

Cars on Call - Episode 5 (1)

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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.



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Welcome to cars on call. This is Episode Five. I am Steve Schutz. And I along with my co host to find Miranda, we'll be talking cars, as always. Stefan are getting some some good feedback.



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Yeah, it's exciting. Let's hope it just continues to grow. And let's say some exponential growth. Tell your friends tell your buddies hit like hit subscribe. And who knows? Maybe we'll be make some lists somewhere one day? Yeah.



00:58

Number one, and Estonia or something like that. Anyway,



01:01

we are the number one doctor car. Podcast, right? Yeah. We're one of one.



01:09

Yeah, I love it. That's funny. Okay. Hey, before we get into the kind of the meat of things, and the regular topics, hey, I wanted to talk is a car I've been thinking about. And I wanted to talk about I certainly wanted to get your take, and that is the new Range Rover, the Range Rover,

you know, the big one. And it was introduced, I don't know, two or three months ago, it's gonna it's not for sale yet. But I mean, it's for sale, but you can't actually see when they're not going to be delivered until May or June of this year. So they're coming, but not here yet. But like you I've seen a lot of pictures and videos on the internet. And I was struck by something and, and actually is to find the thing that got me thinking about the new Range Rover was the current Lexus LS sedan. I'll get to that in a second. But I like the new Range Rover. And I liked the design. And I wanted to say a word about that. Because I don't think I've ever seen a design that's so minimalist. It's like Gerry McGovern, and the designers Range Rover looked at the current Range Rover, which is undeniably good looking. And it's been out for almost 10 years, and it's aged very well. It's like they looked at that and said, Okay, we think this is good. But we're going to just subtract design elements until we can't subtract anymore, and that's going to be the new one. If you look at the profile, it's very similar the profile the brand new and it's very similar to the current model, which has been phased out. Those two are very similar in profile, but if you look at the side, for example, is like no design arms as a couple like Stripe type things, just in front of the front doors, but otherwise, they're very bare that door handles are flush, they don't sit out. You don't even see that the taillights on the current one you look at it, you can see the taillights, they've subtracted that. It's just like one line that goes down and it looks like the side of the new Range Rover is completely flat. It's not, but it looks like it. If you if you look at the back the taillights instead of being kind of this ornate thing, it's just a strip. It's a it's a vertical strip that's kind of blacked out. The front looks a lot like the current Range Rover, I guess if it ain't broke, don't fix it. But I was really struck by the minimalism and especially if you think about its competitors, you know, the Lamborghini Urus the Porsche Cayenne, the the Bentley Bentayga. They are designed they have a lot of design elements. There's a lot of stuff happening visually. And the Range Rover said no less is more. But I thought about that because on Carson bids I saw a current generation Lexus LS Sedan was for sale. And boy talk about the opposites to find it has chrome accents and lines and arcs. And it's like and so many design elements and embellishments are thrown in. Good example is the front you've got this big grill and then you got these complicated headlight housings and then the headlights tell it themselves are complicated the tail the taillights are like these weird shape. It's like they you know more is more when it came to that design. Again like a little Honda Civic. Yeah, Civic is a good example the new Civic and you know do I think the the Lexus LS is ugly? No, I don't. But I don't think it looks great. The Range Rover really did the opposite. And it was it was very striking. Well, I guess I don't know if it's gonna succeed or not, but it was very striking.



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The first time I remember seeing a Range Rover was in Paris, probably about 19 probably 79 or 81 of our dear friends over there. Her uncle had gotten the car. It just made a huge impression on me. Of course, I'm like, What are you doing driving a four by four in Paris at the time I was driving a Jeep CJ seven. So it didn't make sense, but the car was undeniably the cool car. The cool thing to have in France at the time and it made an impression and I've always absolutely loved the Range Rover. And the one thing that they have done to me kind of like Porsche 911 is they've remained true to what is the core aesthetic design a Range Rover, what I see in France, I just call them a range Erol, which is pretty cool yet they call it range. So you know, a Range Rover when you see it. And you know, the big one when you see it versus the Vilar and the sport. So, and you mentioned arranger, we went out to dinner with friends Sunday night, and they came and picked us up, and they've got a latest Range Rover. And even my wife commented that how comfortable and nice the vehicle was, I absolutely love them. There are some storied checkered past history on maintenance in them. But absolutely love the vehicle.

