

Cars on Call - Episode 11

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cars on call is a different car podcast, two car guy physicians, one of whom has been reviewing new cars for almost 30 years. That's me, Steve Schutz and the other of whom is a trauma surgeon. That's my co host Vaughn Moran. Discuss car topics of the day from perspective you won't find anywhere else. Welcome to cars on call. I am Steve shifts, and I'm here with my co host trauma surgeons to find Moran. Stefan, how're you doing?



00:36

I'm doing great. How about yourself ready for another good episode?



00:39

Yeah, we got some good stuff. I'm really, really excited. So I want to do little kind of circling back because a few weeks ago, you and I were both very excited about the GR Corolla. The highlights of course, 300 horsepower, manual transmission only configurable all wheel drive with a drift mode, four door hatchback. It touched all the bases. I mean, we were both totally psyched. Like we were both writing and put down our deposits and



01:12

deposit on the Cobra. I'm pulling a deposit on the calf which added to the



01:16

dazi racing Corolla was like, Oh, I just want one it was it was total desire. I had the hots for it. We both did. And then here's the cold showers to find they're going to import 6500 In the first year. That's not enough.



01:31

No, it's terrible. Yeah, I don't get it. I don't mean she got something that's gonna sell like hotcakes, man. I mean, just pump them out sell them I mean think of all the pent up demand right now. You know the people that have money are in line for GT threes all these limitations supercars? Well, I mean that whole YOLO I want it now I need it. I'm going to buy spend it, spend the money trickles all the way down to something as simple as that Corolla? I mean, why not make more? I don't understand. A chip GA Yeah, I guess the chips. I blame the chips?

 02:02

Well, I guess but it's still bums me out. And yeah, they introduced it was such fanfare, everyone's all excited. And then you know, what's going to happen is and you mentioned the Porsche GT three, I looked at the Porsche d3 as a different thing, you know, list for I think 165 or something \$165,000 Or something like that. And if you go to a Porsche dealer, you have to be a special customer. They have to know you, you have to have bought like five cars or something. They're very limited, who they're going to even offer it to and if you're selected to buy it, they have to pay a lot. There was one I saw listed that it was listed for \$200,000 over MSRP I betcha someone will pay it. But that's a rich guy car that did the GR Corolla is a dude car. And these these dudes, you know, maybe it's their first new car, they're gonna go into the Toyota dealer and say, hey, I want one of these and they're gonna do is gonna say yeah, you can have 110 \$15,000 over list price and that enthusiast is going to leave dejected. That's, that's not okay. It originally a rich guy who's got five Porsches, you can't have number six, I don't care. But this This isn't right.

 03:16

Yeah, I mean, it should be like you walk into a Ford dealership, and you want a Mustang GT or this is actually a little bit above that as like a limited edition Mustang. Like, you know, the boss or the bullet. They're attainable. You could get one you know, and 6500. With this pent up demand across consumers, automotive consumers across the country, not being unable to have gotten new cars when they bought new cars or even use cars at decent prices, and I agree with that. I think it's just sad and we'll just pump them out and let people buy all they want. And obviously those things that might

 03:53

think 20,000 units the first year would be about right 6500 is ridiculous. And you know oh by the way is to find it used to be Hey, you can't get your gr Corolla you go to Subaru and you get a WR xs TI. Well, that car is on a hiatus. You can't buy that either. So you have to go get a GTI or something. It's not the same. No,

 04:13

in any of the Europeans have a lot of hot hatches to choose from, you know, the Peugeot Renault. I mean, they all have hot hatches of ever here. I think we've got what Hyundai's got at one to get the Volkswagen outside of that. That's in the Honda. I mean, outside of that. That's really it.



04:33

Yeah, so we type our SI the Hyundai on No, no, it's the it's the wrapped not the Raptor but something like that type end blaster type. Yes. Yeah. And then you've got the GTI of course and the Golf R, but boy, not a lot of choices. Yeah. And Europe you've got the the Renault Clio and the Peugeot 305. Whatever they call that now. A lot of good Good stuff and we in the SD



05:01

Ford hatchbacks two in Europe. Yeah. Yeah. We don't get them here. So you know, I just



05:07

end the GR ers. So here we are. It's, it's depressing. So anyway, you know, it bums me out. So, alright, let's move on. Stefan. Today is a celebratory anniversary and a very sad anniversary. I'll let you talk about it.



05:24

Yeah, as you all know, from my f1 podcast, I'm just an absolute huge Ayrton Senna fan. He's He's my next fan. He's in my favor. The modern era I just the guy drove with a passion and in the rain and at Monaco is just unbelievable, and he won in Brazil. Anyway, the Instagram was full highlights. So for listeners, today is my first recording in 1994 Ayrton Senna lost his life today. And I'm one and then the other big one. The celebratory was back in 1955 Sterlin moss, and the jank Jiang Jenkinson is his co pilot, navigator won the Mille Miglia and beat Fangio by an hour and a 300. Us All are so big day in the history of automotive racing. And some will say that that SLR that Mercedes SLR that he drove is, is the highest valued car in the world that is worth I mean, it wouldn't Mercedes would never sell is probably the most valuable car of all time.



