



A Ten Minute Guide to

Researching



the History of
Your pride and joy

July 2019

Norman Woollons

Triumph Saint - HWF 936 E



**Where it all began – East Riding Constabulary Triumph 650 Saint
A colour slide of my first bike, taken around 1974 at Brough**

Researching the history of your pride and joy - A ten minute guide by Norman Woollons
published by www.hvar-digital.com

© Copyright 2019 Norman Woollons

All rights reserved. No portion of this book may be reproduced except as below, in any form without permission from the publisher, unless as permitted by U.S. copyright law. For permissions contact: books@hvar-digital.com

Permission granted to reproduce for personal and educational use only. Commercial copying, printing, use and publication in whole or in part, including photographs is prohibited

Researching the history of your pride and joy - A ten minute guide

Edition 02 - July 2019

First rule:

Never give up

Second rule:

The older it is, the less is likely to be known or can be found out

Third rule:

The smaller the force it came from, the less is likely to be known or discoverable

Introduction

I have spent a lot of time recently researching a small group of unique police motorcycles - with varying degrees of success - made and sold in the early 1970's, to a small number of forces.

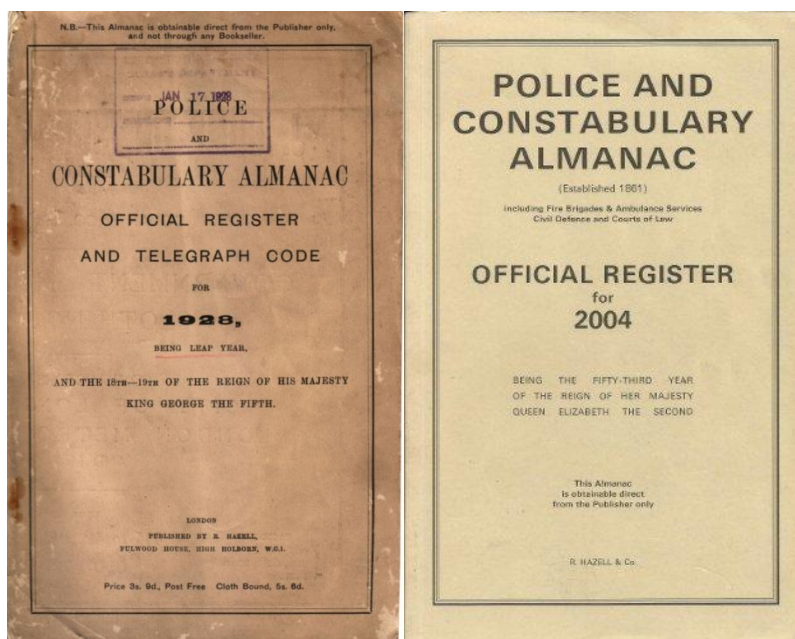
The following notes are specifically about ex UK police motorcycles, but can be applied to any ex emergency service vehicle and also British motorcycles, supplied to overseas forces.

This guide is written from personal experience. If you are a retired member of a service, you will have some advantage, but if not, you can usually find someone who is, who can help.

I have included a number of web addresses at the end. I do not pretend the list is complete, nor do I guarantee that the address works when you try them. Websites come and go. Look at the top of this page to see the date and issue number of this mini guide. The links all worked on the date it was published.

Which force?

One of the really useful books about police forces of the recent past and today can be found in most libraries.



The Police and Constabulary Almanac was published annually from 1869 until 2016, when it went digital. It doesn't give details of motor transport, but does list police stations and offices and in the days when there were rural police houses, those too.

Names of officers and fleet managers are included, so if you have some information, you may be able to contact a retired officer or member of the civil staff to find out more.

If your local library does not hold a copy of the year you want, you can request that they obtain the year copy you need on your behalf from the British Library. If you live close enough, you can go to a [British Library](#) reading room yourself.

Two on-line sources are the Wikipedia list of [current UK Law Enforcement agencies](#), and the Wikipedia list of past [\(defunct & amalgamated\) agencies](#). They are about as accurate as you can get.

A "Family Tree" list of English and Welsh geographic police forces is contained in the [History of the HMIC](#), published in 2006 as a pdf to commemorate the first 150 years.

A similar document for Scotland was published in 1970 entitled Chief Constables (Scotland) Centenary Book. This booklet doesn't seem to be available anywhere online. Old copies of Police Review are another good source of information about forces and motorcycles.

Recent amalgamations of police forces have brought more boundary changes. Here we present an up-to-date guide to the British police.

GUIDE TO NEW FORCES

England and Wales

NORTH WEST REGION

- 1 CHESHIRE CONSTABULARY
Chester, CH1 2PP. Tel: Chester 23101.
- 2 CUMBRIA CONSTABULARY
Carlson Hall, Penrith, Cumbria, CA10 2AU. Tel: Penrith 4411.
- 3 GREATER MANCHESTER POLICE
Southall Street, PO Box 51, Manchester, M60 2NH. Tel: 061-228 1212.
- 4 LANCAIRES CONSTABULARY
Hutton, Preston, Lancashire, PR4 5SB. Tel: Longton 614444.
- 5 MERSEYSIDE POLICE
PO Box 59, Liverpool, L69 1JD. Tel: 051-709 6010.

NORTH EAST REGION

- 6 CLEVELAND CONSTABULARY
PO Box 70, Shering Road, Middlesbrough, Cleveland, TS1 2AR. Tel: Middlesbrough 4818.
- 7 DURHAM CONSTABULARY
Aukley Road, Durham, DH1 5TY. Tel: Durham 64929.
- 8 HUMBERSIDE POLICE
Queens Gardens, Kingston-upon-Hull, HU1 3DJ. Tel: Hull 26111.
- 9 NORTHUMBRIA POLICE
The Kyle, Meeagh, Northumberland, NE81 2DH. Tel: Morpeth 4371.
- 10 NORTH YORKSHIRE POLICE
Northcliffe, Farncliffe, DL7 8BB. Tel: Northcliffe 3131.
- 11 SOUTH YORKSHIRE POLICE
PO Box 14, Castle Street, Sheffield, S3 8LY. Tel: Sheffield 78522.
- 12 WEST YORKSHIRE METROPOLITAN POLICE
PO Box 6, Wakefield, Yorkshire, WF1 5DP. Tel: Wakefield 75222.

WALES

- 13 DYFED-PŴYYS POLICE
Ffrif y Park, Carmarthen, SA31 3AW. Tel: Carmarthen 6444.
- 14 Gwent POLICE
Crosswelling, Caerleon, NP23 2JX. Tel: Caerleon 2011.
- 15 NORTH WALES POLICE
Glan-y-Don, Colwyn Bay, LL28 5AW. Tel: Colwyn Bay 57177.
- 16 SOUTH WALES POLICE
Cantref Road, Bridgend, Glamorgan, Tel: Bridgend 55555.

MIDLAND REGION

- 17 STAFFORDSHIRE POLICE
Canons Road, Stafford, Tel: Stafford 3311.
- 18 WARWICK, RHINE CONSTABULARY
PO Box 4, 14, Victoria Works, CV29 7DB. Tel: Warwick 45431.
- 19 WEST MERE, A CONSTABULARY
Huddell Hall, Huddersfield, WF8 5EP. Tel: Westcote 27181.
- 20 WEST MIDLANDS POLICE
PO Box 52, Lord Howe, Colmore Circus, Deansway, Birmingham, B4 6NS. Tel: 021-238 5000.

EASTERN REGION

- 21 CAMBRIDGESHIRE CONSTABULARY
Hinchingham Park, Hinchingham, Huntingdonshire, PE10 8NP. Tel: Huntingdon 56111.
- 22 GLOUCESTERSHIRE CONSTABULARY
Barnway Hill, PO Box 4, Ripley, Derby, DE8 3RS. Tel: Ripley 3581.
- 23 LANCESHIRE CONSTABULARY
320 London Road, Lancaster, LA2 2PT. Tel: Lancaster 705144.
- 24 LINCOLNSHIRE POLICE
Church Lane, Lincoln, LN2 1DN. Tel: Lincoln 29911.
- 25 NORFOLK CONSTABULARY
Marlborough Lane, Norwich, NR8 07T. Tel: Norwich 21234.
- 26 NORTHANTS POLICE
Wootton Hall, Northampton, NN4 0JQ. Tel: Northampton 62111.
- 27 NOTTINGHAM CONSTABULARY
Stamford Lodge, Arnold, Nottingham, NG5 8PP. Tel: Nottingham 287000.
- 28 SUSSEX CONSTABULARY
County Hill, Ipswich, IP4 2JT. Tel: Ipswich 55431.

