

Cars on Call - Episode 6

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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. I am Steve Schutz. And I along with my co host, Yvonne Moran, we'll be talking cars. And Stefan, before we start, I've gotten even more feedback, it's been very positive. And interestingly, a lot of the feedback in fact, most of it has been about your topics, the don't put your feet in the dash has certainly struck a chord, I guess. teaching the lesson with graphic, the graphic grossest, or whatever, I guess that works based upon

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other than like creating the picture in somebody's mind, you know, I mean, let them paint the picture. Rather, the picture of the actual picture isn't as bad as you think. But the creation your mind with your own imagination typically makes things look a lot worse than they are. Yeah, but the manicure was pretty bad. I have I do have to admit it got really trashed.

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So funny. I mean, it's, you know, just just thinking about it as making me cringe to Vaughn. But oh my gosh, I mean, this, there's such a good lesson there. And a lot of people commented positively about school bus safety, because that's such a such a topic that is so important is no, no people in our lives if you have kids that are more important than our kids. So I thought that was that was really great. And again, we got some really good feedback. And I thought it was really cool. So Stefan, I'm gonna as I just saw car yesterday, and I deliberately didn't tell you about it when we were talking yesterday, because I wanted to get your reaction. I know it's going to be a reaction, but I walked next to a Savile Row. Barbary it was a super WR x I know you know this, but it was a Subaru WR X that somehow around 15 years ago somebody a GM thought, well, we own sob and sob is kind of a sporty cool brand. Let's take a Subaru WX and, you know, then our own Subaru GM does not own Subaru, but they they took the Subaru Subaru w wr x which is a cool car and fun and youth oriented. But it's not a Saab and they turn it into a Saab.

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Now, it goes a little against the Scandinavian design and thought process and when a car should be but then again, you have Scandinavians like to rally. So I mean, you know, there's a marriage there in a way.

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Yeah, I think this people would have been a lot happier if they could have designed the engine and transmission and have some input because it was, you know, a Subaru flat four engine and it was a super transmission. And, you know, the front and rear looked like a sock because it had the grill and everything like that. But overall, it just looked like a WX it looked kind of funny. You know,

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a lot of times there's marriages between two companies doesn't always end up with an illegitimate child, rather than a progeny.

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So yeah, so we should, we should, we should blame the mailman for that one stuff. Ah, yeah, exact. So, anyway, we're going to talk Formula One, right?

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The question of the day is has f1 become NASCAR five, hot topic? I mean, f1 issue before we dive into f1 By the way, that's not a word. Oh, well, I like to make up words, you know, I'm not. Life doesn't let me pronounce words over three syllables. Because I always I can't say them. Right. But I liked the makeup words like that. You know,

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just gibberish. It is exactly three syllables.

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I know. You're right. NASCAR five. Yeah, I gotta tap it out. Yeah. I mean, I gotta explain spleen fix a heart. But two syllable words always give me a hard time. But yeah, so before we deep dive in, because once we get started on that point, you know, I'm absolutely passionate about it. I won't be able to be sidetracked once we get started. So anything else on your mind before we do the deep dive?

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Yeah. You know, we talked about the Range Rover last episode. And I had another thought about a car and I was thinking about it. Because at work, I typically work with nurses, and they're usually young nurses. So these are registered nurses, and we work all day together. And they're typically young. My my typical hours is somewhere between 25 and 32. They're female. And it struck me over the last few months that one vehicle that they seem to be excited about. I mean, they want to say it's probably three, but they're excited about the Toyota four runner. These nurses are as you knows to find nurses in a hospital are a bunch of things. They are smart, educated, accomplished, professional. I mean, these are impressive women. Exactly the kind of demographic that any car manufacturer or wants, and you would think given or especially given their age, that they would be very interested in electric cars. And so far, that's not the case. And believe me, I was tremendously surprised and am tremendously surprised that the four runner kind of is something that they they gravitate toward. And I was thinking, you know, the foreigner is like a total dinosaur. And I was thinking, what does it mean? It's like 10 years old or something, the current generation, then I looked it up. The current generation was introduced in

the 2010 model year, which makes it 12 years old. Geez, yeah, talking about the dinosaurs to find it. And then, if you look back at the fourth generation, which came out in 2002, it's the same vehicle, same wheelbase, same platform, still body on frame, same powertrain. They Yeah, of course, they've updated it, and they change the design and that kind of stuff that changed design slightly, by the way, but it's the same vehicle. And this is a car that is appealing to nurses that I work with, and it came out when they were in elementary school. That's amazing. Yeah, I

