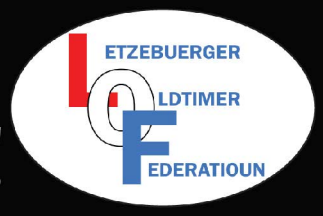


# Recycle ! Drive a Classic !



## 1. Sustainability

- The production of a standard personal vehicle (s.p.v.) requires approximately 40 tons of new materials and pollutes 932 Mio cubic meters of air. The scraping of the same s.p.v. (after ten years of use) creates another 26,7 tons of refuse/scrape as well as 102 Mio cubic meters of polluted air. These numbers include the energy and raw materials needs for the construction of the components and the factories which develop, produce and scrap the vehicles. \*1
- A properly maintained or restored classic motorcar only reaches the same environmental impact as the production of a new car after approximately 30 years. \*2
- It is evident that a classic car owner who cares for and maintains his vehicle for decades has a substantially reduced adverse impact on the environment as compared to the frequent new car buyer.

## 2. Classic cars and CO<sub>2</sub> exhaust

- At optimal consumption one liter of petrol produces 2.370 gr. of CO<sub>2</sub>; a liter of diesel produces 2.650 gr. of CO<sub>2</sub>. The more efficient the consumption the less CO and the more CO<sub>2</sub> are released into the atmosphere. (a catalyzed vehicle releases 3 to 5% more CO<sub>2</sub> because the converter oxidize the CO to CO<sub>2</sub>.) \*3
- A classic car with a consumption of 10 liters/100km does not release more CO<sub>2</sub> then a modern car with a similar consumption.
- The CO<sub>2</sub> output depends in large part on the personal sensibility of the driver rather than the age of the vehicle.

### Facts and figures:

- 255 million vehicles are registered in the E.U. of which only 1,5 million are classic vehicles representing less than 0,8%
- Of those 1,5 million approximately 1,05 million drive less than 1.500 km per year.
- Only 0,07% of the total km driven in Europe are driven by classic vehicles. (1,4 bio. versus 2,2 trio) \*4

These facts lead to the conclusion that classic vehicle owners are not significantly contributing to climate change. (if, indeed, climate change is due to human activity.)

## 3. Maintenance of technical & cultural heritage

- The historic vehicle owner contributes daily to the European economy while maintaining the vehicles in an environmentally sound manner.

### A few more facts and figures

- The European classic vehicle industry currently employs more than 55.000 people.
- The European classic vehicle industry generates more than 16 billion €turnover.
- Throughout Europe, more than 786.000 enthusiasts are devoted to the maintenance of this technical and cultural heritage.

Historic vehicle owners deserve the right to put these witnesses of the recent past to their original use; drive and enjoy these vehicles without restrictions in the daily traffic on public roads while recognizing and respecting environmental responsibilities.

\*1 Ökobilanzen von Fahrzeugen (UPI Bericht No 25) / \*2 Greenpeace report UK 1990 / \*3 WIKIPEDIA : <http://www.wikipedia.org/wiki/benzin>

\*4 FIVA Research Report 2006 : <http://fiva.org>

# References

## Ecobalance of vehicles

- Ökobilanzen von Fahrzeugen (UPI-Bericht NR25) UPI Umwelt- und Prognose Institut Heidelberg e.V.
- Prof. Paul Nieuwenhuis, Center for Automotive Industry Research (CAIR)
- John Whitelegg, Eco-Logica LTD, Transport and Environment Consultancy
- J. Chapman (2005) Emotionally Durable Design; Objects, Experiences & Emphaty, London: Earthscan
- D. Elgin & A. Mitchell (1977) Voluntary simplicity: lifestyle of the future? The Futurist, 11, 200-261
- A. Etzioni (1998) Voluntary Simplicity: a new social movement? Twenty-first Century Economics. (ed. W. Halal & K. Taylor) New-York St. Martins Press, 107- 128
- J. Flink (1988) The Automobile Age, Cambridge, Mass.: MIT Press
- H. Ford with S. Crowther (1924) My Life and Work, 2<sup>nd</sup> edition, London, Heinemann
- P.Frost, C. Hart G. Smith, I. Edmunds (2006) The Historic Vehicle Movement in Europe; Maintaining our Mobile Transport Heritage, Research Report Steeple Aston, FIVA
- P.Frost, C. Hart G. Smith, I. Edmunds (2006) The Historic Vehicle Movement in the UK, Research Report Taunton: FBHVC
- T. Jackson (2004) Models of Mammon: A Cross-Disciplinary Survey In Pursuit of the “Sustainable Consumer” Working Paper Series Nr.2004/1 Univ. of Surrey, Centre for Environmental Strategy.
- G. McCracken (1986) Culture and Consumption: a theoretical account of the structure and movement of the cultural meaning of consumer goods. Journal of Consumer Research, 71, 13. June 84
- G. McCracken (1988) Culture and Consumption, Bloomington: Indiana Univ. Press
- G. McCracken (2005) Culture and Consumption II, Markets, Meaning and Brand Management, Bloomington & Indianapolis: Indiana Univ. Press
- Porsche (1976) Long-life Car Research Project: Final Report Phase, Summary. Stuttgart Dr.hc. F. Porsche AG
- S. Walker (2006) Sustainable by design; Explorations in Theory and Practice, London, Earthscan

## CO2 debate

- Erich Meyer: Schwefeldioxid-Emissionen und Smogbildung. Chemie/Technik
- Meßbedingungen und Kennzahlen zur Überwachung und Bilanzierung des Energieverbrauchs einschließlich der CO2-Emissionen von Raumlufttechnischen Anlagen (RLT Anlagen) für die Wohnungsentlüftung. Abschlussbericht Fraunhofer IRB Verlag 1996
- Marc Bonne: [www.kaefer.lu](http://www.kaefer.lu)

## Climat change

- Tillmann Buttschardt : Klimaänderung- Was weiß die Wissenschaft? Umweltwissenschaften und Schadstoff-Forschung
- C.-D. Schönwiese Der antropogene Treibhauseffekt in Konkurrenz zu natürlichen Klimaveränderungen!
- Francis Massen, <http://meteo.lcd.lu/>
- Prof. S.G. Thomas, Centre for the environment, Oxford University
- Claude Allègre: Economiser notre planète. Fayard 1990
- André Berger : Notre climat au XXI siècle. Revue technique Luxembourgeoise / 2004
- Ulrich Berner : Klimaentwicklung. Geozentrum Hannover 2004
- Rainer Crummenerl: Eiszeiten, Tessloff Verlag 2004
- Peter Neumann: 3 Millionen Jahre Klimageschichte der Erde. Revue Technique Luxembourgeoise 2/2004