

# Cars on Call - Episode 3

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## SUMMARY KEYWORDS

school bus, car, seatbelts, people, kids, fire, gt, buses, sc, school bus safety, electric cars, cobra, collector, numbers, years, drive, felicity, internal combustion engine, vehicles, bus stop

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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.

00:27

Alright, let's get started. Welcome to episode three of cars on call. I am Steve Schultz along with my partner, Stefan Moran, and we are going to be talking cars again. We're going to start this time with a couple current event episodes. That happened a couple of couple current events. And they're both interesting. And Stefan, I'm going to start with the fire. We're all we all know about the fire. It's the car transporter on T ace, the Felicity ace. Yeah, and I don't know if I'm the only one who's had this thought but that is like the perfect stripper name. Felicity a

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villa Yes. Exactly. felicitate Maybe. And the honors Tiffany?

01:15

Yeah, that's a car transporter. And I thought well, best lap dance ever. Anyway. So Felicity ace is actually a car transporter. And I just saw an audible News This Morning some details, so I'll give you some deets at home holes around 4000 cars, about 1800 were outies. About 1100 were Porsches. 189. Were Bentley's 85. Were Lambos and there were no Bugatti there were rumors that there were Bugatti is on the on the boat, but 85 or Lambos, including a handful of event the doors. And the event doors, I'm sure you know is it's not quite out of production, but it's very close. And every single event to door that they were going to build is sold. So they're going to have to redo those and remake them. I don't know how many there were they didn't. They didn't say so. There was a severe fire. I thought it was noteworthy that there's no announcement. Even in today's article, it was no announcement about the cause. And you know, you've got about \$400 million worth of damage. It's defined what do you what do you think when you read all that?

02:24

Well, first world problem, you know, but I yeah, I think clearly as far they can put these chips I'm sure I'll kind of fire suppression and stuff. But you know, everyone on the internet is speculating has to be the batteries. You know, something with a battery caught fire on electric or, yeah, electric car or the ship caught fire and then the batteries, you know, went off. And so that got me thinking, you know, we all

think that electric cars just spontaneously combust and catch fire. I mean, it makes the news. So we think it's happening all the time. So I actually looked up and you know, we'll get this into the school bus. I didn't but okay, let me see some numbers. So you know get hybrid internal combustion engine, and EVs. Which one do you think catches fire the most often? Per 100,000 sales. So you always got to have you know, for every numerator, you got to have a denominator you just can't say 100,000 electric cars caught fire. Well, how many electric cars are there to catch fire? So numerator denominator so Rankin? Which one do you think are most likely to spontaneously combust and burn?

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Yeah, I am certain of this. I'm sure I know the answer. It has to be internal combustion engines because there's lots of fires. But the difference? Here's my answer. internal combustion engine number one, probably by significant margin. The difference is, I would say, correct me if I'm wrong, internal combustion engines catch on fire more, but there's smaller fires, and they're easily put out. Electric motors, electric cars, fewer fires, but bad, man, they're hard to put out.

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Exactly. So but actually, you're wrong already. No, you didn't. You're wrong. I'm wrong. And you're like, Yeah, you're wrong. You're wrong. So this is per 100,000 sales. So so that we had denominator. So hybrid 3474 fires per 100,000 sales. internal combustion engine 1500. So three times. Oh, yeah, almost. Yep. And then electric cars \$25.1 hundred sales. Yeah. So you know, it's it's the sky is falling. It's our national news. That is entertainment. That is not real news. And yeah, you show a picture of a burning Tesla how they all catch fire. You know, when Tesla crashes in autopilot. Oh, they all crash? Well, no, it's so you always you know, it's when we go back and this is important when we get to the end, talking about school bus safety and in in the future. You have to have denominator, you know, and then fatalities. We like to talk about per million miles traveled. Okay. I really I was kind of like you I was thinking that you It was even I didn't even really consider the hybrid thing but apparently think about it. That's a system that's complex. You got gasoline and store electricity. So you there you got you got twice the possibilities of things going wrong. So yeah, I was very impressed with that. But you're right putting those things out. There's got to be a hazmat disaster. But you know the other thing that we all think about car battery fires as I look this up this is just the way my brain thinks looking for the contrary, and how many lithium battery fires Do you think occur in our skies? How often? How many? How many events per how many days? Do you think that the FAA gets a report of a bat? Lithium lithium battery fire in an airplane?

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I don't know. But I would say very rare one every 10 days.

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Yeah. So I'm looking at this so we got it, you got to have numerator denominator and then you have to have a relative comparison. You know, they all call it the student guys test. You have to you have to compare a population. So yeah, so it's a you know, it's a first world problem. bunch of nice cards. Burnin Up. Unlucky you get your Porsche when you did GT three allocations. I know those people now that's interesting. What's the market gonna go to dealer now?