SOUTH WEST REGION

- 29 AVON AND SOMERSET CONSTABULARY
PO Box 195, Edinwall Street, Bristol, BS8 7BH. Tel: Bristol 22022.
- 30 DEVON AND CORNWALL CONSTABULARY
Middlemore, Exeter, Devon, EX2 7MG. Tel: Exeter 52101.
- 31 DORSET POLICE
Dorchester, Dorset, DT1 1QZ. Tel: Dorchester 3011.
- 32 GLOUCESTERSHIRE CONSTABULARY
Lindwood Road, Cheltenham, Gloucestershire, GL51 6QH. Tel: Cheltenham 21321.
- 33 WILTSHIRE CONSTABULARY
London Road, Devizes, Wiltshire, SN10 2DN. Tel: Devizes 2341.

SOUTH EAST REGION

- 34 BEDFORDSHIRE POLICE
65 Coughton Road, Bedford, Tel: Bedford 61301.
- 35 ESSEX POLICE
PO Box 2, Springfield, Chelmsford, Essex, CM2 6DA. Tel: Chelmsford 67287.
- 36 HAMPSHIRE CONSTABULARY
West Hill, Winchester, Hampshire, Tel: Winchester 88133.
- 37 HEREFORDSHIRE CONSTABULARY
Stanhope Road, Watlington Garden City, Herefordshire, AL8 6XF. Tel: Watlington 31177.
- 38 KENT COUNTY CONSTABULARY
Elmton Road, Maidstone, Kent, ME15 5BE. Tel: Maidstone 65432.
- 39 SURREY CONSTABULARY
Blount House, Guildford, GU10 1HS. Tel: Guildford 71212.
- 40 SUSSEX POLICE
Malling House, Lewes, Sussex, BN7 2DE. Tel: Lewes 5432.
- 41 THAMES VALLEY POLICE
Killington, Oxfordshire, OX5 2NX. Tel: Killington 4343.

LONDON REGION

- 42 CITY OF LONDON POLICE
28 Old Jewry, London, EC2R 6DJ. Tel: 01-606 8866.
- 43 METROPOLITAN POLICE
New Scotland Yard, Broadway, London, SW1H 0BG. Tel: 01-230 1212.

NORTHERN IRELAND

ROYAL ULSTER CONSTABULARY
"Brooklyn", Knock Road, Belfast, BT5 6LX. Tel: Belfast 650222.

Scotland

NORTHERN REGION

- 1 INVERNESS CONSTABULARY
The Castle, Inverness. Tel: Inverness 36111.
- 2 NORTHERN CONSTABULARY
West Caithness, Tel: Wick 2222. (Includes Orkney and Shetland Isles.)
- 3 ROSS AND SUTHERLAND CONSTABULARY
Dingwall, Ross-shire, Tel: Dingwall 2444.

GRAMPIAN REGION

- 4 ABERDEEN CITY POLICE
Queen Street, Aberdeen. Tel: Aberdeen 29933.
- 5 SCOTTISH NORTH EAST COUNTIES CONSTABULARY
Buckholm, Aberdeen, AB2 9AS. Tel: Buckholm 2811.

TAYSIDE REGION

- 6 ANGLUS CONSTABULARY
West High Street, Forfar, DD8 1BJ. Tel: Forfar 2851.
- 7 CITY OF DUNDEE POLICE
4 West Bell Street, Dundee, DD1 1HA. Tel: Dundee 23200.
- 8 PERTH AND KINROSS CONSTABULARY
Ardcholle, Perth. Tel: Perth 22213.

CENTRAL REGION

- 9 STIRLING AND CLACKMANNAN CONSTABULARY
Ramskirkhead, Stirling. Tel: Stirling 5151.

FIFE REGION

- 10 FIFE CONSTABULARY
Wemyss Road, Dysart, Fife. Tel: Kirkcaldy 52611.

STRATHCLYDE REGION

- 11 ABERDEEN CONSTABULARY
Lochglohead, Argyll. Tel: Lochglohead 2222.
- 12 AYSRSHIRE CONSTABULARY
Charlotte Street, Ayr. Tel: Ayr 68611.
- 13 CITY OF GLASGOW POLICE
21 St Andrew's Street, Glasgow, G1 5PA. Tel: 041-552 3500.
- 14 DUNBARTONSHIRE CONSTABULARY
Overton, Dunbarton. Tel: Dunbarton 63311.
- 15 LANARKSHIRE CONSTABULARY
Beckford Street, Hamilton. Tel: Hamilton 23561.
- 16 RENFREW AND BUTE CONSTABULARY
Mill Street, Paisley, Renfrewshire, PA1 1JU. Tel: 041-889 1113.

DUMFRIES AND GALLOWAY REGION

- 17 DUMFRIES AND GALLOWAY CONSTABULARY
Lambton Street, Dumfries. Tel: Dumfries 2112.

SOUTH EAST REGION

- 18 BERWICK, ROXBURGH AND SELKIRK CONSTABULARY
Whiton Hill, Hawick, Roxburghshire, TD9 7JU. Tel: Hawick 3282.
- 19 CITY OF EDINBURGH POLICE
Parliament Square, Edinburgh, EH1 1RG. Tel: 031-225 1212.
- 20 Lothians and Peebles CONSTABULARY
22-24 Albany Street, Edinburgh, EH1 3DB. Tel: 031-556 8181.

KEY TO MAP

--- Police Region boundaries

--- Force boundaries

What's in a number?

Let's start with the registration number, the VRM (vehicle registration mark to use the parlance). There is a lot of information about number plates available on-line, but if you can get to see a copy of the Glasses Guide, a restricted circulation publication, it is a very authoritative source.

2-letter Index Marks—Preceding numbers—contd.