And the new design to me is, I don't think Bahasa really applies or it's not Scandinavian, but it's not like an Audi TT, but is a very fresh, modern take on minimalism. But it on that kind of vehicle works. I don't think that design would work on a sedan or coupe. But it works on, to me the range on that range of ever it just works. I like you absolutely love it. I can't wait to see one in real life to see, I think it will translate from photos to real life, you know, sometimes things because the proportions have changed that vehicle. So it's a new design with the same proportions. You know, basically, you know, a couple of boxes put together. But I think is I think it's gonna be fun. I agree. They absolutely love it. I think they move in the right direction. And they will maintain their, it maintains a core identity, people don't want to see huge changes in that car.

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Yeah, it's interesting that, you know, I think the popularity rests on his authenticity and its history, and absolutely off road ability. And this is a vehicle that I agree it, it's kept its overall essence. And when it first came out, it was a denizen of a ranch in Scotland or a safari in Africa or, you know, a farm, maybe somewhere in Vermont. And then now the most off road any Range Rover is going to see probably as is a puddle at the whole foods. And, you know, it's a denizen of you know, Eastern Connecticut and Annapolis, Maryland and Palm Beach, Florida and Scottsdale, Arizona. It's just weird how that's happened. But, you know, the authenticity that arrests on I think is kind of the key to its popularity. And of course, it's a nice luxury view of I guess we'll see if it continues to succeed. I'm sure it will. It's

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this suspension is fabulous in that time. Absolutely. It's a fabulous ride. And we've got terrible roads come out of our home. And where we live at is just a fabulous ride. And my wife rarely comments on a vehicle. She's like, that was a really nice, that was a very comfortable vehicle. That says a lot there.

 08:03

So anyway, let's move on. You know, we talked a couple episodes ago about bumper stickers and about how, you know, in the 70s and 80s people kind of presented their views or expressed something. The bumper stickers and you made the point then which I think is completely true is to find that it's personalized plates now. And yeah, and you know, I thought of that I thought wow, this there's some good ones out there. And you know, I know you have some too so I want to get out of here some of yours because I have a few written down but I think you may have more than me.

 08:39

I'm gonna tell you my I'm gonna tell you my vanity plate fail. So I was in my second year of residency back in probably like 1989 or something. I should know his nose actually 1991 I was in residency and I know that because my 30th birthday. I was driving home after a long, difficult SLOG and neurosurgery and there was a 60 Austin Healey bug eyed sprite parked on

the side of the road that For Sale sign, it was Corvette yellow, and he had upsize It tires and a little offset and it just it just looked fabulous. Why I bought the car was filling up my first midlife crisis. The bullet camera turned 60 So but I bought that car, and I had got vanity plate for it. So some of you may not know what the bug eyed sprite was. So they actually is awesomely sprite and they put the headlights right in the middle basically on the in the center of the hood side by side a little bit offset the English in the Europeans calm frog eyes. And American people call it bug eyes look like it's got to bug eyes on it. So I wanted a vanity plate. This was a cool car. So I got a vanity plate and it spelled it was MyB ugi. Beautiful. Oh yeah, but it was a complete fail. Boy like my buggy. Oh, all the time. My buggy what we like now Oh Is my bad guy. And so that that license plate was a complete fail and then when I got my soul that and then a few years and a little bit later, a couple years later bought a cover for 27 replica and I got a vanity plate for that and it was just I got Cobra with two A's at the end because of Cobra one a was taken. So that was those. Those are my teammate plays. But I think the one of the the ones that I Like You I went online, and I've seen him in real life, and I've taken pictures, but of course, I can't find any of my photos or anything. But the ones that do that really pop out that I found were a Tesla that had a license plate that said, Oh, I L L O L. I thought that was great. But I think the one that really strikes me this is from coming from someone who had a bumper sticker, like I said earlier as you're ugly and your mother dresses you funny, but it was one of those Children's Hospital tags. You buy a plate for the state does a donation to Children's Hospital. And across the bottom of it says kids first, you know, and it's got the hospital to the left. Well, their vanity play was e a t space. Th e eat the kids first. I mean, that time I never realized I apparently they didn't think of AI. That's the kind of thing that I find extremely humorous, though, was amazing. I've got a strange since a year I know. But I thought that was absolutely hysterical. He took kids first Yeah,



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it's a creative mind, maybe a creative mind. God gone horribly wrong, but it's creative. I have a few that I that kind of stand out. I live in the state of Idaho. And there's a famous one that I see actually, you know, I live in Boise and I see I've seen it twice. And it's has Idaho plates and it says not Iowa. So I think that's I think that's good. I saw one that was a little bit whimsical recently just said Chow. Ci a Oh, Chow. Amusingly, I moved into a neighborhood in 2001. And my next door neighbor had a license plate that said Tar Heel it was it was TR and then he'll, so obviously a North Carolina target fan. And I as you know, justify that my medical training at Duke and I was very polite. I really think it's important to get along with your neighbors so I neglected to remind her it was her car. I neglected to remind her than 2001 We just won the championship. So I let that one go. But yeah TARIO she's a fan and sometimes you see that you know I saw BSU fan recently for Boise State this you know people do like to kind of wave the flag of their universe there must be a million Alabama or roll tide or



