

Content

Classic cars: The price is right!

"What is my pride and joy worth?" – there are few more hotly debated questions among classic motor vehicle fans as this one; and even the experts find it a hard one to answer. A look at an authoritative evaluation list, classification according to condition – and a simple read-off of the vehicle's value? "Now, that would be too good to be true," says Andreas Lahne at DEKRA Classic Service.

Transporting children in the car: The cost of safety

Straight home after school to do their homework, then on to the sports club, swimming lessons, jazz dancing or perhaps musical instrument tuition – the timetable of many a child or teenager is frequently jam-packed with very little time for anything else. The resulting stress sometimes comes at the cost of safety," states DEKRA accident researcher Markus Egelhaaf.

Motorcycle helmets: They won't last for ever

"A motorcycle helmet may look perfectly fine on the outside, but whether it offers the rider sufficient protection is another matter entirely," says DEKRA expert Achim Kuppinger. Even a well-maintained helmet is not immune to the aging process. The plastics used suffer from material fatigue over time, the elasticity decreases and so does the protective effect.

Other topics

- Cycle traffic: Walking pace applies in shared street zones
- "Blind spot": Don't stop and wait next to large vehicles
- Tire damage: Tire spray will prevent repair



Every vintage car is unique: And is this that makes evaluation such a difficult task

What is my classic car worth?

The price is right!

"What is my little treasure worth?" – Hardly any other question is as hotly debated among classic car enthusiasts as this one, and even the experts find it a hard one to answer in a hurry. A look at the relevant valuation lists, classification according to condition – and a simple read-off of the vehicle's value? "Now, that would be too good to be true, the topic simply has too many facets," says Andreas Lahne, responsible for Classic Service at DEKRA.

The reason is that, in contrast to a normal used car, vintage and classic cars have a few special aspects that play a role in the valuation process. "Every classic car is unique in its own way, with a unique life story and individuality. In any valuation, it is important to consider whether it has rarity value or whether and how it has been lovingly restored. For the classic car community it is of great importance how close the vehicle is to its original condition and whether it has any of the legendary 'patina'," explains the classic car expert.

A well-founded valuation is therefore much more complicated and needs to take a broader view. This is a job for specialists who bring a great deal of know-how and experience to the table. At DEKRA, for example, our specialists have honed their skills through extensive training and continuing education. They are often infected with the classic car virus themselves and frequently have their own pride and joy in the garage.

To assess the condition of the vehicle, they take a close look at the exterior, interior and undercarriage, and test the vehicle's qualities during a test drive. The results of the examination of the individual components are all taken into account in an overall grade. The vehicle's value is also determined by a number of factors: current market data, auction results, sales offers from dealers, advertisements from private owners and relevant online platforms.

The experts also analyze the desired originality as well as the restoration status, taking into account aspects such as equipment, mileage and even color combinations. Lahne emphasizes that "this comprehensive and individual approach allows us to provide a high degree of transparency in our final valuation, which offers all interested parties a sound basis for decision-making, whether they are buyers, sellers, insurers or simply curious classic car fans. (DEKRA Info)



*Unambiguous traffic rules for
cyclists: in urban environments
motor vehicles must maintain a
1.5-meter distance*

Traffic rules for cyclists

Walking pace in shared street zones

In areas shared with pedestrians, such as shared street zones or traffic-calmed squares, cyclists need to be particularly considerate of pedestrians. This means adapting their speed to that of pedestrians and riding at no more than walking speed, which is about four to seven kilometers per hour. If the situation requires it, they even have to wait.

"Cyclists are not allowed to clear the way by ringing the bell, nor are they allowed to ride as fast as they want. Above all, cyclists must avoid endangering children, vulnerable and elderly people. This means riding at an appropriate speed and always being ready to brake," says DEKRA accident researcher Luigi Ancona. By the way: If you cycle too fast, you risk a fine.

That said, cyclists can also expect consideration for their own needs. This means that motor vehicles must leave a space of at least 1.5 meters when overtaking cyclists in town, and at least 2 meters out of town. A parking ban is in force extending to at least eight meters from street entrances and junctions provided with cycle paths.

It is also important to be aware that there is a blanket ban on stopping in areas designated for cyclists. The broken white line at the edge of the road should only be crossed "if necessary", for example to avoid an obstacle or roadworks. A path separated from the road by an unbroken white line indicates a bicycle lane that must not be crossed, even if there is an obstacle. It is also important to note that on both types of line, cyclists traveling ahead have priority when a vehicle needs to turn right.

"We can only ensure more safety and reduce accidents in ever denser traffic if all road users are more considerate of each other. It sometimes helps to imagine being in the other road user's situation. This shouldn't be too difficult as many motorists are also frequently out and about on their bikes and cyclists likewise sometimes take to the car," says accident researcher Ancona. (DEKRA Info)



Motorcycle helmets are also subject to wear and tear. Experts recommend buying a new one every seven years at least

Photo: DEKRA
Reproduction free of charge.
Please mention DEKRA and
send reference copy.

Editorial offices please note:
The image can be obtained from
the DEKRA Press Office.
Tel. +49 711 7861-2122

Motorcycle helmets age, too **Nothing escapes the test of time**

"A motorcycle helmet may appear to be fully OK on the outside, but whether it can provide the rider with sufficient protection is a completely different question," says DEKRA expert Achim Kuppinger. Well cared for helmets are very often deceptive in how many years' service they have provided. Yet, like so much in life, the ageing process can't be avoided here, either. The plastics used suffer, in the course of time, a certain degree of material fatigue, elasticity deteriorates and with it the protective effect. "This is why we recommend retiring the old helmet and buying a new head protector at least after seven years."