Index Mark	Licensing Authority	First Issued	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945
QA, QB, QE, QF, QG, QJ,			Allocated to A.A. for foreign visitors only (Not consecutively)																
QC, QD, QH,			Allocated to R.A.C. for foreign visitors only (Not consecutively)																
QK,			Allocated to A.A. & R.A.C. for foreign visitors only (Not consecutively)																
QL,			1-1000 issued by L.C.C. for foreign visitors only (Not consecutively)																
QM,			Remainder allocated to A.A. & R.A.C. for foreign visitors only (Not consecutively)																
QO,			Allocated to R.A.C. Scotland for foreign visitors only (Not consecutively)																
RA	Derbyshire	July 26	7373	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RB	Derbyshire	Nov. 29	—	296	3062	5289	7260	9722	—	—	—	—	—	—	—	—	—	—	—
RC	Derby C.B.C.	May 31	—	—	—	384	1054	1656	—	—	—	—	—	—	—	—	—	—	—
RD	Reading	Sep. 28	260	1290	2300	3150	3990	5050	6345	7700	9151	—	—	—	—	—	—	—	—
RE	Staffordshire	Jan. 21	6204	6724	7180	7443	7713	7871	8107	8285	8504	8715	8871	9055	9201	9257	9289	9303	9331
RF	Staffordshire	Jan. 25	5271	6658	8011	9239	—	—	—	—	—	—	—	—	—	—	—	—	—
RG	Aberdeen B.C.	Nov. 28	38	878	1775	2558	3276	4122	5032	6243	7613	8814	—	—	—	—	—	—	—
RH	Kingston-on-Hull	Dec. 29	—	50	2383	4624	6738	8700	—	—	—	—	—	—	—	—	—	—	—
RJ	Salford	June 31	—	—	—	366	1207	2218	3741	5343	7164	9439	—	—	—	—	—	—	—
RL	Cornwall	Nov. 24	9042	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RM	Cumberland	Apr. 24	5601	6688	7542	8380	9192	—	—	—	—	—	—	—	—	—	—	—	—
RN	Preston	Nov. 28	181	751	1201	1701	2281	3001	3781	4621	5500	6321	7181	—	—	—	—	—	—
RN	Preston	Oct. 34	—	—	—	—	—	—	7525	—	—	—	—	—	—	—	—	—	—
RN	Preston	July 35	—	—	—	—	—	—	9041	9201	9365	9503	—	—	—	—	—	—	—
RP	Northamptonshire	Feb. 24	6737	8200	9724	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RT	East Suffolk	Dec. 24	5101	6236	7365	8336	9209	—	—	—	—	—	—	—	—	—	—	—	—
RU	Bournemouth	Jan. 25	8550	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RV	Portsmouth	Feb. 31	—	—	—	1372	2940	4401	6040	8002	—	—	—	—	—	—	—	—	—
RX	Berkshire	Dec. 27	3522	5813	7992	9683	—	—	—	—	—	—	—	—	—	—	—	—	—
RY	Leicester C.B.C.	Jan. 25	7521	9384	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
RZ	Antrim	Feb. 54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SB	Argyll	Jan. 04	3226	3521	3747	3948	4161	4371	4602	4893	5246	5605	5924	6233	6274	6338	6422	6489	6541
SC	Edinburgh	Oct. 27	3103	6150	9177	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SE	Banff	Jan. 04	3068	3273	3481	3655	3814	3949	4091	4301	4503	4750	4967	5190	5322	5420	5531	5618	5707
SH	Berwickshire	Dec. 03	No records available	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SJ	Bute (1-2860)	Dec. 03	605	633	673	707	738	772	802	845	881	914	950	979	992	995	1001	1017	1029
SK	Caithness	Jan. 04	1505	1591	1700	1792	1855	1913	1990	2100	2225	2332	2456	2577	2643	2689	2749	2814	2885
SL	Clackmannan (1-9602)	Dec. 03	1377	1464	1540	1625	1705	1792	1904	2043	2210	2388	2580	2713	2745	2764	2799	2821	2843
SM	Dumfries	Dec. 03	7386	8005	8666	9183	9752	—	—	—	—	—	—	—	—	—	—	—	—
SN	Dunbarton	Dec. 03	4553	4914	5321	5508	5806	6176	6600	7098	7715	8325	8860	9337	9469	9539	9603	9659	9723
SO	Morayshire	Dec. 03	3466	3773	4058	4333	4578	4823	5097	5417	5742	6126	6469	6841	6979	7099	7163	7227	7310
SR	Angus	Dec. 03	6972	7457	7811	8122	8437	8773	9175	9709	—	—	—	—	—	—	—	—	—
SS	East Lothian	Jan. 04	2918	3102	3266	3429	3621	3827	4067	4299	4562	4868	5207	5456	5608	5710	5851	5944	6035
ST	Inverness	Dec. 03	5407	5933	6412	6825	7181	7517	7959	8446	8947	9489	—	—	—	—	—	—	—
SU	Kincardine	Jan. 04	2450	2570	2682	2769	2846	2932	3027	3139	3305	3456	3628	3781	3834	3963	4062	4171	4268
SV	Kinross (1-3722)	Jan. 04	842	872	908	944	971	1004	1034	1080	1130	1192	1239	1281	1310	1336	1370	1379	1404
SW	Kirkcudbright	Dec. 03	3060	3432	3688	3891	4110	4311	4622	4966	5364	5718	6033	6290	6397	6468	6564	6656	6752

Page 18

This page is for two letter prefix letters, so looking at RH, you can see that the series was issued by Kingston upon Hull LTO. RH 1 to RH 49 were issued in December 1929, RH 50 to RH 2382 during 1930 etc.

Index Mark	Licensing Authority	First Issued	1929	1930	1931	1932	1933	1934	1935
RH	Kingston-on-Hull	Dec. 29	—	50	2383	4624	6738	8700	—

The book also includes three letter prefix and suffix letters and the first year letters (see later in this article)

Until 1974, there were almost no changes to who issued a number plate. The last two letters in a three letter plate identify the issuing authority.

Originally, vehicle registration was the responsibility of Borough and County Councils throughout Great Britain, a system created by the [Motor Car Act 1903](#). The licensing system was centralised in 1965 and administered from the new Driver and Vehicle Licensing Centre (DVLC) in Swansea.

However the change from local issuance and recording of ownership to a central agency, but with local offices took over ten years.

A notice to police forces issued in 1976 states thus:

In 1971 the legal provisions relating to vehicle licensing and registration were consolidated in the Vehicles (Excise) Act 1971 and the Road Vehicles (Registration and Licensing) Regulations 1971. These Regulations also revoked the Index Marks Regulations by which registration marks were allocated to Councils before 1 April, 1971. They are now allotted on an administrative basis by the Secretary of State.

Centralisation of vehicle registration and licensing commenced on 1 October, 1974, when the 81 Local Vehicle Licensing Offices (LVLOs), which have been established throughout Great Britain, started to issue licences for all new and unregistered vehicles and allocate registration marks to them.

The Driver and Vehicle Licensing Centre (DVLC) at Swansea will hold the records of vehicles registered and licensed by the LVLO's.

The records of vehicles registered before 1 October, 1974, will be transferred later from Agent Councils to DVLC; until a particular vehicle's record is transferred the Agent Councils will continue to deal with any matters relating to its licensing.

This centralisation programme does not affect Northern Ireland, the Republic of Ireland, the Channel Islands or the Isle of Man.

In 1990, the DVLC was renamed as the Driver and Vehicle Licensing Agency (DVLA), becoming an executive agency of Department for Transport.

Before the Driver and Vehicle Licensing Centre was established in Swansea, all vehicle registrations (and driving licences) were issued by local councils. The issuing of number began in 1903/04 as the result of the Motor Car Act, 1903. But until 1921, numbers were continuously reissued. As very few forces were using vehicles of any kind in this era, it probably will not be an issue for you.

The sequence was two letters followed by one to four numbers. Only motor vehicle dealership "Trade Plates" had letters followed zeros in front of single or double digit numbers. These were red digits on a white background rather than the silver on black, before reflective plates became available and later mandatory on new vehicles from 1st January 1973.

Note that on motorcycles, front number plates were no longer required from August 1975, but there was no requirement to remove number plates which were fitted.

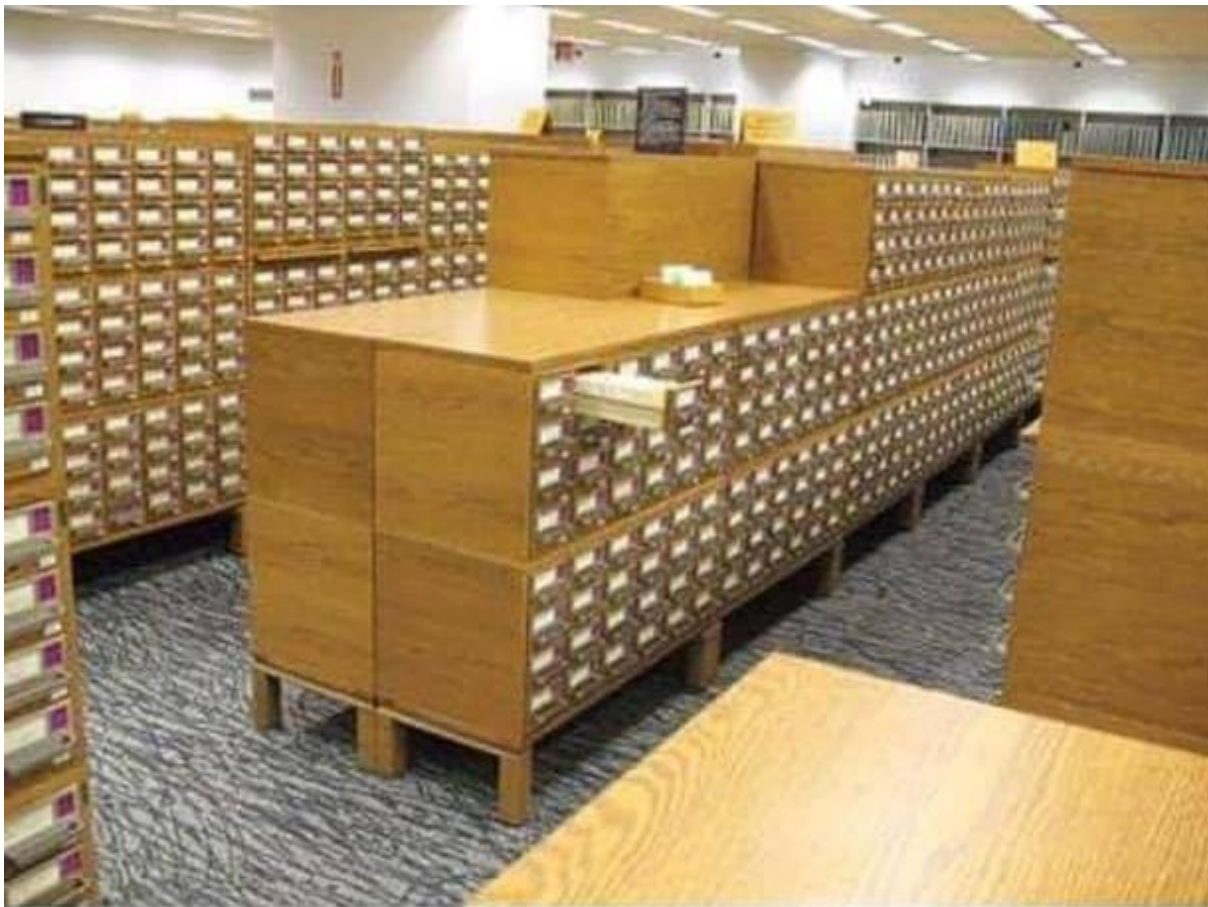
When the number started to run out in some areas, a third letter was added in front of the two identifying letters, but (except in Northern Ireland) only three numbers followed three letters.

