RM - Carlisle (Cumberland to 1974)

RN - Preston

RO - Luton (Hertfordshire to 1974)

RP - Northampton (Northamptonshire to 1974)

RR - Nottingham (Nottinghamshire to 1974)

RS - Aberdeen

RT - Ipswich (East Suffolk to 1974)

RU - Bournemouth

RV - Portsmouth

RW - Coventry

RX - Reading (Berkshire to 1974)

RY - Leicestershire

SA - Aberdeen (Aberdeenshire to 1974)

SB - Oban (Argyllshire to 1974, Oban to 1980, issued by Glasgow for Oban from 1980)

SC - Edinburgh

SD - Ayrshire (Ayrshire to 1981, issued by Glasgow for Ayrshire from 1981)

SE - Keith (Banffshire to 1974, Keith to 1981, issued by Aberdeen for Keith from 1981)

SF - Edinburgh

SG - Edinburgh

SH - Selkirk (Berwick to 1974, St Boswells to 1975, Selkirk to 1980, issued by Edinburgh for Selkirk from 1980)

SJ - Ayr (Bute to 1974, Ayr to 1981, issued by Glasgow for Ayr from 1981)

SK - Wick (Caithness to 1974, Wick to 1981, issued by Inverness for Wick from 1981)

SL - Dundee (Clackmannan to 1974)

SM - Dumfries (Dumfries to 1981, issued by Carlisle for Dumfries from 1981)

SN - Dundee (no "USN" to avoid confusion with United States Navy vehicles, which previously used the series) (Dumbartonshire to 1974)

SO - Aberdeen (Elginshire to 1919, Morayshire to 1974)

SP - Dundee (Fife to 1974)

SR - Dundee (Forfarshire to 1928, Angus to 1974)

SS - Aberdeen (Haddingtonshire to 1921, East Lothian to 1974)

ST - Inverness

SU - Glasgow (Kincardine to 1974) (CSU1 - YSU999 issued for re-registration only)

SV - 2 letter code used for Kinross to 1963, and from 1964 - 1974 as normal with suffix letter, ASV1 - YSV999 used as re-registration marks
"SV" has not been used since 1974 "N" suffix

SW - Dumfries (Kirkcudbrightshire to 1974, Dumfries to 1981, issued by Carlisle for Dumfries from 1981)

SX - Edinburgh (Linlithgowshire to 1921, West Lothian to 1981)

SY - unused since 1974 (Midlothian to 1974, some pre 1963 codes used for re-registration)

TA - Exeter (Devonshire to 1974)

TB - Warrington (Lancashire to 1974, Warrington to 1981, issued by Liverpool from 1981, very rare)

TC - Bristol (Lancashire to 1974)

TD - Bolton (Lancashire to 1974, Bolton to 1981, issued by Manchester for Bolton from 1981; very rare if issued 1981 - 1997)

TE - Bolton (Lancashire to 1974, Bolton to 1981, issued by Manchester for Bolton from 1981; very rare if issued 1981 - 1997)

TF - Reading (Lancashire to 1974)

TG - Cardiff (Glamorgan to 1974)
TH - Swansea (Carmarthenshire to 1974)
TJ - Liverpool (Lancashire to 1974)
TK - unused since 1980 (Dorset to 1974, Plymouth to 1980)
TL - Lincoln (Kesteven to 1974)
TM - Luton (Bedford to 1974)
TN - Newcastle
TO - Nottingham
TP - Portsmouth
TR - Portsmouth (Southampton to 1974)
TS - Dundee
TT - Exeter (Devonshire to 1974)
TU - Chester
TV - Nottingham
TW - Chelmsford (Essex to 1974)
TX - Cardiff (Glamorgan to 1974)
TY - Newcastle (Northumberland to 1974)