06:22

Yeah, I'm sure. As you know, the most expensive car ever sold was a 250, GTO. 1963 Ferrari, and it sold for seven D million dollars. And this would certainly the format. Yeah, to the WeatherTech and WeatherTech. Yeah, so this guy, this this Mercedes that's in the Mercedes museum would certainly be well over 100 million, but the chance of Mercedes selling it is zero. Yeah, I have never asked you this to find. And I'll tell you my answer. And the question is Where were you when you heard the Ayrton Senna died 1994. I was finishing up my GI fellowship and do get actually sent me to Saudi Arabia. So I was in Riyadh. And I read about it in USA Today. There was no internet news. And I remember opening up the sports section and being completely shocked. I was I couldn't believe it.



07:17

I was watching the race and Nostrum Missouri when I was assigned to Whiteman Air Force

I was watching the race and nostrum Missouri when I was assigned to Whiteman Air Force Base. Oh, you're watching the live? Yeah. Just awful.

 07:27

Yeah. All right. Well, let's move on. And there's something I wanted to talk about. And this This is something that I know you're you're excited to talk about, too, because the world of supercars is always fun to talk about. And you and I both know that it's fun to read about supercars, but we can't afford one. And I have had a thought about it just because I saw a couple YouTube videos. And also, you know, we watch and follow auction sites. So for me, my favorite to our P car market, and Carson bids. I know you follow friggin trailer,

 08:06

and I'm burning a trailer in cars down bid bringing trailers, my biggest one that I follow. Yeah, and it's

 08:10

less common now. But it used to be before the pandemic and for prices went up, that you could find something like, you know, a 10 year old Lamborghini, Lamborghini Guyardo or something like that. And it would be like \$110,000. And you're like, if I stretched, I could, I could do that. And I think of something I read years ago. And it's it's a good kind of reminder, a sobering line. And that is a guy said, a guy who would know said, you don't want to buy a Ferrari when you can afford one you want to buy a Ferrari when you can afford a Ford six. And I think that's right, because the the price of entry which is buying the cars is the cheaper and I'll bring you the one quick YouTube video that I saw that I'll just say right then I'll get your take on it. This guy bought the McLaren Mercedes SLR so this would have been 1012 years ago. And this car was designed to be special and a supercar but integrate the everyday usability and reliability of Mercedes. And that was that that was how it was it was pitched and they didn't sell many of them but they sold some so this guy bought when he used and he had trouble with the brakes the rear brakes were giving him trouble. I took it to the Mercedes dealer and they said oh yeah, it's gonna take several weeks and to replace the rear brakes cost \$58,000

 09:35

now oh my god. Yes, do I'm so cheap. I changed the brakes all my cars and my daughter's car. Both of their cars have changed brakes and disc and I couldn't even imagine. I mean, what kind of parts? What are they made out of unobtainium. I mean, to date \$1,000 It's just, it's unbelievable. They must have to dismantle the entire rear transaxle and take the car apart. I best No, that's just, that's just insane. Yeah, I mean, I can't go to a rally and pick up some pads.

 10:07

Yeah, you know, what's funny is different is that, you know \$50,000 If you assume that the base price of the GR Corolla is 37,000, then maybe you'll find a dealer that will sell you one for

50 a good, good cars for



10:26

that much money. That's just that's insane.



10:29

Yeah, it's a different thing. And we'll talk about at supercars, which were much more obtainable, but just, you know, give us some other information that I that I saw on a different video, and this is McLaren f1. Now McLaren f1, is really much more exotic, it was essentially a race car for the street, came out 9091 92 That era, and now they're worth \$20 million. So okay, maybe some of these prices aren't too crazy,



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but, and then like a holy grail for a collector to a high end collector, that is the holy grail of calling Grail vehicle town.



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Yeah, it's in the same category as the 250 Ferrari GTO we were talking about so. But here's some numbers to find and just kind of let this sink in to get a factor repaint of that car \$325,000 If you want to replace the tires, it costs \$50,000 The tires are, quote, unquote, only 7000. But you got to take it to a track and has to be a special guy who comes from McLaren to, to balance them. And it can only be balanced at the track. Very interestingly, and I never knew this. There's a lot of parts in that car that quote timeout unquote, so every five years for example, even if you don't drive the car, you have to put a new fuel cell in and the fuel cell costs \$110,000. So there's all this kind of stuff you got to you got to pay for, even if you don't drive the car. And there was one owner again, on this video that was interesting. He said, Hey, even if I just parked this car and do not touch it, it costs \$50,000 a year



12:07

to maintain that, I mean, that's just crazy. But I mean, I guess on an f1 is really like owning a true Formula One race car. It's just kind of modified with a body or an MC GT car or something. But I mean, I just I think, you know, even if you're super wealthy, the idea that you're putting out that kind of cash for that vehicle, just for it to sit there. I would have a hard time with that. But yeah, there's plenty people out there, they line up to buy those things when they come on sale. But I wonder how many people keep them long term and now you know that they don't get tired of it.