By the 1950's with a theoretical maximum of 22,997 registrations for each two letter identifying series, some places were again running out, so the sequence was reversed. So for example FKH 900 was issued in April 1940, and 900 FKH in October 1963.

This was the very end of six digit registrations because from 1963 a suffix letter indicating the year of first registration was added.

Local Taxation Offices continued to issue six digit registrations until the sequence of numbers was exhausted, but where LTO's had already a number shortage, they started to issue numbers with an 'A' suffix. However, very few authorities actually issued numbers with an 'A' suffix letter.

Many LTO's did not start issuing seven digit plates until 1964, with the suffix B. They also went back to the start of the series. So KH (Kingston upon Hull) issued its last six digit plate GKH in April 1964, then started with AKH 1 B in May 1964. AKH had been issued with six digits in February 1959, so just five years later the same series was being issued, but with the letter 'B' at the end. Doubtless this caused some confusion at the time.



Bristol Vehicle registry – Photo: Mark Thompson

Suffix Letter	Dates of issue
A	1 February 1963 – 31 December 1963
B	1 January 1964 – 31 December 1964
C	1 January 1965 – 31 December 1965
D	1 January 1966 – 31 December 1966
E	1 January 1967 – 31 July 1967 ** Note 'E' only issued for seven months**
F	1 August 1967 – 31 July 1968
G	1 August 1968 – 31 July 1969
H	1 August 1969 – 31 July 1970
J	1 August 1970 – 31 July 1971
K	1 August 1971 – 31 July 1972

L	1 August 1972 – 31 July 1973
M	1 August 1973 – 31 July 1974
N	1 August 1974 – 31 July 1975
P	1 August 1975 – 31 July 1976
R	1 August 1976 – 31 July 1977
S	1 August 1977 – 31 July 1978
T	1 August 1978 – 31 July 1979
V	1 August 1979 – 31 July 1980
W	1 August 1980 – 31 July 1981
X	1 August 1981 – 31 July 1982
Y	1 August 1982 – 31 July 1983

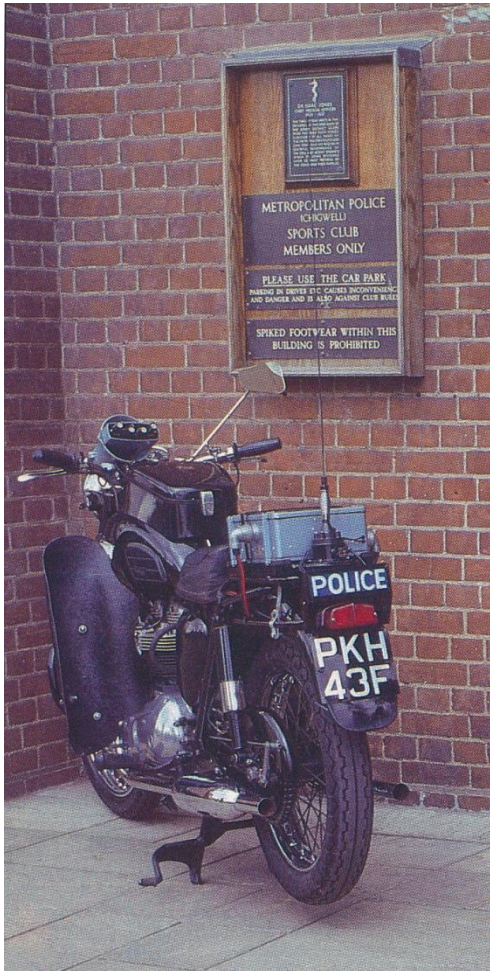
By 1980, numbers were once again running out, so a decision was made to reverse the single letter into a Prefix letter and start all over again.

Prefix Letter	Dates of issue
A	1 August 1983 – 31 July 1984
B	1 August 1984 – 31 July 1985
C	1 August 1985 – 31 July 1986
D	1 August 1986 – 31 July 1987
E	1 August 1987 – 31 July 1988
F	1 August 1988 – 31 July 1989
G	1 August 1989 – 31 July 1990
H	1 August 1990 – 31 July 1991
J	1 August 1991 – 31 July 1992
K	1 August 1992 – 31 July 1993
L	1 August 1993 – 31 July 1994
M	1 August 1994 – 31 July 1995
N	1 August 1995 – 31 July 1996
P	1 August 1996 – 31 July 1997
R	1 August 1997 – 31 July 1998
S	1 August 1998 – 28 February 1999
T	1 March 1999 – 31 July 1999
V	1 August 1999 – 28 February 2000
W	1 March 2000 – 31 July 2000
X	1 August 2000 – 28 February 2001
Y	1 March 2001 – 31 August 2001

DVLA have been issuing “Age related” VRM’s where the owner of a vehicle has been unable to prove to DVLA’s satisfaction that it already has a genuine number. If no number is known, then an age related VRM can be applied for.

However in many cases where a vehicle is allocated an age related number by DVLA, numbers in that series were never issued in the format. An example I have seen is NAG 773 A. The identifier series AG was never issued with an A suffix, and was one of very few Scottish registrations which did not have an ‘S’ as the first or second letter in the identifier. AG was an Ayrshire identifier until 1974 when it was transferred to England.

So while an age related VRM may match a vehicle’s age, it may not be very accurate at all.



This is an example of a different age related plate. The motorcycle is a genuine ex police Triumph. KH is a Kingston upon Hull letter series.

But this machine is an ex City of London bike.

It is a beautiful restoration, but Hull police bikes were white, PKH wasn't issued by Hull LTO with an F suffix and Hull City Police used Cossor not PYE Cambridge radio sets.

However this is the number that DVLA issued when the owner couldn't obtain enough evidence to retain the original VRM.

Excluding the police in London, there were two kinds of governing bodies for geographic police, prior to April 1974.

Borough and city police forces were governed by "Watch Committees". County and joint police forces were governed by county "Standing Joint Committees".

The ownership of a vehicle listed in the log book could be "The Chief Constable" x force, or "x Watch Committee". Whilst the log book might be signed by the incumbent chief constable, they were generally not named.

It was not until the 1970's when the growth in the number of police vehicles in use required a special department to manage them, that Fleet Managers were appointed as civil staff members and their names started to appear on vehicle registrations.