UA - Leeds
UB - Leeds
UC - London Central to "P" prefix (Greater London to 1974; government issue only from 1997 "R" prefix) ("FUC" has never been issued)
UD - Oxford
UE - Dudley (Warwickshire to 1974; rare since 1995)
UF - Brighton
UG - Leeds
UH - Cardiff
UJ - Shrewsbury (Shropshire to 1974)
UK - Birmingham (Wolverhampton to 1974)
UL - London Central to "P" prefix (Greater London to 1974; government issue only from 1997 "R" prefix)
UM - Leeds
UN - unused since 1981 (Denbeigh to 1974, Barnstaple to 1981)
UO - unused since 1981 (Devon to 1974, Barnstaple to 1981)
UP - Durham (Durham to 1981, issued by Newcastle for Durham from 1981, very rare 1981 - 1996)
UR - Luton (Hertfordshire to 1974)
US - Glasgow (Govan to 1912)
UT - Leicester
UU - London Central to "P" prefix (Greater London to 1974; government issue only from 1997 "R" prefix)
UV - London Central to "P" prefix (Greater London to 1974; government issue only from 1997 "R" prefix)
UW - London Central to "P" prefix (Greater London to 1974; government issue only from 1997 "R" prefix)
UX - Shrewsbury (Shropshire to 1974)
UY - Worcester

VA - Cambridge (Lanarkshire to 1974, Cambridge to 1980, issued by Peterborough for Cambridge from 1980; rare 1980 - 1995)
VB - unused since 1981 (Croydon to 1965, Greater London to 1974, Canterbury to 1981)
VC - Coventry
VD - unused since 1977 (Lanarkshire to 1974, Luton 1974 - 1977)
VE - Cambridge (Cambridge to 1980, issued by Peterborough for Cambridge from 1980; rare 1981 - 1995)
VF - Norwich (Norfolk to 1974)
VG - Norwich
VH - Huddersfield
VJ - Hereford (Herefordshire to 1974, Hereford to 1981, issued by Gloucester for Hereford from 1981)
VK - Newcastle
VL - Lincoln
VM - Manchester
VN - Middlesborough (North Yorkshire to 1974)
VO - Nottingham
VP - Birmingham
VR - Manchester
VS - Luton (Greenock to 1974)
VT - Stoke on Trent
VU - Manchester
VV - Northampton (common)
VW - Chelmsford (Essex to 1974)
VX - Chelmsford (Essex to 1974)
VY - York (York to 1980, issued by Leeds for York from 1980, very rare 1981 - 1997)

WA - Sheffield
WB - Sheffield
WC - Chelmsford (Essex to 1974)
WD - Dudley (Warwickshire to 1974, rare since 1994)
WE - Sheffield
WF - Sheffield (East Yorkshire to 1974)
WG - Sheffield (Stirling to 1974)

WH - Bolton (Bolton to 1981, issued by Manchester for Bolton from 1981, very rare 1981 - 1997)
WJ - Sheffield
WK - Coventry
WL - Oxford (common)
WM - Liverpool (Southport to 1974)
WN - Swansea
WO - Cardiff (Monmouthshire to 1974)
WP - Worcester
WR - Leeds (West Yorkshire to 1974)
WS - Bristol (Leith to 1920, Edinburgh to 1974)
WT - Leeds (West Yorkshire to 1974)
WU - Leeds (West Yorkshire to 1974)
WV - Brighton (Wiltshire to 1974)
WW - Leeds (West Yorkshire to 1974)
WX - Leeds (West Yorkshire to 1974)
WY - Leeds (West Yorkshire to 1974)

None of the X series is currently in use with the exceptions-

XP - introduced January 1993
An XP code denotes not an area, but is a temporary series plate for a vehicle purchased free for export to another EEC country. An XP plate may look like K129BXP - where
K is the year letter as normal
129 are serial numbers
B indicates the month (A = January to M = December, no "I") and then XP.

RXS - introduced 1984
Diplomatic mark - refers to the third or subsequent vehicle owned by a diplomat - this mark is kept on the vehicle when sold. Prior to 1974, "RXS" issued by Paisley along with other XS marks.

