

## Starstruck Autos -

# ACQUIRING VEHICLE DOCUMENTS

It is almost 2 years ago that I sorted out paperwork for the Lynx that Louise Farrell now owns. I embarked on this initial journey as a favour for someone. Not long after that my second car was added to the mix, Colin Hunt's Daimler. Both of these vehicles were rather complicated, not at all straight forward so I jumped in at the deep end, head first. Due to these first 2 vehicles I learnt so much about what to do and what not to do. Also how to short circuit the extremely painful, complicated, tedious and seemingly disjointed process. The most valuable thing I acquired with these very first vehicles was the people in the system who are sympathetic towards the beauties that are our passion and obsession. They have proved invaluable.

It took a few months for the supervisor and the consultants at the licensing department to understand what was required to get very old vehicles that had never even caught a whiff of the eNatis system, introduced on to the system. Don't get me started on the initial fights I had concerning S licenses and the fact that S license vehicles absolutely did not require a roadworthy (I have since found a great place for roadworthies who understand our oldies). Now, however, when I go into licensing I can choose from a number of people who have learnt this very specialised process through having to deal with me and my mountainous piles of paperwork. But then again a few of them suddenly desperately need a toilet break when they see me coming!

After about a year the supervisor of my licensing department told me that all the vehicles that I was now

doing had to be 'Built Ups' as I must surely have introduced ALL original veteran/vintage/classic vehicles on to the system by now. I looked at him with total incredulity. He absolutely did not have a clue just how many vehicles out there were floating around either under the radar or in a barn. Dave Alexander stepped in to help. He obtained a letter stating that there were possibly 1000's of unregistered vehicles in the country waiting for someone who knew how to get them on to the system. Since then I have generally been able to fast track the process from 1½ months to a couple of weeks and I am never questioned as to whether the vehicle is an original or a 'Built Up'.

I definitely don't know it all as yet but I have been asked to do most vehicle related tasks: obviously Clearance, Registering and licensing, transferring ownership, exporting, importing, acquiring individual/business/trust register numbers and Special license numbers, deregistering, renewing, I have become a certified Microdot agent and other numerous little and large tasks. I have sourced lovely metal number plates for that more classic finishing touch, so much more fitting than the ubiquitous plastic number plates.

I tell all my clients that there is no need to run scared when they come across a vehicle they want to buy that has zero papers; all they need do is give me the numbers so that I can run an in-depth search to ensure that no serious red flags make themselves known. I have dealt with a number of these vehicles from pre purchase stage until they are legal users of the road.



I am booked for at least 1 - 4 vehicles for my weekly Clearance trip. I receive at least one call each week from someone somewhere, other than CT, who is desperate for help, they are happily willing to trailer their vehicles down here so that they can embark on the process. One of the CT owners of a 1965 Porsche which took only a week from start to finish, said that he had

a mate in JHB who had been trying to get his classic vehicle Registered for the past 3 years, to no avail.

So, I have inadvertently fallen into something I absolutely love doing although paperwork is definitely not my forte, I hasten to add but handing over the Registration Document and License disc is the most amazing feeling for me, it never fails. 

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Some of us may have faith in the tyre inflators and pressure gauges used by garage forecourts but a few of us wise old men certainly do not.

Many of our collectable vehicles, especially motorcycles with beaded edge tyres, have critical tyre pressures and it can

### SAVVA Technical Tip - Tyre Inflators

be risky leaving it to the garage attendants to determine what pressure is actually in the tyres. Have a look at the condition of the inflators the average garage use on their forecourts and the big question is - when were they last sent in for

service and/or calibration. Usually they only go for service when they don't work anymore.

What's the solution the solution is to keep your own pressure gauge and check the tyre pressures after the garage has had a go at them. In

the photo the PCL gauge is typical of those used in garage forecourts. The little one, which is known to be accurate, is kept in the car.