Department of the Environment
Vehicle Registration Document A9060858 VS

Registration Mark: **TNP 773L** 1 Validation Character: **E** 3

Vehicle Class: **BICYCLE**
 Make: **RICKMAN**
 Axle/Type: **2-WHEEL**
 Description: **MOTORCYCLE**

Colour(s): **WHITE/BLACK**
 Type of Fuel: **PETROL**
 Chassis/Frame No.: **R1313**
 Engine No.: **H641646**
 Cylinder Capacity: **650 CC**
 Seating Capacity: **1**
 Unladen Weight: **175**
 Date of Registration: **01 04 73**
 Last Change of Keeper No. of Person Keeping: **NONE SINCE APR 73**
 Date of Issue (see note 6 opposite):

THE CHIEF CONSTABLE
WEST HERCIA CONSTABULARY
HINDLIP HALL
WORCESTER WR3 8SP

The person named above is the Registered Keeper of this vehicle (the parties recorded as keeping and using it). The Registered Keeper is not necessarily the legal owner.

Signature of Registered Keeper: *[Signature]*

If you cease to be responsible for the vehicle, or if any of the particulars shown on this document become out of date, you are required by law to report this:-
 Sale or Transfer You should tear off and complete the Notification of Sale or Transfer below. The person who will be responsible for the vehicle in future should complete part 1 of the Changes Section. (See note 1 overleaf - motor dealers see note 2.)
 Change of name or address Complete part 2 of the Changes Section.
 Scrapping or permanent export Complete part 3 of the Changes Section. (See also note 3 on permanent export.)
 Change of vehicle details (e.g. colour) Use form V10 which may be obtained from a post office or licensing office.

Changes Section

1. I became the keeper of this vehicle on 19 _____
 My name and address are as opposite:-
 A current licence was/was not transferred to me with the vehicle. (Delete as appropriate.)

2. My name and address are now as opposite:-
 The change took place on 19 _____

3. The vehicle was scrapped/will be exported on 19 _____
 (Delete as appropriate.)

Signature _____
 After completing part 1, 2 or 3 or 0 send the document to DVLC, SWANSEA SARB TAB

Mr 1, Mrs 2, Miss 3 Tick appropriate box

Other title e.g. Dr, Rev. _____
 Christian or other name _____
 Surname _____
 Address _____
 Post Town _____
 Postcode _____

Doc Ref No. 6794N061 5085 7710 700

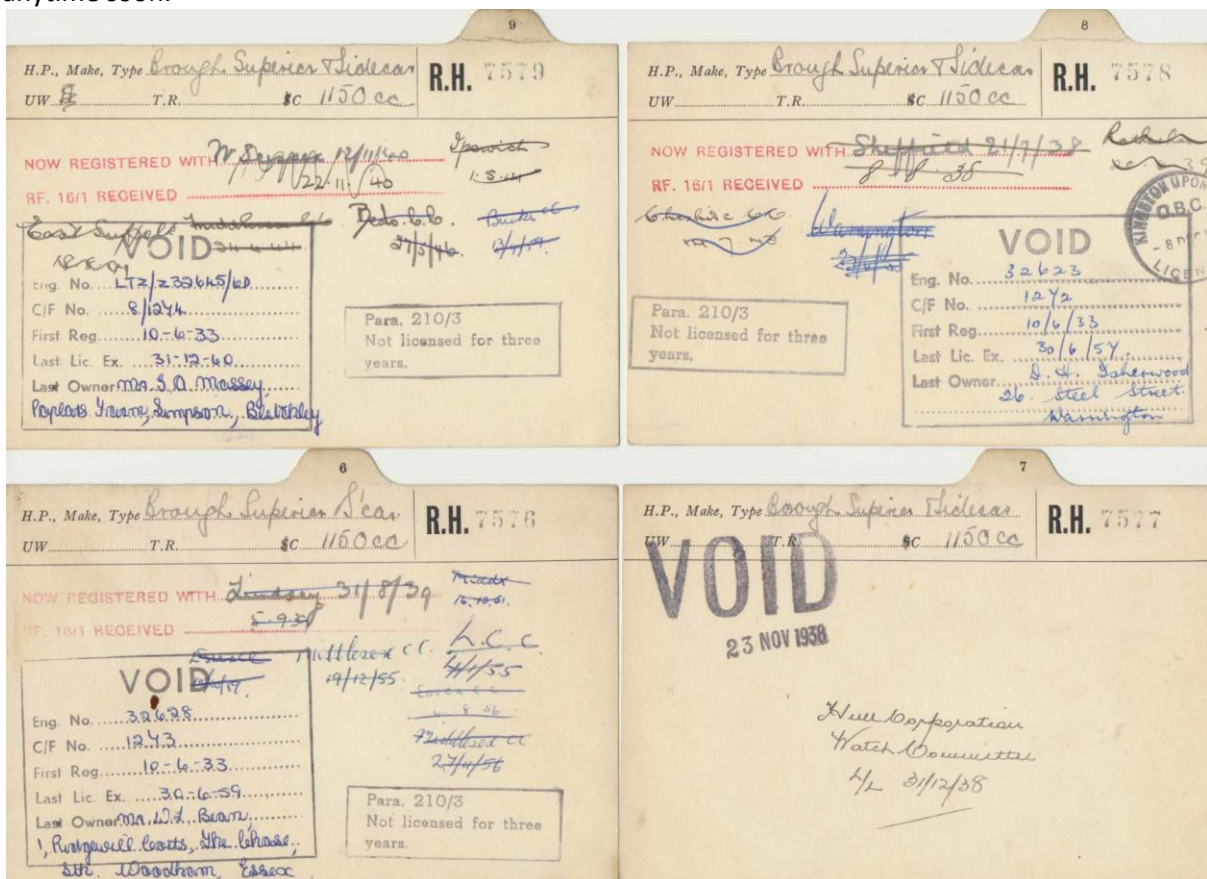
Official Use Only

It was only after DVLC took over the issuing of vehicle registration documents from LTO's that the first V5 registration documents were issued by Swansea. This was in 1974. The new process broke the local ties to vehicle registrations being issued, although in most cases the familiar two letter identifiers were still being used.

There was a huge undertaking to transfer all the hand written card records to DVLC ready for the system to go live in 1974. In most cases the card indices or the early record books still exist and are held by local County Record Office.

The [Kithead Road Transport Archive](#) holds around two million vehicle records, which are available to the public. In addition they have surveyed where other collections of vehicle records exist and have [listed them on line](#).

There is a statutory requirement for local record offices to retain this material in perpetuity, however there is no requirement to make it available on line. The amount of information is huge, so there is little chance of the millions of records being scanned and then being made available on line anytime soon.



These are the four Brough Superior motorcycles listed in the cards above.

I have tried and failed to locate any of them, so I doubt any still exist.

If you want to research an older registration number it will mean a visit in person to the county records office holding the books/cards, or where they offer a remote service for payment, to use it.

It was once possible to obtain previous owner details for a vehicle you owned from DVLA, but with the advent of data protection legislation, this service is no longer available.

Log Books

Have you got a log book for your bike? Is it original?

Log books can tell you a lot about a vehicle, and original log books can in particular. The concertina log book pre-dates the V5 forms issued by DVLC.

The Roads Act of 1920 introduced the requirement for all vehicles to have a "Road Fund Licence", that circular coloured disc that was issued every year to a vehicle, known colloquially as the "Tax disc".

At the same time the first vehicle registration documents were issued. Prior to 1921, the issuing authority provided owners with a paper certificate of ownership. The buff coloured log books were first issued from 1st January 1921 as form RF12. This was later renumbered to RF60.

The image shows a historical buff-colored log book form, likely from the early 20th century. It is divided into several sections. On the left, there is a section for 'EXTRACT FROM REGISTRATION PARTICULARS' with fields for 'Vehicle Class' (BICYCLE), 'State' (NEW HUPSON), 'Colour', 'Type of Drive', 'Proposed by', 'Motorist's name', 'Description of Vehicle', 'Class (Type)', 'Make & No.', 'Type or Model', 'Engine No.', 'Frame No. Cyls.', 'Rating', 'Seating Capacity', 'Cubics. Weight', 'Date of issue', and 'Date of expiry'. The 'Date of issue' is stamped as 11-4-1933 and 'Date of expiry' as THIRTY THREE. The main body of the form is a grid with columns for 'RECORD OF LICENCES AND STANDARDS' and 'PETROL RATION BOOKS ISSUED'. Each cell in the grid contains a circular stamp, many of which are dated and contain handwritten numbers. The stamps are arranged in rows and columns, with some overlapping. The form is aged and shows signs of use.