12:49

Good example is let's think of the there there's there's one name that you and I love to say and we're gonna say it again, and we're probably it'd be saying this for several more weeks. The name of course is Felicity ace, I feel that's the ship that sank and 15 event two doors went down the last 15 ever made. Well, those those event doors were probably four or \$500,000 cars because they were the last alive, four or \$500,000. That's a lot of money. And then you add in the Koenigsegg tags and the you know, I know a remark which is the the electric supercar by monta REMAX out of Croatia. That's 2.5 million to start. You know the Bugatti Shi Ron, you're talking north of \$3 million to start. Some of these numbers are just gigantic Koenigsegg is up in the same area. Pagani?

 13:44

Yeah, you have for me, I've just done it. The whole supercar hypercar, you can't even use them on the road. They're ridiculously expensive to maintain. I mean, a car now if you're buying this as a piece of art and parking it in the center of your living room on a rotating table, so it can be on display perhaps, you know, I do respect the remaps and Koenigsegg their quarter supercars are exploring the edge of technology and I'm most confident like NASA there's gonna be some trickle down technology rematch transmission is engines and Koenigsegg the same way those guys I do I do read about their cars because there's technology in there that I find fascinating is just not it's not a jewel watch, you know, it's not a mechanical watch, like the others are, are, you know, but the whole supercar so, you know, we knew we're gonna talk about this. So got me interested, you know, I'm sure that you had like me that Farrah Fawcett person or red bathing suit with a coon talk on one side and Testarossa on the other side. That was every every high school boy back in the early 70s. So I looked it up in 1982,

 14:51

early 80s, by the way, early 80s, late 70s,

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late 70s, early 80s. Yeah, I guess stand corrected.

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That had for me. It was it was Paulina Porizkova. But anyway, yeah.

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Is that the one with a tennis racket and walking away and you kind of see

 15:09

by doing that was not pulling apart. Okay, it's illustrated. But yeah, I still have a crush on her.

 15:17

Okay, so anyway, so back in 1982, the kutak sold for \$118,000 and the Testarossa sold for \$138,000. In today's dollars that equivalent for the kutak is \$340,000. And the test Rose was 390 1000. I guess, you know, because I was a young kid in high school and I had no concept. I was actually getting ready to graduate college, I had no coffee, I didn't realize that those cars were actually in that supercar HyperCard price range of today's cars. I thought they were actually like obtainable cars there that the price was, you know, somebody could buy one there actually was a test to roaster for sale at a car dealer in Homewood, Alabama when I was in college, we all drove down and look at it. It was just one of the craziest things I've ever seen. But then later on, you know, the next was NSX came along at 62,000. In 1991. The Acura NSX Yeah, the Acura NSX. And that's all that's \$126,000. In today's change, that is obtainable. So, interesting. Interesting to think about it. So I think, you know, actually supercar HyperCard prices, you get a lot more car for the money today than you did back then you think about it, you know, clarify some Yes. That 191 83 and 160s. math a lot of car.

 16:34

Yeah, if you exclude the super super high end ones, you know, the Bugatti and the remark and that kind of thing, then you really do have a lot that are that are accessible McLaren, and again, Acura has their new NSX. And there's other ones too, you know, the Nissan GTR. The Porsche Turbo S is pretty close to supercar, the performances. Yeah. And then, of course, even below the Lamborghini Aventador is the Hurrican, which is cheaper, not cheap, but it's cheaper. So, you know, you can really get a lot. The one thing and I think, you know, this may be kind of addressing what you were talking about. I also defined a much less interest in in supercars. And I think the reason is that their performance is so high, that you cannot approach it on the road. And therefore it kind of loses its point. Why would you take a car out that you're using five or 10% of its capacity? When you're going, you know, 65 on the highway, or you're driving in a 45 mile an hour zone? It's just it's it's a waste. It seems stupid, and I think it's not that much fun. You'll have more fun and the GR Corolla?

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Absolutely, you know, and Chris Harris talks about this on his one of his YouTube here. He has a dish of Oh, Citroen deShazo. He talks about how that car is one of his absolute favorite to go out driving because you can take it to the limit of its ability just squeezed out every little bit last bit of handling. And it's a lot of fun with these new supercars. You're not even getting close. So yeah, he's

 18:08

got he's a good example. I'm glad you mentioned Chris Harris, he also has a 1988 or something like that Peugeot 205 GTI, and maybe the best hot hatch ever made. And he's got a an e 28. Or the, you know, the mid 80s, late 80s, BMW M five, which was very analog, it was the first m five, they're more fun. And that's the point he makes why have a car, you spent all this money

for it. It costs so much money to maintain. And you can only really touch the performance envelope at a track. Yep, I agree. But alright, so I guess that settles us to find a we're going to hold off on our purchase of a new lamp.



18:52

I can't I cancelled my platform, I guess just got called him. I called him to bubble deposit. Yeah, exactly.