06:17

Yeah. Huge. And, you know, of course, GT threes are, they're certainly worth some GT threes on there. The last big fire that made the news was I think 2018 2019. But it was it would have been nine on 1.2.

And there were four or five GT two Rs is on that last fire on a container ship. It's interesting that this particular fire got a lot more attention. And I think it's it's noteworthy that cause has not been announced. And, and I'm looking forward to that. By the time this airs, we probably will have a cause and probably now know a lot more about it. But as of what we know now, no cause and then again, a lot of very nice cars and that they again 1800 Audi's I mean, forget about the the Porsches and Lambos. And whatever they mean, that's it's a lot of outies. So some really nice, nice things went up in smoke. And somebody else made the point, actually not a motive news. And they said, we already have a supply chain problem. You already have trouble making the cars and then shipping them. Well. Now you got one ship that goes back and forth. 4000 cars, and it is out of commission, probably forever. So anyway, that's the Felicity ace, and maybe I gave someone an idea. The last dance. Yes. For this drug, Felicity, yes. Anyway, yeah, the second news item, which really caught my attention, I test drove an AMG GT sedan, it was it was an AMG GT 53. And the reason I test drove that was there were no 60 threes. And the reason that there's no 60 threes is about six months ago, roughly, Mercedes very quietly announced that they were not going to be making their four liter, twin turbo VAs the AMG workhorse engine, it's in the it's in the G. It's in the GLS. It's in the GL E. It's in, of course, the S class, the E Class. It's everywhere. It's the 63 AMG. And now you can't get it as it's reportedly out for about a year where they're not going to make it. And I did. I actually emailed Mercedes at the time, and I said, Hey, what's going on? One of these coming back, and I got an email. And I'll just read it because I think it's interesting. As I read it, just keep in minds to find that probably two lower level employees wrote this and probably 20 People okayed it before it was finally released, and see if you can tell me what it means. Okay. Hi, Steven, please see below what we can provide the company's prioritize focus, to comply with various global, external and internal requirements, as well as several other factors, including, but not limited to, challenges in the supply chain, have an impact on the offering of the product portfolio in various markets. Mercedes Benz is exploring every opportunity to solve the challenges at hand. As soon as possible. We will be working closely with our dealers and customers to help alleviate any inconvenience resulting from delays.

09:32

What does that mean? That's a lawyer wrote that. A lot of big words in there. I love the button but not limited to.

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Yeah, so with the background before you answer, and I know you have an opinion about this, but before you answer, keep in mind that these are the most profitable Mercedes products. And if you compare these cars, which again are highly profitable to Mercedes, and they're to say now we're not gonna sell it's no big deal. BMW owns Rolls Royce. I saw an interview with the Rolls Royce CEO also in automotive news recently and he said we get every chip we need. Every chip Rolls Royce needs is provided by BMW, Bentley, same thing. They can make as many Bentley's as they want, and Volkswagen will happily take chips out of golf and give those chips to Bentley, because they're so profitable. So given that, it makes no sense to me that these AMG motors or engines are not made because of a supply chain. I think that's that's completely impossible. What do you think?

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AG is bullshit. It's like Ford saying, We can't make the five o or a flat plane crank VA anymore for our Mustangs. We can't get the parts. That's like saying, we can't get the parts to make a f150 limited. I mean, they are restricted, but their highest profit vehicles are going to where they you know, focus in

there's there's just that letters is full of bullshit. I think it's there's they're hiding something. I just didn't make sense. Yeah, my

11:08

my sense is that it's they actually did allude to regulatory realities. And it could be that there was some hope they had to go through. Maybe EU maybe, who knows, maybe worldwide, but there was some admissions hoops that they had to go through. And I think that any since diesel, Kate, and the diesel gate standard, I think every OEM is saying, we don't want to take any chances. I mean, you know, Volkswagen cheated, and it cost them maybe \$30 billion. It's a lot of money, and Volkswagen or Mercedes, just like every manufacturer is saying we don't want to take any chances. And there might have been, maybe it was right up to the line with these engines. And they said, We don't want to take a chance. And let's make sure it's okay. You would think though it's defined that they would just fix it, it's probably just a software thing. Instead of making 610 horsepower, it's around there. I don't know what the exact number is. But instead of making 610 Why don't we just detune it to 590. Our customers will be just as happy and we can sell these things

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and pass an emission test perhaps without Yeah, but I guess I think I think there's a lot of there has to be a lot of closed door discussion going on. In light of Volkswagen in it sounds very fishy to me. I just You're right most probable is like Tiffany's says they're gonna stop selling diamonds now.