The buff coloured log books continued to be issued until the Vehicle Excise Act of 1962 changed them to green, altered the format and the form number became VE60.

The link between the payment of the Road Fund, which went directly towards the cost of maintaining the

highways had actually ceased in 1937, when it was renamed Vehicle Excise Duty. It then just became part of general taxation.

Up until 1983, it was possible to exchange a log book for a V5 from DVLC, free of charge.

Log books used to be stamped annually or in the case of motorcycles which could be taxed just for three months at a time, every time a new Vehicle Excise Licence (VEL) was issued. Because of this, concertina log books were replaced when there was no room for any more stamps. This requirement to stamp the log book each time a VEL was issued was stopped in 1967 and from then until the V5 system started, the vehicle log books had no space for the circular stamps.

Page 6 (continued on Page 5) Page 7. Page 8. Rates of Duty *Form 16*

WARNING—THE PERSON IN WHOSE NAME A VEHICLE IS REGISTERED MAY OR MAY NOT BE THE LEGAL OWNER OF THE VEHICLE. PROSPECTIVE PURCHASERS ARE WARNED, THEREFORE, THAT THIS REGISTRATION BOOK IS NOT PROOF OF LEGAL OWNERSHIP.

Name and Address of the Person registered with the Council whose Data Stamp is affixed hereto, as the Person keeping the vehicle, the particulars of which are given on page 6.

Full Name **EAST RIDING COUNTY COUNCIL**
(IN BLOCK CAPITALS)
COUNTY HALL
BEVERLEY

Full Name **Chief Constable,**
(IN BLOCK CAPITALS)
York & N.E. Yorkshire Police
Police Headquarters,
Northallerton.

Full Name **Chief Constable,**
(IN BLOCK CAPITALS)
Northallerton.

Full Name **Chief Constable,**
(IN BLOCK CAPITALS)
Northallerton.

NOTE
EVERY APPLICATION FOR A LICENCE MUST CONSIST OF—
1. DECLARATION FORM
2. REGISTRATION BOOK
3. INSURANCE CERTIFICATE
4. REMITTANCE FOR DUTY

CANCELLED

EXTRACT FROM REGISTRATION PARTICULARS
Registration Mark **HWF 936E**

(a) Taxation Class **BICYCLE**
(b) Make **TRIUMPH**
(c) Colour **WHITE**
(d) Type of Body
(e) Fuelled by **PETROL**
(f) MANUFACTURER'S—
Type or Model **SAINT**
Frame or Chassis No. **TR623V H5147**
Engine No. **48147**
(g) Rating **650 C.C.**
(h) Seating Capacity
(i) Unladen Weight
tons cwt. lb.
(j) Date of original registration **15th FEBRUARY 1967**
(Nineteen Hundred and **SIXTY SEVEN**)

DATE STAMP AND INITIALS OF THE ISSUING OFFICE
It is an offence under the Vehicle Excise Act, 1961, to alter any of the above details. (Maximum Penalty £50.)

WARNING—No entry below can be relied upon unless the vehicle is currently licensed in the name to which this book is issued.

Amount Paid and Date of Issue of Licence	Date Stamp and Initials of Issuing Office	Amount Paid and Date of Issue of Licence
£8	31.1.68	

Any person finding this Book should hand it in at a Local Taxation Office, a Money Order Post Office or a Police Station.



Because motorcycles could be taxed for three, six or 12 months, and the log book was stamped each time, it is quite common where you actually have one of these style vehicle registration documents, that it is a duplicate, to replace one that has no more spaces for stamps. The original log book may still accompany the vehicle but will have been marked "CANCELLED" on every page.

When you are doing your research, don't overlook the VEL's. Often the new VEL would be placed in the holder on top of the previous year's issue.

Documents like these help in proving to DVLA the provenance of the VRM and can help you to retain it.

A company called [Buff Log Books](http://BuffLogBooks.com) will legally reproduce one of the old style concertina log books for you, if you can provide sufficient information for them to be able to do so.

Police archive material

A tiny minority of current forces have kept an archive of their vehicle records. In the majority, little information older than six years – the standard legal time for retaining non evidential material – is held.

Force archives

Some current forces keep their own archives, some have handed archives over to their local archive service and most because of expense keep only what they are required to by statute and destroy the rest.

In the 1980's the Open University carried out an audit of all police records then in existence and this is still available on line, called [A Guide to the archives of police forces of England and Wales](#).

Quite a lot of these records have since been lost one way or another. Some have been destroyed, some handed to county archives, some have just gone "missing".

Local newspaper archives

The [British National Newspaper Archive](#) is an online resource for local and national newspapers.

Quite often the local newspaper would feature the purchase of new police motorcycles, especially in the days of the borough and city police forces.

There are still a number of local newspapers, some with online archives that can be searched, for example the [York Press](#). Not every photo in the often quite extensive negative archives are on line, so again, a personal visit to a newspaper office may result in tracing a photograph of your vehicle in police use. It will entail much research. It could be when a new fleet was purchased, at an HMI's inspection, or it could be caught in the scene photographs of a crash or at an incident.

This does tend to work best for small forces, with small fleets though.

There are still local newspapers printed and sold, some with on-line editions. These papers are ALWAYS looking for a new News story. Think about writing about your motorcycle, your research, include a photograph if you have one and see if they would publish a request for former riders to get in touch.

For many older people, the local news paper is still their main source of information, and especially where the person does not use the internet, it may be a way of accessing information about your machine.

For counties, where there may have been several local papers, don't dismiss BBC Local Radio. They also are listened to, and with the right approach, may help publicise your research request. Look at their online schedule, see if there is something about local history and archives, or genealogy and email the presenter if there is.

The weekly printed magazine "[Police Review](#)" carried many photographs each week. The magazine ceased publication in November 2011. I have been unable to find what happened to its archive of material, but copies were sent to libraries, to the British Library and I know that the Durham Constabulary has a complete set from 1893 to 2011 in its archive.

Another source of information is the Police Federation magazine "Police".

Whilst this only started publishing photographs in the late 1960's they also reported on new innovations, and you may find period photographs of vehicles and uniforms, even if you can't find your exact bike.