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RTR one three I like vanity plates it kind of gives me something to do when I'm driving down the road and the kind of like you know when we grew up we talked about this you know we play used to play car bingo. We looked identify cars and now people are in the cars besides driver nearly the drivers wells on their phone not even paying attention anything going on around them. So I do like vanity plates I find them especially like the humorous ones that tend to be borderline bad taste



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Yeah, it was a medical one I saw there was a CRNA who is for listeners it's a nurse anesthetist and that license plate was sedate her s ee D number eight R so sedate her which of course those are ciders the CRNA so



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my partner has I forgot my partner has my former partner I'm retired but his license plate was the number two Oh p e r the number eight to operate beautiful that that was really good name of his boat as well. I should say his yacht not it's not a boat.



13:51

Yeah. Oh my gosh. That's great. Another quick quick funny one and then we'll move on with I'm gonna finish with my best one that is here like but a funny one was D KDC. And if you text you know what that means don't know don't care. I thought that was that was great. And and before I tell you my favorite one you know Stefan you're absolutely right Tesla's it seemed like disproportionately have a lot of these vanity plates. And it's always about you don't need gas or no more gas or run on electrons or things like that. So Tesla's I guess get the cake for the the best. Now my favorite one, actually, one of my partners has this and he has an M five. And he has the OVA e 39. M five around 2001 2002. But his license plate says manual but instead of m a n u a l it says m five and u a l so you have to kind of think for a second but it's easier your brain makes that thing makes it like oh so it says m five and manual on the same license plate. It's pretty damn pretty clever. Yeah, it's



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very clever.



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I wish I were that I wish I were that smart. So anyway, that's, that's it for Vandy plates at I'm sure there's, you know, listeners, if you want to tell us more, I'd love to hear them. There's a lot out there. So anyway, our main topic is pickup trucks. But Stefan, I want to tell you very quickly, cuz I know you're gonna ask what I've been driving. And I went to an agreement driving. Yeah, thank you, I went, this is this was a little bit eye opening for me. Recently I went to an event, I got a chance to drive the AI for M 50 AI and the AI X is a BMW battery electric vehicles. And the, the i Four is essentially an electric version or an all electric plug in version of the four Series Sedan. So it looks like it and you get inside of it. And it drove and felt like a four Series Sedan with a different propulsion system. And it had lots of power. It was very quick. I mean, my gosh, it was just super fast. I don't have the numbers, but I'm sure it's faster than an M for. I don't know if this is an option or not. There's not a lot that I've read about this car yet.

It's it has not, I don't even think you can get one. But it has kind of an eerie kind of electronic sound that I found interesting. Porsche has that with their take on it's, it's an option. But it's this kind of sound, everything's

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an option on a Porsche. I know. Give me a break electric sounds an option. That's just a piece of code.

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It's just a piece of code. It's so cheap. And so this, this, I four had it. And again, it struck me as being very much like a like an M three, because it's Ford or, like an M three, but with a different propulsion system was very fast. I do think it absolutely lacks soul compared to an M three because it doesn't have that. That inline six sound?

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Do you think it's going to lack soul? Because they start with a completely brand new platform like Tesla, like the Porsche icon? Or did they just basically take the four series and convert it to an electric vehicle? So it's loud? It's that? Yeah. So I think that's, I think that's the mistake for people that want the electric cars, the Lucid the Tesla is that, you know, it's a whole different platform, which allows a lot more creativity in the design of the vehicle interior of the vehicle, and people are driving a pure electric I think once something special on

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which brings me to the ix x, right? So the ix is a completely it's a bespoke platform for the electric view. It's a BMW bespoke electric vehicle platform

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that deals skateboard platform or condom,

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right, it does not have an internal combustion engine equivalent, or, I guess, not equivalent, but it doesn't have you can't change the propulsion system in the same platform. This is this is all Evie. And what this reminded me of Stefan, I'm glad you brought that up. It reminded me of a large by three, the BMW i three it was all electric, it's this little, little car, and it's you know, carbon fiber platform and that kind of thing. And it's it's it's a bespoke all electric platform. They did the same thing with the ix. Interestingly, they have sort of climate friendly materials. So you know, carbon fiber,



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carbon fibers, environmentally friendly. Apparently, apparently, okay. Yeah,