12:36

Yeah, that's a good analogy. I like to here's a result, Carson bids. This would have been on February 25, cars and bids AMG GT 63. Sedan. So it's the four door 63 S I should say, AMG GT 63 s at 300 Miles 100 to 630 horsepower turbo, anyway, at 300 miles, and it sold for 160 \$363,000. That car if you had in in 2019, when he had plenty of AMG, four liter engines, that car would have been, you know, 90 100 grand, but 163 is what it is today, because you cannot buy a new one. It's just a weird thing. So anyway, I guess that segues us over mentioned cars and bids sake was segues us to the collector car market. And we've talked a lot about this. And I find it fascinating because there was a collector car market. And people like buying collector cars, it just kind of was something that people did. And then all of a sudden, we had COVID, March of 2020. And for a few months, probably March, April may be into May everyone was kind of frozen in place. They were locked down and nobody did anything. And people were not buying cars. And then all of a sudden it seemed like once we had spring into summer, the weather got warmer and people realized, oh my gosh, I'm working from home. I'm not spending money. I'm not going to vacations. It's like the whole world decided they want to buy collector cars. And you know, we've talked about this part of it was that they had extra money. Part of it was that they were they were locked out and they could drive around and you couldn't go to the store or restaurants. But part of it was the Yolo effect. And I want to hear your sense about this. But the Yolo effect YOLO is you only live once and you know a friend of mine summarize it very well. He said people started thinking oh my gosh, I could die on a ventilator tomorrow because COVID And that changed what people thought.

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Yeah, I mean, in a dine on a ventilator and COVID brings up a memory one of my neurosurgeons that I work with Dell Piguet who's a huge forgotten car guy and he was one we went to Indianapolis to NASCAR race with Jack Good job, great guy. I forget we're around one day and you know, the usual traumas and bad and people dying and he looked at me and said, Yep, you never know when your next breath is your last And as part of that whole yellow carpet Damn that people realize they're sitting flush

on cash and they're lucky they made it out alive or most. Now, there's been so many deaths that everybody in this country should know somebody that died a COVID or a friend that had a friend, but we've all been touched by COVID. And, yeah, people are flush with cash. I mean, you know, I just read that, you know, meet him at the Kissimmee auction, they shattered a world record \$217 million in sales with a 90% sell through rate. It was just That's insane. You know, car dealers are, they're all up charging for it. And General Motors came out and said, dealers don't be marking up the prices and no added dealer values on these cars.

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ridiculous. It's ridiculous. So, so Stefan, my sense is, you know, nothing lasts forever. And YOLO is not going to last forever, in my personal opinion is that YOLO is declining. We all feel like COVID is almost over. And what I mean by that, Stefan, I don't want to be trite, but it seems like people in 2020 into 2021. Were thinking I can die on a ventilator. Tomorrow, I want to buy that car. And the reason I think this is starting to decline a little bit, maybe a lot is that now the sense at least as far as COVID goes, I don't know I don't want to comment too much more about about collector cars as far as COVID goes, but as far as COVID goes, people are thinking now it's either the unwell or the unvaccinated are going to die from COVID And if you're a vaccine, you're healthy, your fear of dying of COVID is much less than it was you know, April of 2020. I

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absolutely agree with that. And I think kind of looking at the mark you know, one of my one of the markets that I follow are the Cobra rubber cars and bring on bring a trailer about six weeks ago. There were seven Cobra SC rubber cars on sale bring a trailer. I mean, I've never seen that many for sale one time on any market website except for maybe Cobra country run by Kurt Scott who's been in the business forever. But yeah, I couldn't believe seven they're all SES, the SES with the side pipes and in the role bar and you know, I owned an SC a long time ago and I had a Porsche red with white stripes and three to the one claim absolute blast of Cobra to drive but I've been married a long time very fortunate. 36 years but own an SC is like getting a trophy wife. Okay. It looks great. It's hot. And you know, but you better hope you get a prenup because it's not gonna last. Being married to an SC is difficult. Your buddies, your kids, all your friends burner legs on the pipes.

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You see, by the way, I'll be what is it SC

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that's 427 SC was the racing version of the Cobra with the jack stands in the side pipes and had the big 427 engine. So that's that's the racing version, which is the SC that there were some that went into people had and a lot of people had streets and converted and they wanted the SC look, the real boy racer, look. You know, I had one of those Been there, done that. Now I've got a street on order for 27th street, but I'm actually not building the 427 I'm building an AC 289 Sports was the European version of the 427 that has actually has a small block under car exhaust, no robar node scape and wire wheel. So it's gonna look like just a classic AC. But yeah, I've been there done that in se but seven m for sale at one time. And they were bringing crazy numbers on bring a trailer for replicas. And it's really slowed up here in the last couple of weeks. I mean, I looked yesterday, there's only one now on bring a trailer. But I think that was the ultimate peak of this Jolo thing and own a cobra 427 replica is definitely a YOLO event for a lot of people as but like I said, you know, you're not going to hang on to it for so long. That's why there are so many for sale and people taking advantage of the market. Yeah.