Previously

XA - London C.C. to 1963, Kirkcaldy 1963 - 1974, withdrawn 1974
XB - London C.C. to 1963, Coatbridge 1964 - 1974, withdrawn 1974
XC - London C.C. to 1963, Solihull 1964 - 1974, withdrawn 1974
XD - London C.C. to 1963, Luton 1964 - 1974, withdrawn 1974
XE - London C.C. to 1963, Luton 1964 - 1974, withdrawn 1974
XF - London C.C. to 1963, unused 1963 - 1968, Torbay 1968 - 1974, withdrawn 1974
XG - Middlesborough to 1968, Teeside 1968 - 1974, withdrawn 1974
XH - London C.C. to 1963, withdrawn 1963
XJ - Manchester to 1974
XK - London C.C. to 1963, withdrawn 1963
XL - London C.C. to 1963, withdrawn 1963
XM - London C.C. to 1963, withdrawn 1963
XN - London C.C. to 1963, withdrawn 1963
XO - London C.C. to 1963, withdrawn 1963
XP - London C.C. to 1963, withdrawn 1963, reintroduced 1993, see above
XR - London C.C. to 1963, withdrawn 1963
XS - Paisley to 1974, withdrawn 1974, "RXS" reintroduced 1984, see above
XT - London C.C. to 1963, withdrawn 1963
XU - London C.C. to 1963, withdrawn 1963
XV - London C.C. to 1963, withdrawn 1963
XW - London C.C. to 1963, withdrawn 1963
XX - London C.C. to 1963, withdrawn 1963 ("XXX" was apparently never issued)
XY - London C.C. to 1963, withdrawn 1963

YA - Taunton (Somerset to 1974)
YB - Taunton (Somerset to 1974)
YC - Taunton (Somerset to 1974)
YD - Taunton (Somerset to 1974)
YE - unused since 1997 (Greater London to 1974, London Central to 1997)
YF - unused since 1997 (Greater London to 1974, London Central to 1997)
YG - Leeds
YH - unused since 1997 (Greater London to 1974, London Central to 1997)
YJ - Brighton (Dundee to 1974)
YK - unused since 1997 (Greater London to 1974, London Central to 1997)
YL - unused since 1997 (Greater London to 1974, London Central to 1997)
YM - unused since 1997 (Greater London to 1974, London Central to 1997)
YN - unused since 1997 (Greater London to 1974, London Central to 1997)
YO - unused since 1997 (Greater London to 1974, London Central to 1997)
YP - unused since 1997 (Greater London to 1974, London Central to 1997)
YR - unused since 1997 (Greater London to 1974, London Central to 1997)
YS - Glasgow
YT - unused since 1997 (Greater London to 1974, London Central to 1997)
YU - unused since 1997 (Greater London to 1974, London Central to 1997)
YV - unused since 1997 (Greater London to 1974, London Central to 1997)
YW - London Central (Greater London to 1974)
YX - London Central (Greater London to 1974)
YY - London Central (Greater London to 1974)

NEW AREA CODES SINCE '51'
PLATES

Here's the full list of new area codes for use on new vehicles registered for the first time from 1 September 2001.

KEY

Place name given is issuing DVLA local office

"select issues only" = that this code is only used on personalised plates

"banned" = this code is not used at all on any plate

- 51 - Issued with '51' plate
- 02 - Issued with '02' plates
- 52 - Issued with '52' plates
- 03 - Issued with '03' plates

A - Anglia

- AA PETERBOROUGH
- AB PETERBOROUGH
- AC PETERBOROUGH
- AD PETERBOROUGH 51 02
- AE PETERBOROUGH 51 02 52
- AF PETERBOROUGH 51 02 52
- AG PETERBOROUGH 51
- AH SELECT ISSUES ONLY
- AJ PETERBOROUGH 51 02 52
- AK PETERBOROUGH 51 02 52
- AL SELECT ISSUES ONLY
- AM PETERBOROUGH
- AN PETERBOROUGH
- AO NORWICH 51 02 52
- AP NORWICH 51 02 52
- AR NORWICH 51
- AS NORWICH
- AT NORWICH
- AU NORWICH 02 52
- AV IPSWICH 51 02 52
- AW IPSWICH
- AX IPSWICH 51 02
- AY IPSWICH 51 02 52
- e.g. AA51 VWX