However, an exchange may be necessary earlier; for example, if the inside padding has begun to give way, if the Styrofoam parts have deformed or if rubber parts display porosity. All this can affect the protective effect, wear comfort and, in certain circumstances negatively influence ventilation. A new helmet is also required when the current one has been subject to hard impacts. Even if no outer damage can be detected, the structure may have suffered. On the other hand, if it is just the visor that has sustained scratches, it may be possible to simply exchange the front flap for a new one.

As the protection of a valuable body part is at stake, it is advisable to always go for quality when purchasing a new helmet. The minimum standard is ECE-R-22.06, which was introduced in 2021 and is based on the newly revised test regulations. Helmets conforming to the old standard 22.05 may still continue to be used, however. To verify if the helmet fits, requires more than to put it briefly over your head. It should be tested by being worn for at least ten minutes or longer. It must sit snugly around the head, but at the same time must not press down onto it.

The weight is also an important aspect. Lighter models offer better wear comfort than heavier ones; less weight also means less pressure on the cervical vertebra in a crash. "A test ride is an absolute must before deciding on a helmet. This will show you whether the helmet also feels comfortable out on the road and whether it harmonizes with the airflow of the motorcycle," explains motorcycle expert Kuppinger. The noise level in the helmet should not be too high, but bikers should not seal themselves off too hermetically from the signals and sounds of other road users. (DEKRA Info)



*Children on the way to school:
How do we safely cross the road?*

Stress and transporting children in the car **The cost of safety**

Going straight home after school to do their homework, then off to a sports club, swimming lessons, jazz dancing, or perhaps musical instrument lessons – the schedules of many children and teenagers are packed, leaving little time for anything else. The amount of time parents have to find for all of this, especially with multiple children, is enormous. Who has to be where at what time? On foot, by bus or train? Or do we need a car? And if so, can we arrange a ride together?

"Unfortunately, the resulting stress is all too often at the expense of safety," says DEKRA accident researcher Markus Egelhaaf. "Three child seats do not fit on every backseat, and it is not a good idea to leave the children buckled up and throw bulky hockey sticks etc. in the back of the estate car." Because parents' schedules are often packed and finding a parking space is hell, cars are sometimes left on the sidewalk or double parked. We all know the routine: hurry, get out, grab your stuff - speed is of the essence. Open the doors and get out.

Perhaps if under less stress and the parking situation were better, the parent might consider only letting the children out of the car on the sidewalk side and would pay more attention to passing cyclists or pedestrians, but in the heat of the moment all these considerations go out the window. "It is precisely situations like these that generate the greatest risk of accident for the driver's own children and for other road users," explains Egelhaaf. "When things become hectic, no child looks to see if somebody is coming before opening the car door."

Exiting on the side facing the road quickly leads to unwelcome encounters with passing vehicles, unloading the trunk in passing traffic likewise presents considerable potential for accidents, especially as it is precisely here that the attention of other road users is restricted – they, too, are in a rush to disembark their children.

"Despite all the stress that child logistics entails, the standards of safe road use should be maintained," underscores the accident researcher. "And this includes every person in the car being correctly belted in and if required to be occupying a suitable child seat. It also means only allowing children to alight on the road side after the parent has checked that the door can be opened safely, that the cargo is correctly secured and that a suitable car parking space is sought out at the destination. So much time and responsibility must be found." (DEKRA Info)



*Attention! ANGLES MORTS
This is the way stickers on buses
and trucks warn of the dangers of
blind spots at traffic lights, for
example*

Photo: DEKRA
Reproduction free of charge.
Please mention DEKRA and
send reference copy.

Editorial offices please note:
The image can be obtained from
the DEKRA Press Office.
Tel. +49 711 7861-2122

Caution: "Blind spot"

Do not wait next to large vehicles

DEKRA accident experts warn cyclists not to wait immediately to the right of a truck or bus at traffic lights. There have been many accidents in the past where cyclists have been overlooked by drivers turning right in the "blind spot" and have often suffered serious injuries. Motor vehicles over 3.5 tons are now restricted to no more than walking speed when turning right in urban areas. In addition, many trucks and buses are equipped with sophisticated mirror, radar and camera systems to help drivers better see what is happening directly in front of the vehicle. "Despite all the technology in these vehicles, cyclists may not be noticed," warns accident researcher Luigi Ancona. "It is therefore advisable not to pass large vehicles sideways, but to stay behind them until they have left the intersection. (DEKRA Info)



*Beware of a tire puncture:
If you fill in puncture spray, you
will have to change the tire
afterwards, a repair is then no
longer possible.*

Photo: DEKRA
Reproduction free of charge.
Please mention DEKRA and
send reference copy.

Editorial offices please note:
The image can be obtained from
the DEKRA Press Office.
Tel. +49 711 7861-2122

Tire puncture

Puncture spray prevents repair

Those who want to keep their options open when it comes to repairing a flat tire should refrain from using puncture spray to keep the tire running. "If a puncture is sealed from the inside, the tire can no longer be repaired and must be replaced," says DEKRA tire expert Christian Koch. You should also not drive on with a flat tire, even for short distances; this would destroy the tire beyond repair. It is also not advisable to remove an object from the tire that has caused the puncture, as this will result in an immediate loss of pressure. It is important to note that anyone using puncture spray or applying rubberized tape to the outside of the tire to seal it should go to a workshop as soon as possible. "These types of solutions are only for short distances. They do not constitute a repair, but only a temporary, makeshift restoration of the tire's functional properties," says the expert. (DEKRA Info)