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Anytime. I mean, any price is dependent on supply and demand ultimately. And anytime you've got prices that are this high, what happens is people decide they will two things happen. Number one, they take their car that they're like, I'm never gonna sell this and then the prices are so high. They're like, I'm going to sell it. So you have cars that that weren't going to be on the market suddenly emerge and they go on to the market. And the second thing happens is there's a lot of cars that people think it's not worth restoring. And then when the price gets high enough, then it all of a sudden is worth restoring. So I saw the thing on the internet. I think it was Instagram today. It was an old Dodge muscle car and it showed a picture of it in a swamp. And somebody had taken out of the swamp and they were restoring it and this was one of the old Mopar muscle cars with the mod top remember, that's the fun I'd like this weird. It's just a weird like, it wasn't a vinyl top but

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maybe you want to look it up I don't know ought to look that up. I don't remember that.

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Yeah, if you Google it, it's very strange, very distinctive. And it's very odd. I think it's pretty cool. But it's very much like someone in marketing decided, hey, this is 1968 or 69, or whatever. It's a psychedelic year. Let's make this psychedelic looking roof. The kids love it. It just is kind of weird. But anyway, because they were so rare. And they were rare because they were kind of goofy. But because they're rare.

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Yeah, I just now pulled it up. Yeah. But it looks like it looks like somebody put a drape over the top of the car.

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Yeah, obviously, someone in marketing was watching the Modsquad. Yeah, the the old TV show, and then they're like, let's try that. So anyway, he this guy restored it. But you know, if the prices weren't high, then it wouldn't be worth restoring that car. So that's, that's those are two things that happened, where these cars get restored, and then else and then also cars that weren't on the market come on the market. And eventually it starts to Aquila braid, as people pull back and they say, Hey, I don't want to spend money on a car anymore. I want to go on a vacation. Now you can go on vacation. So I do think there's going to be calibration. My feeling is this surge in the collector car market is destined to end it always does. And Baby, I think we're kind of starting to see the beginning of the year now although the Kissimmee beacom auction you're talking about would would argue against that?

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Yeah, I think I mean, like, you know, best advice to anyone right now that wants to buy a car. Wait, just wait. Unless you're, you know, you have to have transportation for work, whatever. But I mean, you know, I've gotten my order in for my new Cobra. But this is a two year wait for that. It's all the replicas are away. But yeah, if I, you know, if somebody offered me 25%, more from my bullet Mustang, then I bought a little over two years ago, I'd sell in heartbeat, make 25% on a depreciating asset, a new car? Yeah.

21:57



And then, you know, it's fun, you can look at this in almost any way, but on the one hand, you take your bullet Mustang, it's a VA, naturally aspirated manual transmission car. And you know, in probably five years, there's not going to be any, any more No more naturally aspirated VA it's with with a manual transmission. And that's probably forever, like, never again, are we going to see that. So I look at it like, you know, these internal combustion engine cars, especially a, I would say, kind of a medium collector market where you know, it's a car that none of what we're talking about, or none of what I think about applies to the Ferrari Enzo or any Bugatti or Koenigsegg and Pagani. The cars are going to be on the line in Pebble Beach and 50 years, this conversation doesn't apply to that. But cobras bullet Mustangs, BMW M threes, this conversation does apply to it. And the reality is that on the one hand, you're not going to make them any more. On the other hand, they did make, and they made a lot of them.

23:00

Yes, exactly.

23:02

So it's just a shame. You know, before we move on to the next topic, you know, you mentioned GT threes, and who doesn't like Porsche GT threes. But unlike the 911, R, which was the collector car they made five or so years ago, at the end of the nine one, I think that one euro, the GT three, even the GT three Rs is GT two, or SS, they actually make a lot of those. And that point was made I read this in total 911 Magazine, they made the point that the 9912 GT three Rs, they made more of those and they made Carrera T security was the entry 911 that got the nine on one that two years so they made a lot of these and if you add up all the GT threes, a GT three R SS, the GTR s is there's a lot of these collector cars that people think of as they're definitely going to be valuable. They made a lot of them and I wonder how valuable you're going to be. I would say this if you have one and it's got you know, 12 miles on it. Yeah, it's gonna be valuable but if it is five or six or 10,000 Miles right, I mean, how valuable is that going to be stuff on

24:11

right now the demand is just insane the whole supply chain and yeah, how would not be in the market right now for been a collector car resto mod where people are just paying crazy prices because the leftover post COVID Yellow effect and with this economy headed in the uncertainty right now in the world with the Ukraine and Russia, I just maybe cars a good place to have some cash. I mean, that set some cash rather than in anywhere else in the market. Well, you know, but I don't know I just, I wouldn't buy anything right now. Because you're buying a car that's gonna be worth more in five years than you pay for it today. But going in did that I wouldn't do it right now.