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mean, yeah, don't

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you think Stefan and I, you know, I looked at the the I went to automotive news, look at the sales figures. And it's not just by nurses that it's appealing to I mean, you know, I like it, you like it. But if you look at the at the numbers, they sold 145,000, roughly, in the United States in 2021. And just for comparison to tell us to find how popular this thing is. It is outselling all BMW cars combined in 2021. It doesn't include like CVS. Those include the SUVs, the former by itself, outsold all of Cadillac and outsold all of Volvo. They sold more for runners than Chevy Tahoes. And if you include the Tahoe plus a suburban, it, almost outsold them and outsold the Honda Pilot, and an almost equal the Ford Escape. So this is a very popular vehicle. I was listening to Doug Demuro recently, and he said, If you want to get a foreigner, in Southern California, you're going to pay 10 to \$20,000 over list price. Gonna give this as a current that is 20 years old. I mean, this is not amazing.

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That's unbelievable. And I mean, you know, I actually went for a run tonight and one of my old trauma ER nurses drove by me, and she does the neighborhood in her forearm. First of all, think about the foreigner, you know, do you really want to be buying a car that is 11 years old in terms of his design?

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I would say but stuff on the reason one thing I definitely want to hear from you and I and my answer is no. But at the same time, it seems to be a car that that old must not be safe. So I was like dying to get your take. It looks cool. They have great colors. It's a cool thing nurses like young people like it, but is it safe?

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First of all, anything that's based on 11 year old design is already outdated in terms of safety features that would that that's a fact and then, when he mentioned in the last podcast about trucks, talked about body on frame construction, in body on frame construction is not as safe a vehicle as a unitized body or a mono cocked if you want to call it that, knowing that the Toyota four runner is a body on frame construction, I can already tell you, my guess is that it behaves just like a truck, which means is going to have marginal to poor ratings in for pain intrusion for both the driver and the passenger. So you mentioned that so I mean, that's my guess is could behave like a truck. But obviously it's even worse than the new trucks because the new trucks have been designed to keep up with it, but I'm pumped. I would

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love to know the IHS. I know you don't know what I'd love to know the IHS has already because because it's it's like just this whole thing. Maybe it's safer because it's big. I don't know. But it's it's interesting that it's such a desirable vehicle.

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Yep, all right here. So here it is on the 2000 is from insurance institute for highway safety.org The 2020 Toyota four runner gets a marginal which is it goes from good acceptable marginal and poor. So that is a it gets a three out of four you want to score on small overlap front driver side that is bad. I would not buy a new vehicle that only protected me marginally as a driver. It got good on the rest of it. And then when you get into the small overlap front driver side you drill down to it. It got a poor on structure and safety cage as you can imagine, overall marginal and then acceptable and lower leg foot and same thing you get that you get that intrusion of the engine in the tire up through the floor pan and then acceptable and head and neck which is yellow, and just stroll down so yep, exactly. And law all the trucks do marginal on the seat latch seat latches for the car seat. So as expected, you're basically buying a gussied up 11 year old vehicle, and you're going to be driving a 11 year old console ruction safety technology I'm sure you can get all the bells and whistles in terms of active safety but in terms of passive structural safety, you're gonna you're by you're just buying an 11 year old car and this is really a truck it's an SUV but it is truly a truck frame with an SUV body on it.