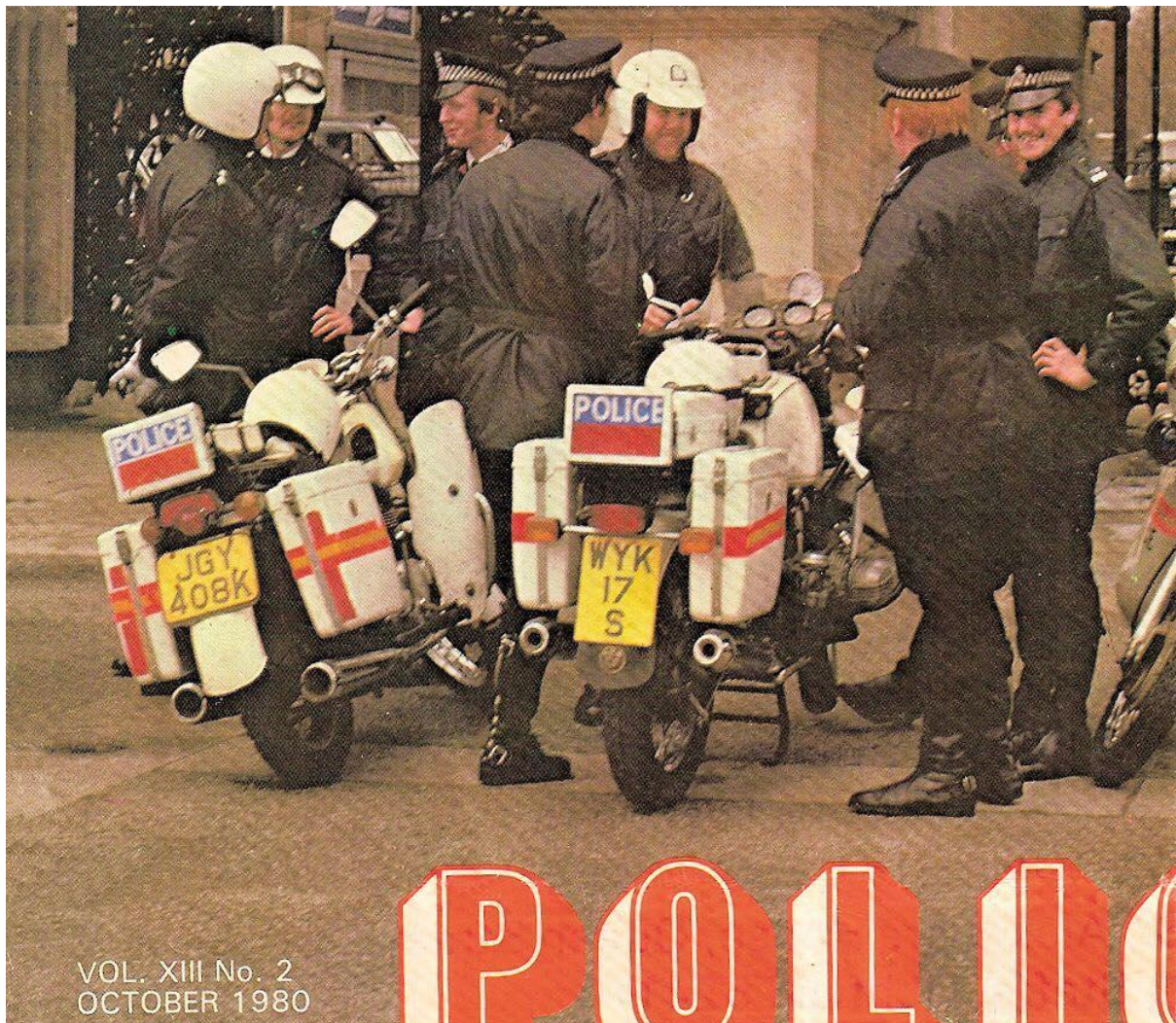


Photo: Gordon Groves (2nd right in photo)

Watch Committee / Police Authority records

Being statutory public bodies, they were required to create and publish detailed records. These are generally now held by local archive services. These records will include reports from Chief Constables giving the business case, background and costs of purchasing new vehicles. It will not include registration numbers, but these rather dry and stuffy documents may provide gems of information.

There will also be lists of accepted tenders, which could tell you the dealer who supplied your motorcycle. Dealerships are generally quite long lived and they might even have some records.

Clubs and societies

The VMCC is a superb resource for some [motorcycle manufacturer's records](#).

They are the custodians of vast numbers of records from several, although by no means all, of the leading British motorcycle manufacturers. To effectively search for your motorcycle, you need to have the original engine and frame number.

Some makers like Triumph and BSA very helpfully included a 'P' in the engine and frame numbers at various times, to identify a machine as destined for police service. Others like Velocette actually stamped "police" on parts of police machines.

The [VMCC has a library](#) where all their records can be accessed by members.

You will need to search across a number of books. Here the dispatch book records are for Triumph TR6, showing several TR6P models.

Went to Canterbury Kent	86677	S Kent Po
Hallers Garage Chelmsford, Essex	86635	S Essex Po
Simon & Co. Hull Yorks	86681	S East Riding
Simon & Co. Hull Yorks	86680	S East Riding
Went to Canterbury Kent	86678	S Kent Poli
Pakistan	Fm. 509	
Members Belfast N. Ireland	86753	S Royal Ulster C



They show DU86677 going to Kent County Constabulary, 86635 to Essex Constabulary, 86680 and 86681 to the East Riding Constabulary, then bikes for the Pakistan Police followed by 86753 for the RUC.

This is TR6PDU86680, LWF 320 F ridden by PC (later Inspector) Keith Watson, pictured in High Ousegate, York outside All Saint's Church. The motorcycle was first registered on 9th November 1967. It is now red and the last MOT expired on 19th May 2018.

It's possible to join lots of pieces of information together to build a picture.

Other clubs and societies exist for various Marques and even specific models and their members are extremely knowledgeable. An on line search may throw up a club or society for your motorcycle make or

model.

These groups can come and go on line. It is infuriating to find following a Google search, that there is a group, but when you click on the link, the group no longer exists.

All may not be lost because Google may have a "cached" page (a record of the page when they last scanned it) or use the [Internet Time Machine](#), a huge archive of pages, including images, from many sites that no longer exist. You do need the URL of the site you are looking for though.

The British Library does a single annual scan and records of all web pages that are hosted on UK internet servers, called [The UK Web Archive](#). So an old UK club page might just be available through the British Library.

FaceBook

Like it or loathe it, social media has managed to become an indispensable part of everyday life for large numbers of people.

FaceBook has morphed into a platform where there are huge numbers of specialist groups, with anything from a few tens to several thousand like-minded members.

It may be possible to find a group of owners for your machine make or type, or you could even set up your own group.

Groups can be 'open', 'closed' or 'secret'. A FaceBook search will find the first two, but secret groups are not listed anywhere and you have to find a member to even hear about such a group.

There are groups for every current police force, fire and rescue service, and a number of ambulance and other emergency services.

These generally include former constituent forces as well. It is here that you may be able to find out about former riders of motorcycles. But be aware that the longer a police motorcycle officer has been retired, does mean that the chances of him (or her) being on FaceBook reduces.

Most of the police groups are "closed" and a few are "secret".

There are quite a number of groups dedicated to preserving former emergency service vehicles. I list the ones I know of – because there may be more and new ones spring up all the time – under the links section at the end.

There is a significant use of FaceBook groups though, especially relevant to owners of foreign bikes. FaceBook is truly international and it makes it very easy to connect with groups of collectors overseas.

If you are researching a foreign bike, or a British made bike used overseas, make contact with the relevant group. It might take a bit of time, but the results could be worth it.

One warning about FaceBook to be aware of though. If you send a PM or Private message, it may not get through to the recipient. If you don't get a reply to you PM, it may not be that it has been ignored, rather it has never arrived.

There are other groups on FaceBook like the [Hull & East Yorkshire Motoring Memories](#) who are recording every vehicle from 1903, registered in Hull or Beverley – a mammoth undertaking!

You may need to apply to join the closed FaceBook groups, but an explanation to the "group admin" of what you are doing will generally suffice.

Retired officers

Not all retired police officers have computers or are on Social Media. But many, especially older retirees, are members of [NARPO](#). Almost all NARPO branches have email and many are on FaceBook too.

NARPO branches are generally aligned to current police force boundaries, but in a few cases there will be two branches within a current police area.

A request to the secretary of the local NARPO branch for help in contacting anyone who remembers your motorcycle might bear fruit.

They generally produce newsletters in electronic and printed form so a photo and information you have may potentially be published.

Remember that NARPO secretaries are also retired and do the job voluntarily, generally part time, so replies will not be instantaneous.

There are a number of "Old Comrades" associations. It may require a little detective work on line to find if there is one for the area your motorcycle came from. Not all of them have an on-line presence either.

If there is an "old comrades" group, then a polite request to the secretary for a mention in their newsletter may help make contact with someone who knows.

Just by way of example, retired police officers do not want to advertise the fact, for very obvious reasons, so HCPOCA does not appear to be even slightly police related. However it is the [Hull City Police Old Comrades Association](#). This group of members are all former members of the Hull City police, a force which ceased to exist in 1974.

There are many examples of similar groups, so think outside the box when you are searching, as "police old comrades" is unlikely to come up with many results.

For retired officers, the International Police Association is another source. There are a number of retired officers who are members, and there are branches in most countries, so searching for people or information, you can contact the local branch and ask for a message to be put on their website, in the newsletter or on their FaceBook group page.

In the UK the Institute of Advanced Motorists (IAM) has branches in most counties. Traffic police motorcyclists were generally members of IAM, and many were trainers and examiners, continuing well into retirement.

The local IAM branch may have a newsletter and often welcomes an article. It is another avenue to explore when researching people, places and motorcycles.



Police Newspapers and Magazines

From the late 1960's until the mid 1980's most forces published a

monthly (sometimes fortnightly) newspaper. There were also quarterly glossy magazines. But as budget cuts started, so the easy cuts, like non essential, internal publications were cut.