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it's not leather interior. Oh, yeah. So that's the beheading. Yeah, it's it wasn't him, but it's kind of alkyne Tara, yes. Okay. I forgot what their name for it was. I didn't really like it. But, you know, it's, I guess it's better. Because like, and of course, the other thing that was interesting is all the controls are a little bit different. There's one big screen. It's, it's just a different user interface. Then the eye for the eye for again, felt like it felt very familiar. The eye X felt different. We've already talked about the design of the eye x, which has been described as brutalist. And when I saw it in person, beaver teeth. Yeah, it looked better than it doesn't picture so I'll give it that. Do I think it's great looking? No, do I think it's going to age? Well, I kind of doubt it is certainly you know, classic elegance. understatement, all those sorts of adjectives don't apply. So we'll see. Anyway, I thought it was interesting. I would say before we move on, unlike the eye for the AI X, I assume because it's light it just lacked a feeling of heft and I can tell you you know, you were talking about you know your your experience with a Range Rover recently and and if there's one thing the Range Rover has it's a feeling of heft



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you know, when I look at that i x to me, it just looks like another cookie cutter BMW X 3x 5x. So just another those words you know, if you look at something like the the Hyundai on ionic Five. That is a skateboard platform as well. But that car, SUV where crossover, where are you gonna go? It looks really cool. And to me that looks like what a new electric car would look like, you know, and I think they started with a fresh design. And I think I think that is just impressive and good looking electric car at AI x doesn't appeal to me and I agree that it's not going to stand the test of time. I think the ionic five will be cool for a long period of time.



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I saw one yesterday it looked fantastic. It was striking. is striking. Yeah. Yeah. And the I saw a lucid I've seen one and Oh, on the road and



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that low look, I've only seen pictures.



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It looked kind of bulbous. It looked a little bit strange, like



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dinner designed by one of the early we're now with the big window. Was that big? We're in a sedan? A spouse? No. Yes. Awesome. So you have on team? I think I won't see him. I



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think that's it. So that's a good analogy. It actually did have it now the saver No, yes. That's what reminded me. And not quite situation issue was more it was more Renaud. And it just looked a little bit. I don't know. It certainly was different. So I'm going to reserve judgment on the design of the Lucid but the Hyundai Ionic immediately liked it. So. So that's cool. And yeah, so that's what I was driving. It was it was interesting. Am I did it change my mind and make me want to buy an electric car? No. But you know, it's the future and I want to experience it. And it was impressive how fast they are. And we'll see we'll see what happens and see how they, how they evolve. So, hey, our main topics to find is what I know that's, you know, near and dear to your heart. And it's about pickup trucks and, you know, pickup trucks. Everyone's like, what what, you know, why are we gonna talk about pickup trucks? And, and my question for us to find and and for me is our pickup trucks doomed? And I thought that this actually before gas prices started to spike, obviously, the gas prices aren't going to help. But are they doomed? And I thought of that in terms of electrification. And before we get into the, you know, the, the conversation, I want to point out some facts, which I think most of our listeners are probably unaware of. The first fact is they're about 14% of the US car market, US car market, as you know, as you know, used to be a couple years ago, before COVID, it was about 17 million units a year now it's about 50 million units a year. Out of that about 2.1 million units are full size pickup trucks. So 14% is full size. And that is that's why you know, I went to the sales data and I ended up Ford F F series pickups, Chevy Silverado, the GMC Sierra, the RAM, of course, Rams a major player there and the Toyota Tundra. The American brands include the heavy duty ones, you know, the three quarter ton, and not just the half ton pickups, but but these pickup trips are very popular. And, you know, most of these are used for personal use. But unlike for example, we talked about the Range Rover earlier. Unlike the Range Rover, which has a tremendous off road capability. pickup trucks, even if you use it for personal use, you end up using it to go to Home Depot Get a load of mulch, get two by fours, you know, I know you have one, you probably use it all the time for that. But it's that's not true for Range Rovers. It is true for pickups. And that doesn't even start to talk about the the fleet sales. And that is sales to contractors, roofers, different utility companies, all kinds of uses for pickup trucks where they're, they're out and about, and actually being used as commercial trucks or being used as intended by personal owners. So if they're being used, and it's a lot of the market,



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and there that actually is about every one one in every five vehicles on the road as a truck.



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I think that's right. And most of them the vast majority of stuff on our full size.