B - Birmingham

- BA BIRMINGHAM
- BB BIRMINGHAM
- BC BIRMINGHAM
- BD BIRMINGHAM 51 02 52
- BE BIRMINGHAM
- BF BIRMINGHAM 51 02 52
- BG BIRMINGHAM 51 02 52
- BH BIRMINGHAM
- BJ BIRMINGHAM 51 02 52
- BK BIRMINGHAM 51 02 52
- BL BIRMINGHAM 51
- BM BIRMINGHAM
- BN BIRMINGHAM 51 02 52
- BO BIRMINGHAM 51
- BP BIRMINGHAM
- BR BIRMINGHAM
- BS BIRMINGHAM
- BT BIRMINGHAM 51 02
- BU BIRMINGHAM 51 02 52

- BV BIRMINGHAM 51 02 52
- BW BIRMINGHAM
- BX BIRMINGHAM 51 02 52
- BY SELECT ISSUES ONLY
- e.g. BX51 JKL

C - Cymru (Wales)

- CA CARDIFF 02
- CB CARDIFF
- CC CARDIFF
- CD CARDIFF
- CE CARDIFF 51 02 52
- CF CARDIFF
- CG CARDIFF
- CH CARDIFF
- CJ CARDIFF
- CK CARDIFF 51 02 52
- CL CARDIFF
- CM CARDIFF
- CN CARDIFF 51 02 52
- CO CARDIFF
- CP SWANSEA 51 02 52
- CR SWANSEA
- CS SWANSEA
- CT SWANSEA
- CU SWANSEA 51 02 52 03
- CV SWANSEA 51 02 52 03
- CW BANGOR 51 02 52
- CX BANGOR 51 02 52
- CY SELECT ISSUES ONLY
- e.g. CU51 RST

D - Deeside & Shrewsbury

- DA CHESTER 51 02 52
- DB CHESTER
- DC CHESTER
- DD CHESTER
- DE CHESTER 51 02 52
- DF CHESTER
- DG CHESTER 51 02 52
- DH CHESTER
- DJ CHESTER
- DK CHESTER 51 02 52
- DL SHREWSBURY
- DM SHREWSBURY
- DN SHREWSBURY 02
- DO SHREWSBURY
- DP SHREWSBURY
- DR SELECT ISSUES ONLY
- DS SHREWSBURY 51
- DT SHREWSBURY
- DU SHREWSBURY 51 02 52
- DV SHREWSBURY 51 02
- DW SHREWSBURY
- DX SHREWSBURY 51 02 52
- DY SHREWSBURY 51 02 52
- e.g. DL51 TUV

E - Essex

- EA CHELMSFORD 51 02 52
- EB CHELMSFORD
- EC CHELMSFORD
- ED SELECT ISSUES ONLY
- EE CHELMSFORD

- EF CHELMSFORD 51 02 52
- EG CHELMSFORD
- EH SELECT ISSUES ONLY
- EJ CHELMSFORD 51 02 52
- EK CHELMSFORD 51 02 52
- EL CHELMSFORD
- EM CHELMSFORD
- EN CHELMSFORD 51
- EO CHELMSFORD 51 02 52
- EP CHELMSFORD
- ER CHELMSFORD
- ES CHELMSFORD
- ET CHELMSFORD
- EU CHELMSFORD 51 02 52
- EV CHELMSFORD
- EW CHELMSFORD
- EX CHELMSFORD 51 02 52
- EY CHELMSFORD 51 02 52
- e.g. EP51 ABC

F - Forest & Fens

- FA NOTTINGHAM
- FB NOTTINGHAM
- FC NOTTINGHAM
- FD NOTTINGHAM 51 02 52
- FE NOTTINGHAM 51 02 52
- FF NOTTINGHAM
- FG NOTTINGHAM 51 02 52
- FH NOTTINGHAM 02
- FJ NOTTINGHAM 51 02 52
- FK NOTTINGHAM
- FL NOTTINGHAM 51 02 52
- FM NOTTINGHAM 02
- FN NOTTINGHAM 51 02 52
- FO BANNED
- FP NOTTINGHAM 51 02 52
- FR LINCOLN
- FS LINCOLN
- FT LINCOLN
- FU BANNED
- FV LINCOLN 02 52
- FW LINCOLN
- FX LINCOLN 51 02 52
- FY LINCOLN 51 02 52
- e.g. FC51 UVW