24:56

Yeah, I think that's I mean, you know, time is on your side. Again on the one hand, they they're not going to make any more of them. But the the reality is, they're not making more internal combustion engine collector cars and they're going to stop making them on the other hand, they're not making any more internal combustion engine car enthusiasts, by kids on electric cars, young people want you know, if you're young and you sold your company for \$200 million, and you're 32 years old, a lot of those those kids that are rich all of a sudden they want to remodel you know, that electric thing and their electric supercar. Right? Yep, I agree with you. Yeah, so and the the internal combustion engine the doozies like us are literally dying off so there's that reality too. I just find a whole the whole thing interest interesting before we move on to the next topics to find. I thought about this as I was thinking about this topic and that is, okay. You can have one dream collector car and you have to you have to

have it for the rest of your life, but it's only one what's it going to be? I was thinking about a camera I think I'll surprise you with my choice but I'm going to tell you first before you tell me yours.

26:02

Yeah, go ahead because I think you will surprise me I want to hear this he know what you know what mine is going to be we talked about the bad you always notice when you send me these lists of your Top 10 Top five top grog whatever, you could change Yeah, no, I don't change one snake bit always snake but yeah, you're

26:19

right. So I think it knows what you're gonna do. But the standard answer is supposedly the best answer is supposed to be you know, 1963 Ferrari GTO. 250, GTO and that's a beautiful car my answer, actually. And it's because they came out when I was really really, I was young and impressionable and really into cars was the 9085 to 88 Ferrari GTO. So the the one that was based on kind of the blanket what's a TV show where you jumped into the car? Yeah, that's it. It was based on that was that euro and they change the body was very reminiscent. The body doesn't look that much different from a 308. But it was different and everything was different. I like it because it's understated its ultimate supercar. But it doesn't look like a supercar and it's also from the year I really loved the ad. So there I think I was surprised you.

27:09

You did? Absolutely. You know, and you mentioned the Ferrari GTO that I think is the all time most beautiful T door coupe design ever. And you know, the, they sell you know, the weather tech guy Cameron, he, you know, he bought paid over 60 million for his and seven. Yeah. And but Nick Mason has got one.

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Nick Mason from Florida. Stefan and I are Pink Floyd nuts. But Nick Mason is the drummer for Pink Floyd. By the way, the only member of Pink Floyd who played in every single concert that they ever played. He's the

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only one that Oh, that's cool. So you know, that is my all time favorite car. But to me that's kind of like living with an SE Cobra. I mean, it's you need a pre-nup, I think you know, that was really a race car, it's not gonna be comfortable. So if I'm gonna have one car, I'm going to drive the hell out of that car. And I don't think a 62 GTO would be a friendly car to take out very often. But so for me going back talking to earlier for me, it's a 289 AC turning sports, which is a, which is a cover for 27 body, basically. But the rear end of the car, they had what they made about oh, I don't remember exactly, but around 30 tear, so they call them the narrow hip Cobras. So the fenders are much narrower or a much cleaner, smoother look not to the rear and was not quite as bold isn't as big to accommodate the big racing tires. And a small walk in an undercard exhaust in pure analog. I mean, that's the thing. I mean, when internal combustion engines go away and are you know, there's not going to be in my lifetime. But anybody left around can still turn a wrench on a Ford V eight or Chevy small block. I'm not worried about that. So I think that that is a car that I would enjoy to the last of my days. And then my children, whichever one fights over it gets it that would be a car that I would drive all the time. It'd be an absolute blast, a pure Analog Experience. And it is a timeless design, that when you know that that original Cobra is just a beautiful design that will stand the test of time. Both to that that's my car.



29:16

Both of our answers, by the way, it touched two bases that I would say are parts of car enthusiasts and that people don't think enough about or appreciate enough about and the first one is what you feel when you're walking up to your car and you're 3040 feet away. That's is under appreciated. And the second thing that's under appreciated is the is the exhaust note and the sound of the exhaust. Both of us have, you know, delicious cars to look at and wonderful cars are listened to. And those two things are very, very important.

29:48

Oh, yeah, that is that. That visceral feeling you get when a certain car goes by. We all had that. Not always but you and I car nuts. As kids are certain cars that were Just go by you just you felt it to the core of your soul like, oh my god, that is just the coolest thing or just this one desire that comes across you and from a snake bit is to cover it.