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You talking about bells and whistles DevArt I think the bells and whistles that people want are big black wheels, a snorkel and a big a big rack at the top where you can put all kinds of stuff maybe a tent and then maybe a ladder going up the back it's it's funny, those

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are really cool jerrycan on the back if you're really quiet jerry can it's built in napalm bomb gas bomb on the back of your vehicle

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if you have a can of gas in the back of your trucks to find does that make it more safe?

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Oh well yeah we say you want to go on a you know a ball flying and Bala glory There you go put the gasket on the back of the thing.

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You see a lot of us alright, so fine, but again, it does it shocks me that this car that is so old, has a cool factor. It really is a cool factor. And I think for a lot of people it's almost as cool as a Jeep Wrangler. Maybe maybe a step below the I'm sure it's a step below the Ford Bronco. But anyway, it's just it's like this cool thing and I was thinking about it. So there you go. Anyway,

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I'll never call this nice or make this a nice segments DeBose rant I like it.

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Alright is supposed to be I don't I don't really get angry. Hardly ever but but yeah, it's you know, it's something I was thinking about it just like Damn, it's, it's amazing. These nurses are so interested. So

anyway, listen on to Formula One we got. We got to get to it. And the thought I've never I have to say I've not heard the word NASCAR five till you said it. But yeah, what is the answer the question?

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Alright, so it's gonna be a circuitous answer, but and we're gonna get through it and all the different phases. But what I basically mean by the NAT as f1 become NASCAR fight is they're going after pleasing the crowd, making it a better show, a better parade, you know. And the classic story that I tell that Jack Roush and when I was sitting in the hallway with him in a race, he's like, you know, if NASCAR had their way and they do everything possible. The last last year

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as a reminder, you know, Jack Roush, because he was your patient and took care of him when he had a plane crash, which he survived,

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which he survived it, that'd be theirs back in 2002. And that'll be a story another day. But yeah, Jack and I are friends. And I've had the privilege to go into lots of races and flying in his airplane with him. And anyway, so Jack, he's called NASCAR a benevolent dictatorship that he was proud to be part of. But NASCAR, they do everything possible to have all 43 cars or however many seats in the race, side by side on the very last lap coming down the street. That's what they want. Because it's all about the show. And you know, they talk, you know, they throw yellows and, and they keep redesigning the car in NASCAR, to make it harder for somebody to be dominant between the engine, the chassis, everything. So that's doing everything possible to make it a better show, and not letting it just be an out of control, technical exercise, if that's what I mean by NASCAR. Fine.

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I do like the word when I think about trying to make the show better, and maybe even altering reality to get that the outcome, the yellow for debris on the track. And I can't think of any other any other race series where they say, oh, there's debris on the track. And, you know, we're not talking like a TV or something. We're talking like, maybe or a hamburger wrapper.

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Exactly. Or a plastic bag. And it's been it's been the ambassador has been several outrageous moments. I'm sure there's a YouTube channel dedicated to NASCAR cautioned. But you know, everyone has had an incredible renaissance in America and around the world. You know, a lot of that you got to contribute to the Real Housewives fabricated reality drama. I'm not calling Dr to survive that. But the Dr. describe Netflix show has been Real Housewives

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of Formula One, like, yeah, probably talking about. Although I obviously I watch the show, and it's a great show. I just I honestly have never connected it with Real Housewives. That's fine. Yeah,

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it's just a little bit of reality thrown in there and some fabricated drama and then the drivers. You know, Max Verstappen did not want to participate because he says they just fabricate everything, you know, but he is a little petulant. Anyway, and I think he just, you know, I guess he doesn't want to display in true self and unreality TV

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this year. So he's a worthy reigning champions.

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We'll get to that later. Yeah, I'd say not. But you You know, at coda, which is a Circuit of the Americas in Austin, last year, they had 400,000 spectators at the Formula One race.