These publications went by a variety of names, but it's not always obvious where they originate. The West Yorkshireman has the clue in its title. But Context, published by Humberside Police, Alert by Lincolnshire Police, Patrol by Sussex Constabulary, or The Job, by the Metropolitan Police are not so obvious.

Sgt Barry Shaw started the West Yorkshireman, and there is now a FaceBook group where back copies are posted. New police newspapers have this kind of ready availability though.

Magazines like "Police Box", from North Yorkshire Police are equally not immediately identifiable as a NYP publication from the name.

These along with the statutorily required Chief Constables Annual Report always contained a wealth of information and photographs, especially around new vehicles being introduced, specialist sections, for example the motorcycle units, and the people involved.

A little known legal requirement is that every newspaper, magazine and periodical published in the UK, including those by statutory bodies, like the police, had to deposit a reference copy with the British Library.



In addition, especially the Annual Reports were also sent to local reference libraries. If you can establish the original owner of your motorcycle, and it fits into the 1970's and 1980's age group, these publications may be worth researching.

This photograph is taken from Patrol, the Sussex Police

magazine, published in 1971, it has a surprising amount of information about service configuration of the Norton Commando Interpol fleet then in use.

Photo collections

There are a number of local and national collections of police vehicles in general and some also include police motorcycles.

I have already mentioned the VMCC, but other groups like the Triumph Owners Club have collections. Local archives often have on-line indices of photographs, and there are [FLICKR groups](#) specialising in retired police vehicles and just motorcycles.

There are also one or two individuals with extensive archives of material related to motorcycles and last but not least is the National [Science and Media Museum](#), formerly the National Museum of Photography, in Bradford, which houses over three million photographs.

Another source of information are the many video collections. There are a very few films made specifically of and by the police, and these are usually restricted to large forces like the Metropolitan Police.

But thinking about when you might have seen motorcycles, look for videos of Royal Visits, because these may have a video of the convoy arriving at venues which include the motorcycle escort.

The Yorkshire Film Archive is one example. A search for "[Police Escort](#)" produces 17 results, several of which are Royal Visits to locations across North, East, West and South Yorkshire. If nothing else, there are videos of policing in bygone eras with the vehicles of the time.

Police history societies

There are several specific police history groups. The National [Police History Society](#) (PHS) has an active FaceBook Group, the North East Police History Society, based at Beamish Museum in Durham is another very active group. It will cost you a subscription to join a club, but most [FaceBook groups](#) are free.

Several existing forces have groups who are preserving the history of those forces. In addition, several current police force websites have pages devoted to the history, some with photographs of police vehicles. Two examples of good sources are [Gloucestershire police archives](#), and a pdf blog created by [Sergeant John Fenn](#) a retired Cambridgeshire officer, just about the history of their motorcycles.

There are a huge number of local history groups. Almost every pre-1974 county has a group who collates the history of their area. Their websites vary in the content but they are another avenue for the serious researcher.

Some have even produced booklets. The Services of Rutland, published by the Rutland local history society includes some photographs of the Rutland county police, fire brigade and ambulance service vehicles.

Police Force Histories

All the current county police forces have their origins in the creation of county forces in 1856, but borough and city police forces go back to the 1830's.

1956 was the centenary of the founding of the county police, and almost every county produced a centenary history book or booklet. Some have photographs of their current (in 1956) and older vehicles.

Cities and borough's, whose centenaries were in the 1930's did produce booklets, but with few photographs.

In the years since 1956, especially in more recent times, retired police officers and others have researched and produced detailed histories of their forces. Some police forces have also published histories and there are several specialist books just on police vehicles, although I know of none solely about motorcycles.

In your researching, it is worth trying to track down any written histories, just to see what they may, or may not include.

Don't discount the current police force website. Some have dedicated "History" sections and on-line archives of photographs, for example the Greater Manchester Police.

Others link to their historical society/association, for example Sussex. Following these links can unearth valuable photographic information, like the [Sussex Police Motorcycle Display team](#).

With eleven motorcycles visible, several of the registrations can be read. The lead Norton VNJ617H is ridden by Sgt Frank Morgan. The fleet was registered by the East Sussex LTO in April 1970.

The front four numbers are readable, VNJ 615 H, 619H, 617H and 613H. If you can find the original negative or an original print rather than a scan, more may be readable.



Research using the [DVLA Tax Check website](#), shows a fleet of at least seventeen Norton Commando Interpols were registered by Sussex in April 1970, from VNJ 612 J to VNJ 627 J. None currently are on a SORN. The last to be taxed was VNJ 619 H in October 2004.

There may have been more, but several records for numbers between 608 and 612, and between 627 and 634 never made it to inclusion on the DVLC in the 1970's, so they may or may not include Nortons. This kind of fact checking, when combined with a check of the company records at the VMCC library may give you some delimitative information.

It would then need personal follow up at the East Sussex Record Office, The Keep, Woollards Way, Brighton, BN1 9BP. They hold registers up to SNJ *** N suffix.

Recording your research

Be meticulous about how you record your research. Get as much information as you can, at the time. Use a pocket recorder if you are interviewing former riders. Keep an index of source material, so you can go back to it at a later date.

I have already mentioned about web pages disappearing. The same can happen to FaceBook groups. It is possible to do a copy and paste of any FaceBook material. I keep interesting, informative posts, with the thread details of where they appeared, in a simple WordPad text file.

This removes all the links and junk that might be caught when you save a post, but still allows word searches.

It is infuriating to spend time, energy and effort on doing research, only to lose it or be unable to find it when you need it.

Conclusion

This has been a very superficial guide to give you some starters for researching the history of a police or emergency service motorcycle.

If you have any suggestions for useful websites you have found, interesting search methods, or other places to visit, please [Message](#) or [email](#) me, for inclusion in the next version.

Links

<http://www.buffbooks.co.uk/>

<http://www.oldclassicar.co.uk/registrations/reg-letters.htm>

<http://kitheadtrust.org.uk/motor-vehicle-records>

<http://kitheadtrust.org.uk/surviving-motor-taxation-records>

<http://kitheadtrust.org.uk/england-wales#UX>

<http://kitheadtrust.org.uk/scotland>

<https://gloucestershirepolicearchives.org.uk/content/from-truncheons-to-tasers/the-development-of-mobility/police-motorcycles>

Facebook historic emergency service vehicle groups.

https://www.facebook.com/groups/748824451796673/?ref=group_header classic british police vehicles of 20th century

https://www.facebook.com/groups/253876248608996/?ref=group_header Register of classic and history police motorcycles

https://www.facebook.com/groups/949961925054330/?ref=group_header Emergency vehicle restoration group

https://www.facebook.com/groups/659176797451444/?ref=group_header BLVPG blue light vehicle preservation group

https://www.facebook.com/groups/PoliceVehicleClub/?ref=group_header police vehicle enthusiasts club

https://www.facebook.com/groups/JUST.British.Blues.and.Twos/?ref=group_header just british blues & twos

<https://www.britishnewspaperarchive.co.uk/>

<https://archive.org/web/>

<https://www.bl.uk/>

Nat Mcy museum <http://www.nationalmotorcyclemuseum.co.uk/>

Sammy miller collection <https://sammyiller.co.uk/>

Craven collection <http://www.cravencollection.co.uk/>

DVLA Vehicle check [Check if a vehicle is taxed and has an MOT](#)

UK [VRM history check](#)

Acronyms

DVLC	-	Driver and Vehicle Licensing Centre – located in Swansea
DVLA	-	Driver and Vehicle Licensing Agency - from 1990
IPA	-	International Police Association
LTO	-	Local Taxation Office
LVLO	-	Local Vehicle Licensing Office
CC	-	Chief Constable
VEL	-	Vehicle Excise Licence
VMCC	-	Vintage Motorcycle Club
NARPO	-	National Association of Retired Police Officers

Every effort has been made to ensure that the content provided in this Ten Minute Guide is accurate and helpful for our readers at publishing time. However, this is not an exhaustive treatise on the subject. No liability is assumed for losses or damages due to the information provided. You are responsible for your own choices, actions, and results.