18:59

So all right. The main thing I want to talk about is a topic that should be talked about and nobody's talking about. It certainly applies to you or impacts you very directly. And the question is, or the topic is, has the South that is the southeast of the country where you live? Has that become the new Motown? And I think the answer is obviously yes. And I know you've got a lot to say about this because you live there but I'm just gonna run through a few factories quickly. And this is remember a partial list. It used to be cars are made in Detroit around Detroit, Lansing, Michigan, you know, Dearborn, Michigan. And, you know, I remember Camaros famously back in the late 60s used to be made in Van Nuys, California, but they really didn't know that. Yeah, they were not made in the south and here's some just a few. You remember who



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failed moving to the south? Who tried Saturn number



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Like they went to Spring Hill, Tennessee, Spring Hill, Tennessee right. I think they make pickups there and I think they make the Silverado whichever. But it was it was it was non union and then it became union and then Saturn went away. Yeah, yeah, you're right. They failed. So 1992 One of the first factories of BMW in Spartanburg, South Carolina they have 11,000 employees and make about 430 SUVs they make the x 3x 4x 5x Six and X seven. And keep in mind this is true for the Mercedes factory. I mentioned it in a second. All of the vehicles you see worldwide. So if you see an x five in Portugal, it's made in South Carolina. All that's cool and worldwide. Yeah. You go to Brazil. You see an X six it's made in South Carolina. Same thing with the GLS the GLA and the G li coupe. They're made in advance Alabama, which is right near Tuscaloosa right near you. That would open in 1995. They make about 250,000 vehicles is a Hyundai plant in Montgomery, Alabama open oh five they make about 400,000 vehicles a year Alondra Santa Fe and the new cute little pickup the Santa Cruz, Volkswagen Chattanooga, Tennessee 2011 make about 200 and something 1000 vehicles a year of Cassatt besides going away this year, they're canceling it but they also make the Atlas the Atlas cross. And the ID for it for is battery electric. Toyota Georgetown plant where they make the Camry there's a Kia plant in West Point Georgia and make the Telluride the Sportage and other vehicles Nissan

Canton, Mississippi and Stefan were used to work as a trauma surgeon Huntsville, Alabama. This year they're opening up a Mazda and Toyota joint plant. So certainly over a million vehicles a year as it's actually close to 2 million in the South. It's really cool.

 22:00

It is an Alabama has jumped right on top of this and Mercedes Benz came. And then you know, of course when you get to automotive manufacturer, you get to suppliers as well. So then as you build your supplier base, you build the chain of movement of parts. So in Alabama, we've got Mercedes Benz, Honda, Toyota, Hyundai, new flyer transit buses, and then here's a little bit of a cool tidbit. We have auto car. They make these severe duty class seven, eight vocational trucks, these unique fire trucks and all of these monster things. They are the oldest surviving motor vehicle brand in the Western Hemisphere.

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I didn't know not and by the way, how funny that this company in this plant makes all these heavy duty trucks. And they're named auto cards, neither an auto nor a car,

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a car, but they kept the name. I mean, it's the oldest name they get, you know, no matter how the business models change, they've kept that name, which is really cool.

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I think they make these kind of Overlander fire trucks and they put out wildfires.

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Yep. I think I'm sure I looked at I looked at some pictures of some pretty cool stuff, I think, I think they get a lot of their inspiration from local Baba, driving around is four by four.

 23:17

Yeah, you know, it's funny, I know that, you know, they have these green trucks out here that drive around and in inner cities, and probably in the South. You say, BLM, everyone knows what you mean? Well, out here in the West, it's Bureau of Land Management. So they have these light green trucks, probably a lot made by Autocar because these are heavy trucks that go, you know, deep into the woods and they they either put out fires or do whatever else Bureau of Land Management does.

 23:17

23:47

Very cool. But yeah, I think part of the big move south was, you know, it's falling. I read about this falling market migration. You know, the South has been growing the population people move north to south our population is growing by 20%. Up north, or around Detroit. 20%. How long?

24:05

I bet it's growing 20% I mean, not every year, but that's not 20% 10 or 20 years. That's less than that.

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Yeah. So I mean, our population is going up, you know, and the cool thing was when the transplants, think about it during the building, automotive factory, do you want to build it next to Ford and have to poach their employees? Or do you want to go somewhere where you can get new hires in when Mercedes Benz came to Alabama, they had 45,000 applicants for 1500 jobs. Think about that, gosh, I didn't realize so they get to pick the cream of the crop. Actually, that

24:42

reminds us to find, so in 2017, I went to the Spartanburg BMW plant and I picked up a f at M three, which I no longer have. But I picked it up there and I got a factory tour. And Stefan, you know, you and I were in the military and And there's almost no entity that I'm aware of in this country that says integrated as diverse as the military. And the only thing I ever saw that came close was the BMW factory. So you had, at least it seemed like a quarter, at least maybe a third of the workforce was African American. It was about 50. Thin, the men, women are very diverse workforce. Everyone's kind of working efficiently in this very efficient, quiet factory, and they're pumping out these really beautiful, expensive cars.