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I was hoping you're gonna bring that up, because when they started that race to find their trouble filling it up, and they couldn't heal

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it. Well, they got very, they very smart thing they bring in entertainers, you know, and have concerts there. And because it drives survive, you know, and over a million viewers in the US for that race as well. And we're adding a second race in Miami. That'd be the first time since 1984. You know, I looked this up that the United States will have two races, and we don't need to have an American racing. We have

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owners and team principal years and it was great. It was Watkins Glen, and then out and in Long Beach was really good. And of course, they got to Detroit, and others, but those especially Detroit was really good. But it was Long Beach and Watkins Glen, back in the 70s and 80s. Just wonderful. That was a good one to punch. But yeah, for us, it's only been one.

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So now we get to and so yeah, we gotta mention a lot. So before we get started on this year's championship, we're just one race and we got to talk about last year. And for those of you who haven't watched the show yet, last year was probably one of the most amazing years Mercedes has had an incredible seven year road dominance, of which they've won all seven championships six by Lewis in one by Nico Rosberg and Lewis line lost by one point that year to Nico. So tremendous year in the year it was going back and forth. And Verstappen was his usual aggressive self and caused a lot of controversy throughout the year and they had a big shunt at Silverstone when Lewis would not give in to max in the corner and, you know, Max flew off and hit the wall had a big crash. And then they had another crash and Max ended up on top of Lewis's car and he will, Lewiston got saved by the halo but it all came down to the last race of the year. Just NASCAR's ideal situation. And it wasn't decided on the last lap by NASCAR throwing the flag was decided on next to last lap by Michael Massey, who was the racecar

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driver interrupt you but as I recall, he made a wise and very brilliant decision.

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He made he interpreted the rules, okay. And he so basically what happens is Luffy crashed, so they brought out the red flag and they brought out the safety car. And there is a rule in the guide that tells you what you're supposed to do. And it has to do with past cars and the word says any past cars. Well, Massey decided that he would let some pass but not all pass and Max got a new set of tires and

basically it gave the race with two laps, I think two laps ago gave the race to max because he was on brand new tires and Lewis had been leading the race and huge amount of controversy and and actually this last Saturday, the the ruling body came out and changed. They said it was a human error on Massey's part that he did they call it a human error, his decision, but he was acting in good faith, but he incorrectly applied the safety car procedure. So now the rule states all instead of any so it can't and they actually fired Massey and now they actually have a team of three but one of the other big thing I have to give Massey some, you know was he was in a difficult situation because both toto Wolff is a temperamental for Mercedes and Christian Horner little petulant queen bee want to be just he drives me crazy. He's He's just the biggest whiner I've ever heard. He loves to poke the skunk. But they were calling Massey, the entire race about everything. And they've been at all all season. So now the train team principals can't call up to the steward to plead their case, which is great they shouldn't have been doing in the first place. But yeah, so that was a NASCAR finish. And, you know, NASCAR has been known to throw the finish to favor certain drivers in the past. So that's how last season ended. And I think, you know, it was almost you could call a petty moment, remember that?

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Yeah. And before we get to Richard Petty, it's probably worth pointing out that the cars that were allowed to pass and get their lap back were in between Verstappen and Lewis. So those were cars that were stepping would have had to pass in order to even get to Louis. And obviously, passing all of them and then passing Lewis Hamilton would have been probably impossible. So he thought, I'm sure in his mind, hey, we'll make this you know, mono, mono, and we won't finish on the yellow and we'll have a race to the finish. It'll be great. Without either understanding or caring that given the tire differential. Lewis Hamilton had hard old tires, and Max for step and had brand new soft tires. The tire differential was going to determine the raising I was going to hand the victory to max.

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I'm a Lewis fan, and I just think he got robbed. No, so go ahead and tell us the richard petty thing.

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No, you remember when one

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is was 200 Victor is magically had, oh, he didn't I don't think he had to have his motor inspected that day or they turned a blind eye.