G - Garden of England

- GA MAIDSTONE
- GB MAIDSTONE
- GC MAIDSTONE
- GD MAIDSTONE
- GE MAIDSTONE
- GF MAIDSTONE 51 02 52
- GG MAIDSTONE
- GH MAIDSTONE
- GM MAIDSTONE
- GJ MAIDSTONE 51 02 52
- GK MAIDSTONE 51 02 52
- GL MAIDSTONE 51 02 52
- GN MAIDSTONE 51 02 52
- GO SELECT ISSUES ONLY
- GP BRIGHTON
- GR BRIGHTON
- GS BRIGHTON
- GT BRIGHTON

GU BRIGHTON 51 02 52
GV BRIGHTON 51 02 52
GW BRIGHTON
GX BRIGHTON 51 02 52
GY BRIGHTON 51 02 52
e.g. GG51 MNO

H - Hampshire & Dorset

HA BOURNEMOUTH
HB BOURNEMOUTH
HC BOURNEMOUTH
HD BOURNEMOUTH 51 02 52
HE BOURNEMOUTH
HF BOURNEMOUTH 51 02 52
HG BOURNEMOUTH 51 02 52
HH BOURNEMOUTH
HJ BOURNEMOUTH 51 02 52
HK PORTSMOUTH 51 02 52
HL PORTSMOUTH
HM PORTSMOUTH
HN PORTSMOUTH 51 02 52
HO SELECT ISSUES ONLY 52
HP PORTSMOUTH
HR PORTSMOUTH
HS PORTSMOUTH
HT PORTSMOUTH 02
HU PORTSMOUTH
HV PORTSMOUTH 51 02 52
HW ISLE OF WIGHT 51 02 52
HX PORTSMOUTH 51 02
HY PORTSMOUTH 51 02 52
e.g. HG51 PRS

J - Spare

The codes JA - JY have not yet been allocated to a local area, and are at this time spare, available for select (personalised) issue only.

K - Luton / Northampton

KA LUTON
KB LUTON
KC LUTON 51 02
KD LUTON 51 02 52
KE LUTON 51 02 52
KF LUTON 51 02 52
KG LUTON 51 02 52
KH LUTON 02
KJ LUTON 51 02 52
KK LUTON
KL LUTON 51 02 52
KM NORTHAMPTON 51 02 52
KN NORTHAMPTON 51 02 52
KO NORTHAMPTON
KP NORTHAMPTON 51 02 52
KR NORTHAMPTON 02 52
KS NORTHAMPTON 02
KT NORTHAMPTON
KU NORTHAMPTON 51 02 52
KV NORTHAMPTON 51 02 52
KW NORTHAMPTON
KX NORTHAMPTON 51 02 52
KY NORTHAMPTON 51 02 52
e.g. KY51 FGH

L - London

LA WIMBLEDON
LB WIMBLEDON 51 02 52
LC WIMBLEDON 51 02 52
LD WIMBLEDON 51 02 52
LE WIMBLEDON
LF WIMBLEDON 51 02 52
LG WIMBLEDON 51 02 52
LH WIMBLEDON 51
LJ WIMBLEDON 51 02 52
LK STANMORE 51 02 52
LL STANMORE 51 02 52
LM STANMORE 51 02 52
LN STANMORE 51 02 52
LO STANMORE
LP STANMORE
LR STANMORE 51 02 52
LS STANMORE 51 02 52
LT STANMORE 51 02 52
LU SIDCUP
LV SIDCUP 51 02 52
LW SIDCUP 51 02
LX SIDCUP 51 02 52
LY SIDCUP 51 02 52
e.g. LD51 XYA