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That's yeah. I mean, that's why they moved down here. I mean, and they're close to their market distribution. They've got access to ports, between the Gulf and the East Coast. And it just made sense. And they also got a lot of incentives to come here. And they compared like, when Mercedes Benz came Alabama, they had about 70% more incentives than if they would have gone up around Detroit, Michigan, the northern states. So people I remember people complain that the state was giving Mercedes Benz way too many too much leniency coming here in terms of tax this and that, but it has brought a lot of money to the state prestige to the state along with now all the other industry moving into our state. So incentives, you know, it's the long road, you got to look down the road, and it's paid off.

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Yeah, that reminds me actually. I'm glad you brought up incentives. So some corporate

mean, that reminds me actually, I'm glad you brought up incentives. So some corporate headquarters in Atlanta has Porsche and Mercedes USA headquarters. And Nissan is in Nashville. And actually the reason that what you said reminded me of that was when Mercedes Benz left New Jersey, which is where their corporate headquarters were, they went down to the Atlanta area, and that's where they have a beautiful headquarters now, which I toured a few years ago. It's beautiful. The CEO of Mercedes, USA at that time said, Actually, he really said, he said, we're moving to Atlanta, because we're following our customers. And that's what that's what you're saying. But he also made a point of saying your jersey gave us better incentives. And we came here because again, we're following our customers. We think this is where the future is not New Jersey, but again, better incentives from New Jersey. They took Atlanta anyway. Wow, that's interesting. You just have gone up, and I know you live down there. I've lived all over and I always enjoyed the south when I lived in North Carolina for three years. And Texas is you know, they always consider themselves different. But it's you know, it's it's warm. I always thought my goodness, it's amazing that anyone lives in Detroit or Chicago, the winters are terrible. From November through April, you're shoveling snow and you're cold. You're going down to where you live to fun. You can play golf in December, or February and you know, you're comfortable. You're not freezing all the time. When's the last time you shovel snow.



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I don't even own an ice scraper for the car. I've got a credit card. I own an ice scraper. We will get snow like once every three to four years. Now when I was in Huntsville, we'd have made some pretty big snows. The other weather I mean, it gets a little hot down here. But hey, that's why they invented air conditioning. You know, I'm in the water from pretty much made to November. And then if I want snow, I get in an airplane and I go skiing. I come visit you on Idaho, you know, but I don't. I don't like to call my wife. We moved. We lived in Midwest when I was in the military and when I was leaving UAB of looking for another job and I found one in Huntsville and she said I will never move further north again in Huntsville, Alabama. That was he? He doesn't like the cold but you're right. It's it's a nice climate down here.



28:43

Yeah, it's a it's even warmer than Detroit. Yeah, it's funny when I lived in you know, I lived in North Carolina when I trained back in the early 90s. And the migration had it was already happening. People were moving down south and there was a little town just outside of Durham called Cary. And there was Research Triangle Park there a lot of tech jobs, pharma jobs, that kind of stuff. And that that continues. It's a great hub for all kinds of high tech jobs. And carry has expanded hugely since I was there. Back then. And I'm sure still today, the locals call carry they say it's an abbreviation for containment area for relocated Yankees. That movement down south is true and instead of freezing and shoveling you go down to the south and the cost logins low you can buy houses for much less taxes or low housing or lower and you play golf and it's wonderful. I totally get it. By the way. One thing I noticed and I'll ask you, when I was in South Carolina to pick up my car I saw lots and lots of BMWs driving around. You must see the same thing and Alabama a lot of Mercedes



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Oh lots of Mercedes SUVs you know used to be before the manual Actors moved over here, you

really didn't see that many. You know, you saw the occasional Mercedes. But you know, once they started making the GL Alabamans were proud of that, and those who could afford they bought into it. I should say the ML right, the very first one very

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first was the amount was the money. But then

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it was amazing how many popped up?

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Yep. Yeah, yeah. And I think it's so cool. Just very quickly, we went out to dinner after we bought after I picked up my car. And we went into the town of Greenville. And I thought, okay, whatever, we'll check it out. And in addition, seeing lots of BMWs in Greenville, very, very sleek and nice restaurants, great food. It's like a foodie town. And everyone in there two things that I noticed people seem very upscale, you know, well dressed and kind of cool people. And oh, by the way, very diverse. Yes, absolutely. Yeah. You've got, you know, upscale people of color in the south in a way that you don't have them up in the north. So I was I was very impressive. Greenville. Can't wait to go back and just love that. They're all that very, you know, high quality manufacturing jobs have moved down there. It's it's the new most town. Yep, absolutely agree.

 31:17

Yeah, right to right to work, no unions were well paid. They're happy employees. They're doing great things. And, you know, a lot of people were concerned that the quality coming out of Mercedes vehicles manufactured outside of Germany would not be there. And that's proved to be completely wrong. The cars have the same quality built here or in Germany. So that was,

 31:41

yeah, and I've driven I've driven both kinds. In fact, in the last, about a month ago, I drove a new S class, which is made in Germany, and maybe three months ago, I drove the GLS. And no difference. And, you know, it's the way the markets going, a friend of mine drove s classes for years. And he traded in about two years ago to trade in his his s class, which was only a couple years old, for a GLS. And he said it's better is more space. You said a little bit higher. The ride, he said is equivalent. driving down the highway is just as comfortable. And he said he's got all the luxury to get some more utility. He likes it better than the S Class. Wow. Yeah, I