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Well the next topic is school bus

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say before we do that, we gotta forget what Steve Oh, driving. Oh, okay. A car I

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drove recently and reviewed recently is the Ford Bronco. And that was interesting just because it's so in demand. It's like very, very hot. People stare at you when you drive around and got thumbs up. It was it was really something. The version I had was the Outer Banks, which is kind of the mid level trim. But notably, it was the four cylinder with the six speed manual. And I thought a couple of things. Number one, underpowered, you really need the larger V six EcoBoost.

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It's pretty heavy vehicle and

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I don't know what the actual weight is. But yeah, it's it's too heavy for the four cylinder. And there's the current version of the M five, and then the previous version I forgot. I think it's F 60, something like that, whatever. The previous generation of the M five, when I drove that and wrote about it, I said there is a size above which a manual no longer makes sense. And that generation f5 was just past that size. And that's that M five should have had only the paddle shifter, double clutch automatic transmission. It shouldn't have had a manual, it's too big for manual. Same thing with the bronco. I didn't really enjoy it. It's I love manuals. I have two cars with manual transmissions. And I always will. But unfortunately that Bronco was just a little bit too big for that. Even if they offered the EcoBoost the six with a manual I would not get out and get the get the automatic. So that's what I was driving recently. I enjoyed it. It's a lot like the Jeep which is which is a good thing. And people love the design. I love the design. It's a very good looking truck.

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Go ahead. You know you talked about that. We talked about the visceral feeling that when I saw the new the Bronco concept and still when I see a Bronco the new Bronco is just the only thing cooler to

me would be to see the International Harvester Scout readin, I just absolutely loved that. For those of you that look back in the old day, you had the Bronco, the blazer and the scout, they were all two door foil drive vehicles and a friend of mine, one of my dad's students actually had the scout and would take us around tooling off roading the first time I'd been off roading, and a scout and a low crawl and somebody had the Bronco, same thing it just, it's amazing. Here's the design that they came out with that the young kids absolutely love. And then gray haired old dudes like us love it. And that's that's just a complete home run kind of like you know that the original Mustang that thing was a home run for every age group or a man women all the age group so it's an absolute home run. I love the thing.

33:12

Yeah, I did write in my review that it's very hard to make an automotive home run it's it's you know, the concept is easy. You just you design something people are gonna like and and you look at your your demographics and all that stuff, but it's really hard to actually hit it because it takes you know, from the from approval to having a car ready for sale takes at least three years. And a lot can happen in three years and people's tastes changes for one thing. And there's regulatory requirements. So there's, there's compromises you have to make and the design and, and the engineering and the engines and all that stuff. So there's all these, these limitations. A great example is how much trouble they had making the electric new Volkswagen bus. So that's finally going to come out next year, but they had a terrible time making it because and you know this defined from a safety standpoint, your feet are the crumple zone and those Oh yeah, looks like that's it, your feet are out there and you're the crumple zone. Yep, just the engine is behind you. And you sit in front of the front axle. It's so to come out with a modern electric car that's still safe, but but at the same time gives you the look of that. That old bus is hard to do.

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That drivers actually imagine when they finally come up that that driving position of that seat is going to be the feeder and we pretty far removed from the front end is not going to be the old style or they're right over the front. But then to meet the past say because remember is all about how fast she goes from 60 to zero, and how much time and room the vehicle you have in front of you crashing but I'd be interested to see how they come out.

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Yeah, so let's move on to school bus safety. And you know when I think about school bus safety Think back to junior high. And if you want to be safe, I always thought, Well, you gotta smoke in the back. But I guess there's more. There's more to

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it than that. And more to this always comes up this is I

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never smoked that I never smoked. So I just at least never smoked at a school bus. So that was just a joke.

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But is, and really what this topic comes up is should there be seatbelts and school buses every couple of years, we have a school bus crash, which is most unfortunate, and it makes the news and always raises the topic of why weren't there seatbelts in that school bus? Yeah,

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before you start, Stefan? I absolutely said yes, of course. And I couldn't understand why there weren't seatbelts and school buses. I bet you many of our listeners have exactly that, that thought so yeah, go ahead and go let me

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get let me start with you remind me of the story. So there are certain school buses that have seatbelts, and those are the very buses that have a short wheelbase, you know, that pick up children with be politically correct here with handicaps or learning difficulties. So I had this patient hasn't been a good while back, and he had been injured had a head injury, and he just wasn't making a whole lot of progress. Mentally, he was just he, he just wouldn't come along very quick. And I kind of had a feeling that the child had some learning disabilities. So I'm trying to talk with the dad and trying to just politely politically correct. The dad is the father. Does the kid have any issues? And he said, looked at me said, Well, why don't you know, Jimmy Rogers? Shortbus. Okay, all right. So then that explains the standard