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Yeah, exactly. Yeah. And you know, you said the question is, are they doomed? And I think you'd have to be iterated through the apple pie in baseball, you know, pickup trucks in America, they're just not going away. Now, I think there'll be some change and pickup trucks. But, you know, the utility, the utility aspect of a pickup truck, and I remember when I first bought my pickup truck, my wife was like, you know, you really don't need that truck. And I'm like, Yeah, I want to get a boat. We're going and I want to tow and he's like, you don't need that truck. I'm like, I couldn't live without a truck now. I mean, it's amazing. As a matter of fact, I've actually got a tree in the back of my pickup truck that she want me to pick up at Home Depot for. So it's in the back and usually, it looks like a homeless person could live in the back of my truck because I just throw everything into the back of it. But I absolutely love it and that's why there's one out of every five on the road. And I'm you know, and I think Case in point I have A my former Canadian partner who's a great guy. But you know, being Canadian conservative, he's actually makes him a far left liberal here in the US. But he actually, he's had a bolt, and he's got a little civic now, but he has a downpayment on a rivian. Because it's electric. That's why he feels that it's okay to own electric truck. And I think that the move towards electric vehicles, the new Ford lightning, for example, I think, is going to actually expand market share trucks is going to bring in people would have never owned a truck before they kind of wanted one to do like socially conscious. They said, I can't do that. Now that big ol engine but an electric truck, Oh, hell yeah. I think market share is gonna go up, it's going to bring new people to the segment, the people that are in this segment aren't going away, they're always going to have a truck.



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We have this conversation when we talked about electric cars. And I think that upscale owners, you know, if you have a, an F 150, platinum and you have money, then yeah, you're you're excited to trade in your you know, let's say, you know, a good example would be a partner at a law firm or a partner at an accounting firm, someone with plenty of money, and they have an F 150. Yeah, they're, they're interested in lightning. But you go down markets to find you have a lot of people that a lot of money, you know, outside of a double wide or something like that. Those f150 buyers are not going to jump in by a lightning run away. They're going to hold on No, actually



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not. Right. Yeah. So it's like me, I've got her and 20,000 mile miles on mine. And I'm not getting rid of it. You know, I'm gonna keep it and you have to look at the carbon cost of me buying a new truck, right? It's actually cheaper is better for the environment better for the world. If I keep my truck. I just drive the wheels off. And it's exciting the wheels off of it. Exactly. You know, so, but I think you know, we mentioned one of the things I think that's interesting. You mentioned the high end trucks, that they really are lifestyle vehicles for a lot of people in that gentleman's truck. But, you know, if you're in a service type industry, your age fat guy, your construction, or your little local town lawyer, the local town dentist, you know, you don't, you're not going to drive in a bent Yaga you're not gonna be driving a Maserati. But you want a really nice vehicle, you buy the top and for the top 10 Ram. Everybody is just a truck to them. And the fact that you spent 80 grand on a truck, you're still driving a truck. You're okay, you're a good guy. You show up in a really fancy car. And your little restaurant, they're gonna look at

you like, oh, yeah, that's the rich doctor, but the doctor drives an F 150 pickup truck now. And then they also look at the Mustang. They see the Mustang is that's just a cool car. If I drove up in a Porsche would be they'd have a different attitude and be in my little town. So that end of the truck market has taken off as well as higher trim packages.

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Yeah, I think the fact that it's the word is not classless, but I guess the word is egalitarian. Pickup Truck is the most egalitarian vehicle there is. Especially the full size one, you know, somebody who doesn't make much money, we'll have a 20 year old Chevy Silverado and someone that makes tons of money. We'll have a brand new Silverado and someone in between we'll have something in between. It's it's just interesting how it goes across class and the the appeal is cross generational across class across everything because there's a lot of appeal, general appeal to pickup trucks and, and I think that there's a lot of demand. I mean, there's a reason that they're 14% of the market. It's worth mentioning a couple of things to find. I think we're heading toward they're not doomed. I don't think they're doomed, but I think they're under threat. Yeah, gas prices and coming off electrification. Those are things that are a threat to full size pickups,

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and can be kind of like 2008 all over again. You know, in 2008 the Great Recession people were unloading pickup trucks. They're big Suburbans. I mean people just panicked and sore sound immediate for nothing back then I'm not quite so sure that we're gonna I don't think that's going to happen this time around but I think there will be definitely some people's second thoughts and they may get you know, the smaller EcoBoost engine instead of the big VA you know, it's very painful for me to fill up my pickup truck. My driving cost went up you know 20 25% Like everybody else but it didn't hurt me like it the people but it's it's a consideration that the mileage of these but you know, Ford's come out to smaller pickup trucks now. Which further broadened segment and they get much better gas mileage and that is all utility a lot of people need to you really don't need the big truck. The full size unless you're really doing some towing. And that's where you're towing anything over 4000 pounds. You want you want to have a big