 32:21

think if I could afford if I was going in that range, I'd have a hard time might go on with the Range Rover. I just wrote in my friend Range Rover and this been in this class that have that

Range Rover. I just wrote in my friend Range Rover and I've been in this class that now that Range Rover just spectacular ride. Yeah, luxury is just gorgeous. Yeah, baby

 32:37

Range Rover is the only really nice SUV that's not built in the South. Exactly. Yeah, the Escalade is, I think, built in Canada. If not, it's in. Maybe it's in tech, Texas, sorry. But yeah, a lot of these SUVs are, are built in the south or somewhere in the US, except for the Range Rover. And as you know, as listeners are learning, we are both big Range Rover fans. Okay. Let's, let's move on quickly. We're a little short on time. But I do want to go through some listener questions. And just kind of go through a couple because we haven't taken too many listener questions. So question number one is, hey, Stefan and Steve, what's the favorite car you've ever owned? So Stefan, what's yours?

 33:23

I would have to say my very first Cobra 427 cover I see that that car. When you buy your first dream car you dreamed of your entire life. How can it not be your favorite car and that was something I've always wanted and absolutely love that car? Yeah.

 33:43

For me, it was, believe it or not, it was not a dream car. But it was it was literally the week after I found out I had an Air Force scholarship to medical school. I thought kind of, I'm not going to have any student debt. And I'm going to have some money. I'm buying a car. So I got a 1984 Volkswagen GTI the rabbit GTI mark one. It was so much fun. In addition to being a new car that I had actually bought myself with my own money. It was just fun. It wasn't that fast. And it wasn't didn't have great performance. But it's it actually takes me back to the supercar conversation wherever earlier. I think the zero to 60 time was nine seconds for the GTI didn't matter. It was so much fun. Very nimble. A rev the engine five speed manual transmission. Absolutely love that car. That's my favorite.

 34:35

Yep. All right, diva.

 34:38

Yeah, another one is Hey guys, will either one of you ever buy an electric car?

 34:47

I got first TiVo. I know the dog or the dog to the joy say they are eating it and they're getting ravenous and the sales are going up.

 34:56

Well, yeah, I mean, they they're going from If it was 2% market share and 2020 and 2021 It was 3% market share. And still not a lot of dogs and soon it doesn't matter what the dogs are getting are interested in eating the only dog food that is going to be available as electric cars so but never say never I would absolutely consider buying one. I'll say this you know again, I manual transmissions internal combustion engines, that's me. And I will always have those types of cars. But can I imagine a fun car that's a commuter car that I charge it at home, and then drive to work and then maybe charge it there and drive it back and never go to a gas station? Yeah, I can. I can imagine it what I what I got a Tesla I still am not crazy about the interior quality. I think they they're still kind of cheap. If you were to say what's your dream electric car. It's the Audi e Tron GT has the Audi interiors that I love. Great quality materials. I think it's a great looking car. And it's electric has very high performance, I would get the RS version. So yeah, I can see myself getting something like the E Tron GT. I like Audi's and, and you know, there's something about those interiors. I always want to have a car. That's, that's nice. And I'll be very honest, you know, I buy since I was like, junior high. I've been working really hard. A lot of homework, a lot of studying a lot of exams, a lot of overnights in the hospital, and a lot of getting up at two in the morning to go to the hospital. So I like to do that in a nice car and I can afford it. So what I pay up for an E Tron GT?

 36:39

Yeah. Yeah, I think for me, we're living where I do when I think they get up around 400 miles and I don't have to worry so much about range anxiety that I don't want to have to go anywhere not be not have to worry about where I'm gonna plug it in. I just, but I think I'll probably get an AV for my wife before I get one for myself. Like Nippon bionic SUV. She just drives locally. She doesn't just go to Birmingham on occasion. So I can see that and I know she would absolutely love never having to go to the gas station again. But I do see an Eevee in my future. I'm not so sure that I would do a pickup truck. The new for lightning because I do too much towing. That I think they'll solve that issue down the road. But I wouldn't get that I wouldn't get one because of that. But I'm like you I absolutely love a four door sedan. I just there's something about the creature comforts of a four door sedan and yeah, if I you know, if I won the lottery, I get I'd get the very first Bentley Continental superstorms. That came out electric that to me would be absolutely. I think lucid is approaching lucid is kind of taking that lucid to the high end of the four door sedan. But I think a Bentley electric, I'd like to to door belly but that would be what I like to be coddled in a car, when, like you said, night coming home from the hospital, or just want to go somewhere short. I like to be coddled in a nice sedan or coupe. And I enjoy driving them a lot more than than my pickup truck. Or in a TV.

 38:20

Yeah, I think all those are good choices. And, you know, I look at the whole electrification thing along with autonomy, those are two trends that are absolutely going to change our lives, maybe not during our lifetimes, but they're going to change humanity and how humans get around. And the thing I always remind myself, and it keeps me humble, is in the dawn of the automobile, which would have been, you know, 1910 ish, 1915. You know, the model, the model T, transition to the Model A, those are great early Fords. If you owned a Model T in 1907.