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school bus, you know, the

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retainer school bus? Yeah, short buses. So all I start with one of my favorite quotes, and this actually came off a forestry magazine, I've never been able to find this quote, origin but entrenched beliefs are rarely altered by exposure to fact. So I'm gonna we're gonna go through some facts here. So I was unfortunately involved in a mass casualty back in 2006 1010. In the morning, November 20, a one of our Huntsville school buses crashed. It was going down the overpass in downtown Huntsville on a little 1990 Toyota Celica with one a 17 year old driver. Not sure exactly what happened. But somehow the kid had interaction with the school bus. The bus driver struck the cotton jersey barrier, the 13 inch concrete barrier bus driver was not belted, and isn't before the day now you notice when you see people driving buses, B vehicles, they've got bright orange seat belt, is that's part of came out of previous experiences like that. So the driver basically fell out of the seat. It rode the 3010 Jersey barrier for her and 17 feet then fell 30 feet off the overpass fell 30 feet vertically onto the nose straight up and down on the school bus. So we had 43 middle school and high school students involved, injured, we end up with four deaths. We had 23 that were injured released the same day and only one person came out unscathed. But I was at I was the lead trauma surgeon that day taking care of this mass casualty and it was amazing to see our community surgeons and we're we're we're a level one trauma center for the state of Alabama and prepare for this kind of thing. But you're never prepared for the tragedy sent like this. And E so thinking about this one big difference that we had never thought about in terms of mass casualties was what's the difference between middle aged kids? And a lot of high schoolers and adults? ID card. Oh, you're I have no idea. No way to identify. No, we didn't either. You know we do everybody everybody's just we do the alphabet Alpha Bravo Charlie, do I want to be whiskey though fire coming to trial. But um, so and then you had we didn't think about it. Now. You've got 43 kids with one parent or multi parents in divorce homes, all coming to the ER wanting to know what's happened to their kid. So it was our administration did an amazing job. Tracy dowdy was there, one of our administrators he is he did an amazing job. And so those were things we never thought about. So this triggered the whole, why weren't these kids and seatbelts and the governor actually formed a commission and as part of that commission, the present evidence, and as the data is that, should Alabama have seatbelts in their school buses? Well, it's a very emotionally charged issue. And

do you even dare question the obvious? Well, of course, it's common sense. We should have seatbelts. But you know, the scientific researcher, we need numerators. We need denominators and what does the data tell us? And I look at it as a trauma surgeon. Lesson not just think about school buses. Let's talk about school transportation. Okay, the big picture not this, school buses are but a segment of how kids get to school. You gotta remember another thing is one of my other quotes I love is an n of one is not a data set. So one bus crash is not a data set to base all your decision to find, you gotta go look at the numbers. So really, it's a paired concept of school bus safety, and Public Transportation Safety. They're mutually non exclusive. Kids Walk to School, they ride bikes to school, they ride with their teenage brothers and sisters at school, they ride with their parents or school, they ride with their parents friends to school, they carpool and they ride buses, some cities, they make trains, you know, takes a transportation. For me, the real question is, how can we decrease school transportation related fatalities? How can we spend our money to protect the most kids the good for the greater? Well, let's just talk a little bit about numbers anyway. motor vehicle collisions are the leading cause of death children are three to 14 years of age. And it's about 20% of all kids deaths are related in motor vehicle collisions. What do you think's number two? No. Firearms? 15%? Yeah. 15% as about overall, two deaths a day. What percent of kids did you think that die in car collisions, there's alcohol involved.

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60% 20 19%.

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And that's actually that's actually gone down. That's because of that. And then 40% of the kids were untrained. So you know, if we took out the unrestrained and that. So we look at it, overall 120 fatalities in school transportation. 69% of those fatalities are occupants of other vehicles. They get hit by school buses and things like that. So we had to go to bigger, longer periods over a 10 year period 2010 to 2019. I know that sounds like a lecture, but I want the numbers to help you understand what the issue is. We had 240 children died in school related crashes. 52 are in school buses, 90 were in other vehicles 92 or pedestrians fall on bicycles. So if you add up the numbers, pedestrians make up 40% of the deaths. And you're 1.75 times more likely to die walking to school and you're riding the school bus. And then if you add up kids and other vehicles, kids that are walking riding bikes 3.6 times more likely to die getting to school than a kid in a school bus. So think about that. So the safest place is your kid in school bus. And then 94% of passengers in school bus crashes weren't even injured. So the facts are, your kid is better school bus than walking to school than riding their bike to school than riding with an adult or riding with a teenage driver. And school buses were designed and built for people not wearing seatbelt. So they have compartmentalisation the seats are high. They did lap belt one time, but lap belts are horrible because they caused a lot of abdominal injuries. And yet three point belts did better in school bus design for three point belt. So that raises the question. What if we did do seat belts on school buses? Well, now send your capacity changes, you go from 71 to 48 seats. So now you need more school buses. You put you're pushing kids out of school buses, how do you enforce it? Where's the school it was, you know, you're smoking in the back going to school, you think that driver can make sure every kid's got their seatbelt on. And there are several studies that showed that you only get about compliance and 50% of elementary kids, nearly zero and middle of high schoolers. Drivers can enforce it. And then for experienced the same way 50% Elementary and the only places that had good seatbelt compliance were when kids were at private schools riding on buses and parents are on the buses to enforce it. mean that route that just ain't happen. So, three point belts do provide safety benefits. They're very small, but the data does not mandate three point data belt. So for me, the real question is, do we want to decrease school bus or pupil transportation related fatalities? It's kind of a variation of