M - Manchester

MA MANCHESTER 51 02 52
MB MANCHESTER
MC MANCHESTER
MD MANCHESTER 02
ME MANCHESTER
MF MANCHESTER 51 02 52
MG MANCHESTER
MH MANCHESTER
MJ MANCHESTER 51 02 52
MK MANCHESTER 51 02 52
ML MANCHESTER 51 02 52
MM MANCHESTER 02
MN SELECT ISSUES ONLY
MP MANCHESTER
MO SELECT ISSUES ONLY
MR SELECT ISSUES ONLY
MS SELECT ISSUES ONLY
MT MANCHESTER 51 02 52
MU MANCHESTER 51 02
MV MANCHESTER 51 02 52
MW MANCHESTER 51 02 52
MX MANCHESTER 51 02 52
MY SELECT ISSUES ONLY
e.g. MM51 HJK

N - North East England

NA NEWCASTLE 51 02 52
NB NEWCASTLE
NC NEWCASTLE 51
ND NEWCASTLE 51 02 52
NE NEWCASTLE
NF NEWCASTLE
NG NEWCASTLE 51 02
NH NEWCASTLE
NJ NEWCASTLE 51 02 52
NK NEWCASTLE 51 02 52
NL NEWCASTLE 51 02 52

NM NEWCASTLE
NN NEWCASTLE
NO BANNED
NP STOCKTON
NR STOCKTON
NS STOCKTON
NT STOCKTON
NU STOCKTON 51 02 52
NV STOCKTON 51 02 52
NW STOCKTON
NX STOCKTON 51 02 52
NY STOCKTON
e.g. NS51 KLM

O - Oxford

OA OXFORD
OB OXFORD
OC OXFORD
OD OXFORD
OE OXFORD 51 02 52
OF OXFORD
OG OXFORD
OH OXFORD
OJ OXFORD
OK SELECT ISSUES ONLY
OL OXFORD
OM OXFORD
ON SELECT ISSUES ONLY
OO OXFORD
OP OXFORD
OR SELECT ISSUES ONLY
OS SELECT ISSUES ONLY
OT OXFORD
OU OXFORD 51 02 52
OV OXFORD 51 02 52
OW OXFORD
OX OXFORD
OY OXFORD 51 02 52
e.g. OB51 CDE

P - Preston & Peaks

PA PRESTON
PB PRESTON
PC PRESTON
PD PRESTON
PE PRESTON 51 02 52
PF PRESTON 02
PG PRESTON
PH PRESTON
PJ PRESTON 51 02 52
PK PRESTON 51 02 52
PL PRESTON 02
PM PRESTON
PN PRESTON 51 02 52
PO PRESTON 51 02 52
PP PRESTON
PR PRESTON
PS PRESTON
PT PRESTON
PU CARLISLE
PV CARLISLE
PW CARLISLE
PX CARLISLE 51 02 52
PY CARLISLE 51 02 52
e.g. PL51 RST

"Q" codes are not area codes, and are used in a different system for vehicles purchased tax free for export

R - Reading

RA READING 51 02
RB READING
RC READING
RD READING
RE READING 51 02 52
RF READING 51 02 52
RG READING
RH READING
RJ READING 51 02 52
RK READING 51 02 52
RL READING
RM READING
RN READING 51 02
RP READING
RO READING 51 02 52
RR READING
RS READING
RT READING
RU SELECT ISSUES ONLY
RV READING 51 02 52
RW READING
RX READING 51 02 52
RY READING
e.g. RA51 NOP

S - Scotland

SA GLASGOW 51 02 52
SB GLASGOW
SC GLASGOW 02 52
SD GLASGOW 51 02 52
SE GLASGOW
SF GLASGOW 51 02 52
SG GLASGOW 51 02 52
SH GLASGOW 51 02 52
SJ GLASGOW 51 02 52
SK EDINBURGH 51 02 52
SL EDINBURGH 51 02 52
SM EDINBURGH 51 02 52
SN EDINBURGH 51 02 52
SO EDINBURGH 51 02
SP DUNDEE 51 02 52
SR DUNDEE
SS DUNDEE
ST DUNDEE 51 02 52
SU SELECT ISSUES ONLY
SV ABERDEEN 51 02 52
SW ABERDEEN 51 02
SX INVERNESS 51 02 52
SY INVERNESS 51 02 52
e.g. SV51 FGH

T - Spare

The codes TA - TY have not yet been allocated to a local area, and are at this time spare, available for select (personalised) issue only.