That was the beginning of the internal combustion age, you had no ability to imagine driving down the interstate. And and and let's say a Lexus sedan going 80 miles an hour listening to the radio and having a hushed conversation was so next year, again, 80 miles an hour. And just having a conversation listening to Mozart or something, that someone back then had no capacity to picture that, well, why should we be any different? There's going to be a new age involving electrification and autonomy. And our brains because we're limited by our experience, are not going to be able to imagine the technological leaps that occur and where that's going to go. It's going to be I'm sure, great, but I'm not smart enough to foresee where we're going. And I don't want to pretend that I am.

 39:54

Yeah, I think you're right. You know, my friend, my grandfather. I'll talk with him one day. And he said, he said, Sonny said I saw a stalled trains, cars, radio, telegrams, telephone, TV, man Fly Man walk on the moon, he said, What are you going to see in your lifetime? Very good question. I mean thinking about it when he's you know, those that the dawning of that the 20 cent 20 century, a lot of industrialization, a lot went on, but now it's all software and computers, and we don't have you know, what are we gonna see in our and, you know, hopefully a good 20 years or so. But yeah, you're right. It's hard to imagine what transportation is going to look like, in 30 years. And I

 40:44

your eye, my grandfather saw the dawn of the space age, he saw the dawn of, of flight, he saw kind of the sun setting on on railroads, and he saw the golden age of cars, and we can tell our current grandkids Hey, we we saw that the golden age of social media.

 41:07

Oh, cheese. My grandfather also did see that Al Gore's internet adventure, and he never used it. But you're right.

 41:15

So we saw some pretty good video games created.

 41:19

Nintendo. Oh my god.

 41:23

Here's the fun. Yeah, it's an interesting philosophical conversation. Let's get real. What do you got for safety this week?

 41:31

Well, since we're at steamboat since we were talking about hypercars and fast cars, about the speed kill. Okay. I mean, simple question. Yeah. Well, yeah, speed does kill, unfortunately. But I would tell you that you know, the speed kills in the wrong vehicles in the wrong place at the wrong time. racecar drivers go faster, all day long. You can have a your car set up very well, on a open two lane road, you can see the horizon, there's nobody there. You know, you're going to be fine. But, you know, they have looked at numbers. And interestingly, the survey says nearly half of drivers said they've gone 15 over and over on the interstate and last month, and 40% 10 miles over on a residential street. I know you and I, that residential street. That's a bad deal. People do not be in residential areas. There's just there's too many kids out there and people back and up. And yeah, I don't like to see that that many people are speeding on residential streets. No,

 42:32

I hate that. You know, I I feel no guilt driving at 65. And I don't feel like I'm in danger in anything. I don't think I'm in danger and myself. But oh my gosh, residential areas. I just go so slowly. Having raised three boys and knowing what they're capable you know, an eight year old boy has thinks nothing of running down to the street. A four year old boy, same thing.

 42:56

I would ride my go kart at the lake as a kid going in and out of the woods doing donuts on the on the road and I got hit by a car. He was flying down the road. He was he was he was actually my age. But fortunately, the front tire of his Honda hit the front tire and my go kart deflected the tire up. But I did fine. But that was Don't speed in residential areas, you know. But interestingly, we go back and remember Sammy Hagar, I

 43:24

can't drive 55. Absolutely. Video,

 43:28

they said to have a 1974. Louder. You will fortunately never remember that. But it was awful. But it saved about 4000 lives a year. Do you know what state currently has the highest speed limit on a stretch of highway? I remember

 43:44

Montana had no speed limit. I think it's 80. Now, there are parts of Idaho that are 80. I can't imagine anything is over 80.

 43:54

Actually, Texas has this state highway 130 Good can't be on a federal highway. So highway went there, he's got a limit of 85 miles an hour. So that's broken. That's going pretty fast. But the NITSA data shows that about a third of fatalities in the last 20 years work from speeding. And that's actually dropped down about 23% in 2019. And that has a lot to do with cars are much better. A lot of the automated stability control platforms, new safety features. So the even though people are still speeding, speeding is not as related to as a great extent you imagine crashing a 75 Cadillac, you know, making 75 Cadillac with what it had for safety features versus what we had today very big difference. But really, it just comes down to the Newton's law. The energy that's stored in your vehicle while you're moving is one half times the mass times the square of the velocity. So if you go from if you change your speed from 40 to 60, that's a 50% increase in speed.

 44:59

Thank you Let us repeat that for a sec as I'm, you know, yeah. So kinetic energy. That sounds like what you're saying is as velocity goes up, the energy is like, squared.

 45:11

Square the velocity. Yes. So, so if you so because one half mv^2 , if you double the mass of the vehicle, you only double the amount of kinetic energy. Yeah. But if you increase the speed, by twice, it's actually the square, which is four times as much energy. So it's a function of the square, the change of velocities, is squared, rather than learning relationships. So the energy goes up. So big differences in the amount of energy. But one thing they're saying about speeding is, is what's really important on our roads and highways is, you know, who's the more dangerous driver on the interstate if the speed limits 70. And most people are doing 7080, but somebody's out there doing 50? Who's the biggest danger on that interstate?