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I remember well, because I remember the President was there it was, I think it's a toner. And Richard Petty won the race. It actually gave him 199. But it doesn't matter what geek out to 200. He was found after the race. And this is my recollection, he was found to have a grossly illegal engine. And they did not take the wind away, but they find him something and they said, Richard, that was, that was not okay. But he obviously wouldn't have won the race. It was a very popular victory, but he wouldn't have won the race if he had a standard engine. So yeah, it was that was not okay.

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Yeah, Jack would always comment at the restrictor plate races. He's like, Oh, yeah, they've got a special restrictor plate for that, that team, that Jack would always comment on that, because there'd always be somebody who could just fly by the rest of them. And, you know, with equalization, but yes,

that was the end of last season. So 2022 season is a huge year for Formula One, because they had massive rule changes. And so I just want to go over a couple of the rule changes because the cars look incredibly different. And to me, it's very exciting, because they all look very different. So what you've had now is, every team has had to interpret the rules, and build a car within the rules, and you get different designers doing different things. So the cars look very different, which is really exciting. So what they what they did was just like with the next generation NASCAR is, if you're ever going down the interstate, and you come up with drawn behind a semi truck, you know, you get buffeted, just your car shakes, oh, that's called dirty air in racing. So that dirty air gets on your car, and all of a sudden, you lose downforce, meaning you lose traction on the car. So the cars had been developed in Formula One to such that the air was incredibly dirty behind them. And they all designed their cars to make dirty air. So basically, you couldn't, you couldn't get up behind anybody, and has made it very difficult with hardly any passing at all. So they changed the cars to altered the downforce that now comes from the bottom of the car rather than top. So you're literally creating it. So the car is sucked to the ground by the bottom of the car, rather than the top of the car pushing it down towards the pavement to increase downforce. So that gives a lot less dirty air and an avionics and an aeroplane we call that laminar flow. So the air is smoother coming off. And you know, in cars, laminar flow means a lower CD, which means coefficient of drag, which means better gas mileage. So they've done that. The other thing is they've gone from the small tires, to big tires, 18 inch low profile tires. And if you look at them, they actually have wheel covers. On the tires, it's kind of strange to me, but the reason for that is they were using the wheel itself to create dirty air and downforce. So they got rid of that and they have the winglets over the front tires which are really don't like

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it before you leave the wheels to fun. They're 18 inch now versus 13 inches that I think was was I mean, I assume that makes a difference. I bet they look better.

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They look better yeah and the whole course and you know that brought into whole new tire strategy this race because you know, they've only had a couple testing on the new tire. So very interesting. And you know, and with the width the wheel covers, you know, the brakes are getting hotter now. So it's adding a lot of variables and all these variables especially this season means more exciting racing, which means we all describe more exciting racing is more passing because you know, you just there to me as it came in last couple of years, you just have trains of cars because it couldn't pass. So those are the big things I'll talk about some of the safety features later on. I'll get back to that but those are the big changes another big change if you look at they all have the very similar the rear wing is the same it looks kind of like a mushroom that once again is to help decrease the amount of dirty air back there so that there can be better passing that's kind of where we're at in this season in today's recording on racist today this this podcast will be out I will after the race but the very exciting race and chapeau Bobs means hats off in French to Ferrari when they pulled a one two punch was like Claire who's it's a fabulous driver not super excited about the color of the Ferrari it's you know it's a dark red I think I still think as Ferrari is that you know Ferrari red I'd rather see that bright red this is a little bit more of a call it dark classic red I thought the cars the car look fabulous.

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I was you know Stefan I was worried whenever they have significant rule changes that the teams with the most money will take advantage you know, you've got more money gets you more engineers and more designers and more time in the wind tunnel and more time at the track. So I thought oh my gosh,

this is gonna be a runaway for Mercedes and Red Bull. And yet, you know, Mercedes didn't win and Red Bull didn't even finish. So you brought up

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a very good point the ceiling that ceiling cap on how much they can spend this year. And that they started bringing that in. And I should have mentioned that that's a very good point, which levels the playing field once again. And I think that's because you know, you know, when the sky's the limit on spending, that doesn't create it fair mean, you have one team that went and says you can spend the most money. But