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truck. Yeah, I think that one interesting phenomenon is that the transition from internal combustion engine production to electric vehicle production is going to be number one, too. If a golfer manufactures and number two, it's going to be very expensive it needs. It takes a lot of capital, a lot of money to make that transition to go from internal combustion engine to electrical. But, you know, for GM, still Lantus, which owns RAM, they're all doing it. And I find it interesting and a little bit ironic that the profit driver that is paying for the transition to electric vehicles is mostly these full size pickup trucks. They are so profitable. I heard a couple quotes from from an analyst, which I thought were interesting one was, he said, in the automotive world, you can either sell large volumes of units at a low profit, or you can sell low volumes for high profit. The only way to do both have high volume and high profit is to sell full size pickup trucks. Yeah, which is an interesting thing. And also, another analyst pointed out something

that apparently is true, and that is that if Ford were to spin off their F series, pickup business, it would be worth more than the company has. Now in other words, that part would be worth more than the whole of Ford company right now. So it's highly profitable. And again, those profits are being made are being used to support the transition to electric vehicles. I'm sure the manufacturers do not want this pickup party to stop. They want to keep getting the money so they can keep paying the bills for the transition to electric vehicles. By the way. You mentioned a couple of smaller vehicles or smaller trucks. I think the most interesting was the maverick. Have you seen the maverick? The Ford Maverick?



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I have not seen one on the road yet. Yeah, it's it's all pictures.



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It kind of reminds me of the Volkswagen Rabbit pickup from the late 70s, late 70s, early 80s. It's this small. I mean, like based on a Ford Focus platform. Sure. That's where they get it. It's a small truck. The only difference is that it's four door. You know the the old rabbit pickup trucks were two door does Maverick. But it's got a four cylinder engine. It's a very small, you know, like subcompact size. I mean, it's really, really small. For example, you take the Ranger, the Ford Ranger, which is a midsize pickup kind of small pickup. The Maverick is even smaller.



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Yeah, I'm looking at it right now. And I think you're right, I think it is based on the escape platform. But once again, four doors key utility, put a little cap on the back of that thing. And you've got an amazing vehicle, that's gonna, you know, be very, very practical and decent gas mileage.



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Yeah. So we'll move on in a second. But I did want to point out another couple things that struck me. We know that people who buy full size internal combustion engine pickups, like the big pickups, they like they like him. I mean, there's a big demand for full size internal combustion engine pickup trucks, and they are popular people like um, for all the reasons we just mentioned, it remains to be seen that these I mean, the assumption is that you take a Ford lightning or the show the Chevy, there's a Silverado equivalent, that's about the same size, RAM, I'm sure he's going to introduce soon. battery electric, Ram pickup full size, and it remains to be seen that people are gonna want the electric versions as much as they like, the internal combustion engine version, the rivian, by the way, which you mentioned. I'm glad you mentioned that the rivian is significantly smaller than these these full size pickups.



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Yeah, and it's big and written kudos to them for honoring their price hike for people to I had to deposit down I think that was I think that was a wise public maneuver, even though but they

deposit down I think that was I think that was a wise public maneuver, even though but they are just a little bit late getting the vehicle out. But

 33:48

yeah, there have been there have been production delays and Stefan Yeah. What you're talking about just for our listeners, as the people bought the car, they put down a deposit box it on the front of the truck. Yeah, sorry. And they put the money down. And then rivian retroactively said oh, yeah, the price that we quoted you that you just ordered. Sorry, we're gonna raise the price. What you can't do that

 34:10

now. Yeah, good. Good on that day. Yeah, they realized that other public affairs office advertising them said you can't do that. I think we are you know, I think talking about cars, we I got to talk about truck safety, I gotta go and we just have to hear so let's, I'm gonna went through the look up a bunch of data. We're gonna go through some of this, because we all have different conceptions about trucks. And what happens and for me, this was a big deal. And we talked about aggressivity back in early 2000s, when the trucks came out, but if you look overall occupants of pickup trucks are two and a half times more likely to die than passenger vehicle occupants and crashes. So the fact that is it is more dangerous to be in a pickup truck than it is a passenger vehicle two and a half times more likely to die. Well kind of you got to ask yourself, what are what are the reasons why And one of the things that we always found in automotive safety research is it's usually not the vehicle, it's a lot of times is the driver. And if you look at passenger pickup truck drivers, if you look at pickup truck drivers, the use of alcohol related fatalities is 21%. And pickup drivers versus 20%. In all other vehicles. Not a big difference, but still 1%. And that tells you a little bit that there is some behavioral difference in the drivers. I'm sure you can already know the answer this do you think they wear their seatbelt less often in a pickup truck than a passenger car?