U - Spare

The codes UA - UY have not yet been allocated to a local area, and are at this time spare, available for select (personalised) issue only.

V - Worcester

VA WORCESTER
VB WORCESTER
VC WORCESTER
VD SELECT ISSUES ONLY
VE WORCESTER 02 52
VF WORCESTER
VG WORCESTER
VH WORCESTER
VJ WORCESTER
VK WORCESTER 51 02 52
VL WORCESTER
VM WORCESTER
VN WORCESTER 51 02 52
VO WORCESTER 51 02 52
VP WORCESTER
VR WORCESTER
VS WORCESTER
VT WORCESTER
VU WORCESTER 51 02 52
VV WORCESTER
VW SELECT ISSUES ONLY
VX WORCESTER 51 02 52
VY WORCESTER
e.g. VK51 BCD

W - West Country

WA EXETER 51 02 52
WB EXETER
WC SELECT ISSUES ONLY
WD EXETER 02
WE EXETER
WF EXETER 51 02 52
WG EXETER 51 02 52
WH EXETER
WJ EXETER 51 02 52
WK TRURO 51 02 52
WL TRURO 51 52
WM BRISTOL
WN BRISTOL 51 02 52
WO BANNED
WP BRISTOL 02
WR BRISTOL 51 02 52
WS BRISTOL
WT BRISTOL
WU BRISTOL 51 02 52
WV BRISTOL 51 02 52
WW BRISTOL
WX BRISTOL 51 02 52
WY BRISTOL
e.g. WH51 WXY

X - Tax Free Exports

Vehicles purchased tax free for export to the EU do not display a local area code on their plates, they display an "X" code with the second letter of the code showing the month of purchase. This practice was introduced in 1993 - on pre-September

2001 cars the system uses the code "XP" with a serial letter between A (Jan) and M (Dec) for the month.

XA MARCH / SEPTEMBER
XB APRIL / OCTOBER
XC MAY / NOVEMBER
XD JUNE / DECEMBER
XE JULY / JANUARY
XF AUGUST / FEBRUARY
XG SELECT ISSUES ONLY
XH SELECT ISSUES ONLY
XJ SELECT ISSUES ONLY
XK SELECT ISSUES ONLY
XL SELECT ISSUES ONLY
XM SELECT ISSUES ONLY
XN SELECT ISSUES ONLY
XO SELECT ISSUES ONLY
XP SELECT ISSUES ONLY
XR SELECT ISSUES ONLY
XS SELECT ISSUES ONLY
XT SELECT ISSUES ONLY
XU SELECT ISSUES ONLY
XV SELECT ISSUES ONLY
XW SELECT ISSUES ONLY
XX SELECT ISSUES ONLY
XY SELECT ISSUES ONLY
e.g. XA51 LMN

Y - Yorkshire

YA LEEDS 02
YB LEEDS 02
YC LEEDS 51 02 52
YD LEEDS 51 02 52
YE LEEDS 51 02 52 51 02 52
YF LEEDS 02 52
YG LEEDS 51 02 52
YH LEEDS 51 02 52
YJ LEEDS 51 02 52
YK LEEDS 51 02 52
YL SHEFFIELD 51*
YM SHEFFIELD 02
YN SHEFFIELD
YO SHEFFIELD
YP SHEFFIELD 51 02 52
YR SHEFFIELD 51 02 52
YS SHEFFIELD 02 52
YT SHEFFIELD 51 02 52
YU SHEFFIELD 02
YV BEVERLEY 51*
YW BEVERLEY
YX BEVERLEY 51 02 52
YY BEVERLEY 02 52
e.g. YU51 OPR
* 'YV' was allocated and used by Beverley VRO during '51' issues, now allocated to Sheffield
* 'YL' was allocated and used by Sheffield VRO during '51' issues, now allocated to Leeds
'YA' and 'YO' were originally allocated for select use only, but are now allowed for use due to the need for more registrations.