 45:59

Yeah, it has to be the slower one because everyone slows, you know, you're used to you're comfortable going seven, and all of a sudden you run into someone going 45. It's, it's a moving chicane. It's dangerous, and especially regrettably, is defined with people not always paying attention being on their phones or whatever. If you're going 45 And someone's coming up behind you going 75 or 80. That's not good.

 46:22

Yeah, exactly. Right. Do because you've got to switch lanes, you slam on the brakes, you know, a lot of us now, I mean, when I'm driving, I tell my wife that, in that I'm just catching the draft. And no, Dale Earnhardt style. She's, she's, she's tailgating, I see her. She thinks I'm tailgating, but she reaches up and grabs the handle, but people do follow to close on the interstate. And

as a result of somebody's going slow, you get that chain reaction, and the people can't hit their brakes and time. And so the, so that change in speed is not good, that delta, that different velocity between vehicles and Interstate is not good. It really boils down to two simple things. It's the relationship between your collision speed, and hence the severity of the crash. And what's interesting is, it's really much worse on rural roads, as you can imagine, that relationship between speed and risk of crash, you know, you're hauling butt down a country road that you don't know well, and there's a corner, you're in trouble on the interstate. Typically, our interstates are pretty much built for, you can go way faster in the speed limit, and you're not going to hit a corner you can't make so but as I've mentioned before, especially you know, Europe, it's a bigger problem, but had a cyclist injury and fatality rates, speeding makes a tremendous difference. So if you think about that kinetic energy, one half mv squared, you had a kid and neighborhood or a cyclist in the city, and the speed limit is 20. But you're doing 35 or 40. That's a lot more energy that that pet a cyclist is going to have to take and more likely result in a fatality. So



48:02

yeah, you kind of know where those those people are, rather than you're not going to see a cyclist on Interstate. But you certainly will see when in residential area, or just a road, you know, in between two towns or something like that you're gonna see cyclists and of course, you know, any town where there's stores or restaurants, you're going to see pedestrians, and that's where you really have to be on fence, so cautious and all those areas. And you know, we all have these stories, right, one of my best friends who was a car guy, we used to ride the bus together. And I elementary school and then Junior High in high school. And he was he was killed on his bicycle by a woman who just didn't see him. This is before cellphones, so she just didn't see him and she killed him. And it just makes me nervous. And again, that the kids running out from behind the car, which I've already mentioned, it's just you want you want to speed on the on the interstate, you know, it doesn't bother me. But once you're in residential roads, it really, really kind of makes me upset. I don't like it at all.



49:08

Yeah, I'm totally with you on that stereo is not a place



49:11

to find one thing I wanted to say. And you've kind of touched on this, as we've talked about, you know, every single aspect of safety that we've talked about, which has been so great, by the way, I heard something or read something or someone said, you're not a good driver if a passenger in your car doesn't feel like they're safe. And I've always liked that that's a good line. Ya



49:35

know, when I see my wife reach up, grab the handle and it's like, okay, I need to back off here to close. But yeah, I think that is that's the absolutely fantastic piece of advice to give anybody that if you make the person uneasy next to you your show button and you need to back off like

and if you make the person uneasy next to you your show button, and you need to back off like that. I think that's a great piece of advice, but it also When I add on to that, what, and I will talk more about older drivers and younger drivers later on. But us the passenger in the front seat should always be the copilot for the driver. You know, and if you see a car stopping ahead of time, and they're not breaking in time if you see a kid, so when I'm in the front seat, you know, unchecking, six, you know, looking around and just being observant of my environment, and there to help the driver they need and I teach older drivers, that same piece of advice. And that person is your co pilot and four eyes are better than two eyes.

 50:41

Yeah, it's interesting. Another anecdote from when I was growing up. Another, this was a high school friend of mine, his dad was actually a factory Porsche driver back in the 60s. And occasionally his dad would his name is Joe Zetta. And his dad would pick us up, you know, if there's some after school event, and he lives near me. So occasionally, you know, my parents would give him a ride or his dad would would pick both of us up. And again, this is a racecar driver. And I've never ever been in a car with a better driver. And I felt completely safe. If he sped it was just a little bit. He was very smooth on the brakes, turns and acceleration. I always felt had absolutely completely safe driving with him, which is a testament to his skill.

 51:33

Yeah, countless knows. You know, the key to racing the key to driving fast is being smooth.

 51:41

Easy to easy to say. Hard to say

 51:43

hard to do. Yeah. We've learned that plenty of time at driving school.

 51:48

Yeah, absolutely. So you really be realized as a reason that these these great drivers are racecar drivers. And we're not right. I mean, you don't want you don't want a racecar driver doing surgery. Maybe you don't want to make an out your spleen. Yeah, maybe we should be humble and not think that we're a great drivers.

 52:05

I'm not a great driver. i i Yeah, I humbled myself all the time. But



52:09

so anyway, that takes us to the end. And again, thanks to Fun



52:15

Night Day thanking



52:17

for everybody. Tell your friends like and follow and we will see you next time.