the member the Trolley Dilemma era trolley coming down the track or their vehicles? Yeah, yeah. So you know, here's the here's the trolley coming down the track and this going straight is going to kill seven people. You can pull the lever and the trolley goes to the left and only kills five people. Are you going to pull the lever or not? So it's kind of which one do you want? Do you want to save the kids on the school bus? Or do you want to save kids getting to school and all modes of transportation that they do? So for me if we're going to spend money on school transportation, safety, decreasing fatalities. Let's spend the money where the kids are most likely to get killed. And that kid riding bikes riding car Here's 3.6 times more likely. So let's How about safer crossings, that's cheaper in a school bus, getting parents out there at school crossings get children's out of cars off the streets and in school buses, that's where the money needs to be sent not putting seatbelts on them. Yeah. And

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you always have the law of unintended consequences, that as you, you make it more arduous and more difficult or more of a headache to be on a school bus, you're going to take an alternate means of transportation, which is more likely to injure you or kill you. So it does make a lot of sense. And especially the increase or the decrease in capacity in the school buses, when you put seatbelts on. That's something all those sorts of things that I never thought about. And I think it's valuable for our listeners to hear because it's such a such an important, important lesson. I would add that one thing I think, is very interesting. And it's a difference between when you and I grew up and, and our kids and the new generation and that is that. I took the school bus to school every day. And I would walk

46:00

the walk uphill both ways. I did.

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Yeah, I would walk from my house to the bus stop. And I would wait and the school would pick me up and a school bus would pick me up and I'd ride and I did not sit back and smoke. I know a few kids would occasionally smoke smoke pot in the back, which was a kind of a scandalous thing. But it happened. And I didn't want to sit in the front because that was too nerdy. Although I was a nerd. I sat in like the middle. And that was I sat in the middle all the time. Anyway. The key was that I would walk to and from the bus stop. And now a phenomenon I've seen i You must have seen it in your area too. You've got SUVs that wait with the kids in the SUV. So you got Escalades and Yukons and kids are in there and then the bus pulls up and then these kids get out of their SUV or sedan or whatever. And then they get into the bus and like what what is that? Why can't you just it's not like it's a long distance. These kids just don't feel like being outside for, you know, five minutes. And this is not in rainy or snowy weather. This is just on a regular day. Isn't that crazy?

47:08

I mean, it's crazy. I remember walking, lived in Ohio and we rode the bus in you know, back in the 70s. You know, long hair was it was all about your hair, man. I mean, your hair was a big deal. And there was no way in hell. You know, after I got my hair all done and usually was late, there's always a little bit wet. I was going to put a hat on my head and ruin my hair hair. But I remember walking to school and my having a helmet head because my hair would freeze. But I remember that, but you know, I was not going to mess with there. It was just it was just too important. The 70s

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I do remember having I used to blow dry my hair for

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Oh, yeah.

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But again, the idea if it was raining, there's no way your parents are gonna say oh, yeah, yeah, yeah, we don't want your hair to get wet. So we're gonna take you to the bus stop. I was like, no, go out. Yes.

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Have did your parents bring you Chick fil A for lunch? No, I had a brown bag with peanut butter and chips and bring me lunch to school.

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It's it is it is ridiculous. I tell you, whatever. I see an SUV weighed by a bus stop. I think that's a shame. And you should you should at least walk to and from your bus stop. So yeah, already. Well, that right? By the way. I love that description. Because that's again, that's something that nobody, you reflexively think, yeah, they should put seat belts on school buses and you're wrong. So

48:33

anyway, you know, that's why I like in the beginning, you always have to have a denominator and relative value to everything you can't. You can't look at things in isolation that N of one is not a dataset. And when you start looking at the numbers, it becomes obviously, you know, like a lot of people say don't confuse me with the numbers. Okay, I've already made up my mind. And so that's kind of the closing comment to the first one about entrenched belief. My day.

48:59

Yeah, but let's wrap it up. To our listeners. Thank you for listening. And thank you for for taking the time out that we'll wrap up episode three. Please Like and comment and subscribe and tell your friends about us. Come back. We appreciate all of you very much. So we'll see you next time.