 35:37

I'm going with the estimate less Yes, yes. So actually,

 35:40

it's 85.6%. Seatbelt restraint use we call it restraint use not seatbelt use, but versus 90.7%. So driver behavior in pickup trucks leads to perhaps some higher risk behavior. And the other thing you have to realize that a pickup truck is also used in rural areas. More commonly, overall 54% of motor vehicle fatalities occur in rural areas, if you look at our set of the highest proportion of people die in rural areas is actually on straight roads. But 60% of those for tat roll fatalities are unrestrained pickup occupant.

 36:22

So straight roads,



36:25

most crashes are on straight roads with people losing control. It's not going around curves, which is amazing. I've looked at this data and it has to come down to driver behavior. When I think about a pickup truck, it's got a higher CG. For those that means it's it's easier to tip over as a center of gravity. Thanks. So they roll over more often. And think about if you're a big F 150 and a deer or dog runs out in the road and you try to not hit it with an evasive maneuver. It's not like doing in your BMW into the bullet. They don't do well at evasive maneuvers. They go into long lazy spins and they lose control out easier.



37:06

Or not the interrupts the font but if you're texting and all of a sudden you find yourself on the on the shoulder all of a sudden you correct in the overcorrect. So if you get distracted and you're texting, which may be why there's there's these accidents on these on the straight roads.



37:20

Right? Well, yeah, well, it will save distraction distracted driving for another day. But if you look at pickup trucks versus SUVs, SUVs still have higher fatalities and rollovers. 41% versus trucks and but overall, those are still twice as more likely than a passenger car. So when we look at it, yep, more people die on pickup trucks. There's some behavior driver behavior issues which could be corrected. But, you know, that's just you be a better driver when you're driving your truck and realize that you can't do those evasive maneuvers. Now one thing that we do also have to think about is more commonly single vehicle crashed and a multiple vehicle crash. But in a car versus truck, the people in the car obviously are more likely to die, and the people in the truck is about 1.5 times 1.59 times more likely to die. Now this doesn't really apply to SUVs anymore it used to but what's happened with the SUVs is that they have become manufactured more like cars meaning unitized bodies. So the SUVs today or unitized bodies are built more car like so the behave in a crash more like a car. They're not a body on frame construction, which is is the frame rails that are actually a big issue and actually don't get grossed out people but I'm gonna tell a story when I had a patient and if so the frame rail truck is built on to i being framed especially the older trucks look like I shaped piece of metal and when you hit something with that the frame would come right through the bumper. And we actually had a lady and she came in she had a she got hit in the side and her car by a truck. And the frame of the truck went through the bumper and through the passenger door and act and broke her leg but she actually had her leg was cut and you could see the I imprint of the frame rail on her thigh. So so but fortunately pickup products change some of their stuff in their their build, but so the SUVs don't have that same aggressivity because of the way that they're manufactured now, but still, you don't want to get hit by a pickup truck, you can just you can just look at and tell it as a bad deal. But if you look from 1989 to 1992 versus 2013 to 2016 that likelihood went from 132% more likely to die in a passenger car down to 28%. So it's still more likely to die if you're hit by an SUV or but nowhere near what it used to be. But unfortunately pickup trucks are still That trend is not followed the same as the last few days, it's only changed by like 1%. And we need to make progress in there. And speaking in one area of progress there, if you think about it, I

mentioned in some earlier conversations that we need to objects colliding, it comes down to the momentum, mass times velocity. But when Ford switched to the aluminum body on their trucks, they dropped 700 pounds. And that actually, from an adversity standpoint, is a very good thing. That's a very good thing for somebody who unfortunately gets hit by truck. You know, one of the thing I do want to mention is that I've mentioned earlier that pedestrian fatalities have gone way up about 46% In the last 10 years. So think about it, you're sitting in your pickup truck, and they're very high and tall, and you've take your eyes, if you were to draw a line from your eyes, to the top of the hood, to the ground, straight line. Think of all that frontal dead spot you have that you can't see anything. Kids, dogs, running frosh, in the last night, you mean the driver driver,



41:09

right? Imagine yourself sitting in the driver's seat, the big pickup truck. And we were to draw a line straight line from your eyes, right to the very top of the hood all the way to the ground. Think about that huge funnel Deadspace. Well, the manufacturers have thought about this. And you know, Volvo really started pedestrian safety, and but active safety warnings and the higher end pickup trucks they come standard with, you know, the Ford safety collision warning systems. So if you're going out to buy a pickup truck, you know, in your you're going for the lower end, but if you can afford the advanced safety option on that vehicle, you know, you may save a kid's life one day, or you may not hit somebody else or hit something you didn't see. So I think that has been tremendous. And that's going to help hopefully reverse that trend. And I think like a lot of things that come out. And safety vehicles, especially Mercedes is an example of this. The S Class always got the high end stuff. And then you'd see that trickled down to the lower end models. And we see the same thing or regular vehicles, any lock brakes, but the big safety features. And I would like to see this forward collision warning system come down. If you think about it, it will save your rear end collisions, it'll save you money. Think about how many times backup cameras have saved you from backing in and ruining your rear bumper. I have one daughter who did it twice. Without a backup camera. They're just wonderful things. So that's a wonderful option, I think consider that. But if you're looking at a truck, and thinking about trucks and safety, there's an interesting feature that I'll end this with. I like the I HS car reviews, they crash test their own cars Insurance Institute for Highway Safety. They've got multiple tests that are more real world than NHTSA is Federal Motor Vehicle Safety Standard Test. So for 2022. So these are all the big big trucks. These are all crew cabs, the Ford and the RAM, got top pick ratings. The Chevy and tundra did not get that. But what you're interesting to find is in the Ford, the Chevy as well as the RAM, that they get a yellow, which is means acceptable on lower leg injuries. And did you have any idea why you may see more lower leg injuries and pickup trucks? I don't. So what happens in pickup trucks and you can go watch the day and it's very interesting. And this has gotten a lot better than yours, but it comes from intrusion of the cabin by the front tire. So you've got this huge tire in the front. And when you get a little bit of an offset collision, that tire is driven into the floorboard, which then raises the floorboard up and breaks your ankles and your lower leg the Chevy got an orange on which is a marginal rating in the overlap funnel collision as well as the tundra did marginal and then it did for the tundra did poor in the passenger compartment on the overlap. Ram had a yellow in the side collision. And then RAM got orange on the roof which is a marginal so you know when I look at vehicles, I do look at the safety rating. It's important to think about that, you know you by choosing one vehicle over the other depending on your driving habits. You may you know save yourself or your passengers some injuries and they all can improve and be green and all

these in the Insurance Institute for Highway Safety testing these vehicles actually forces manufacturers to spend a little more money because you want to be at topic because there are people that do make decisions based upon that.

 44:46

I know people look at consumers reports they look at I IHS crash ratings. And yeah, if it comes down to two vehicles and you can't decide which one you want to buy and they both have an equivalent price, the safety thing may just push you over. I mean, say the safety matters. Let's face it, Stefan.

 45:04

And I think anybody out there looking at buying any kind of vehicle Don't you know the safety features the the new advanced safety electronic features, the collision warning, the Backup Collision Warning. Those are things you don't want to skip. And do I have time for one more story? Yes, you do. Okay, so my mother in law, she's currently 97 lives by herself. She still drives about, I guess it's probably been three years ago. She only goes to basically the grocery store to church in the walk at the mall, very limited driving, but they always takes the same way. But coming out of the neighborhoods had always always had the cross a four line but they were doing construction. So it changed your visual cues and visual memories. And kind of you know, she didn't really know how to get across what she pulled out and got got had a side collision. She got t boned on her side. She fortunately did very she did fine. Well, she needed a new car and her husband always bought the car. She never bought a car. So she asked me to buy her a sedan. She wanted a sedan that she can get in and out of and drive easily to where she needed to go. So she goes and picks up the car and then I bought her a Hyundai Elantra, and I got bright red. The color is bright red, and I've got all the safety features with it. I got all the options on it. And she's like, why did you get me a bright red car? I said because I want people to see you comment. Okay, that's offensive driving. I want them to see you. Nothing like everything else. I want a car. There's just a loud color. And she like, this car is constantly screaming at me. bells and whistles. I said that's because you're doing things that you shouldn't be doing. You're too close. So you're pulling out you're backing up. I said those are all safety warnings. She's like, Yeah, thanks. A red car that screams at me. Thank you very much.

 46:59

So as the car that screams you may just save your life.

 47:04

Exactly. So yeah. So get the safety features absolute absolute

 47:09

great advice. Great advice to find. Okay, well, that brings us to the end of Episode Five. We are grateful for all of our listeners. Thanks for listening. Thanks for commenting. Thanks for the

grateful for all of our listeners. Thanks for listening. Thanks for commenting. Thanks for the feedback we've already gotten. Keep it coming. And of course, keep



47:24

listening. So hit that like thumbs up and please subscribe.



47:27

All that good stuff. Yes. So again, that's it for this episode. We'll see you next time.