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yeah, when I think of the heyday of Formula One, I think of, well, there were there been a bunch of 80s. But probably my favorite one was the 80s into the 90s, when you had sent a post, Niki Lauda, a lot of these great racers that we all know. And my personal personal favorite is, is Nelson Piquet. But they really had to have two things to find. And I and I want to mention this, because I think this is kind of we're getting back and I want to get your take on it. The two things that they had back then work number one, good looking cars, they have proportion, they didn't look kind of funny, the you know, the portion on on last year's car is just kind of weird. They were physically attractive cars back then. And they had lots of passing, you know, aggressive, brave passing. It was really hate, I think for those two reasons, good looking cars and good passing. And I think that's what they were after. I think they got number one, they got better looking cars.

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Yeah, well, I think, you know, part of the lure of why the cars looked so much better back then. And I'll just, I'll just make save the intent right now is if you look back at the old cars, look at how much of the driver you can see. Okay, you can see their head, their shoulders, you can see their hands on the wheels. So you're seeing the driver, the pilot is really calm, f1 pilots, you're seeing the pilot in the vehicle. Now all you see is the top of the helmet. So now you're in f1, you're in an open car, you're seeing the shoulders and the helmet, big difference. And then the other. The other big thing that does from a design standpoint that makes the cars look very different is the cars the old cars, the drivers feet are typically ahead of the front wheels. So the car was much shorter, it didn't have this super long nose and cab kind of long nose like they have now. So that made it look much better like a truly a mid engine, rear engine car or under actually managing cars but so that changed the proportion of that where the pilot sat in the car, so he but this suit to side by side profiles, it looks a lot cooler, to have the pilots kind of sitting up closer the front wheels, but that was changed by Professor Sid Watkins will mention him a bit later on some more as we talked but said Watkins was the Paramount he was the doctor for f1, a neurosurgeon from Britain who traveled with Formula One and who has made some very fundamental life saving changes. And one in two of the things that you can contribute to Sid Watkins are pulling the driver back in the chassis. So his feet were behind the front wheels. The you know, Ronnie Peterson all those guys so many lower leg injuries, even in IRL. So Sid Watkins brought that back and then said Watkins also brought the sides of the Formula One car up to protect the drivers head and side impacts you know, they lose control going on the side barrier. He brought that so those are were those evolve valid driver's safety was said Watkins, and but for a good thing. You know,

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I'll just mention that anytime. And I'm sure you have the same reaction. Anytime I see an older Formula One car in real life. It's actually shocking. I mean, they look at this thing. Your feet are way ahead, not

way up, but your feet are ahead of the axle. And there's just no bumper or anything it just your feet out there. And this is nose cone. And these cars, which have no I mean, very little driver protection. They are going you know, 180 miles an hour, sometimes you can go off the road at a huge, huge speed. You can see why these so many drivers, regrettably nice to find it. And yeah, I'm glad you mentioned that because looking at those cars, it just makes me shudder.

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Yeah, yeah. Especially. Yeah, see what in real life and now and I have not seen a modern era, Formula One car in real life. I'd love to see one, but very different. And that's why the design has changed. As a matter of fact, the new chassis they redesigned the chassis this year, and it can absorb 45% more energy on the front and 15% more on the rear, respectively. So remember when Romain Gratia crashed horrific crash went through the barrier eating we'll see that on YouTube, absolutely frightening crash. That was last year. Yep, exactly last year and they learn from that and they've read in this car is this your car redesign. Now the power unit will separate from the chassis without exposing the fuel tank and they've also gone to a longer nose and the nose even longer this year. There's more side protection because they learned from the bears crashes. spawn 19. He's last fit driver to pet died. And the new car is also 5% heavier.

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Before we leave the garage and crash because I do want to get your I want to get a little more detail from you on that one. First of all the it was a very high speed crash into a barrier. And this is one thing I remember Stefan last year was the first year where they had the halo driver protection device and this it's this three pronged metal or I guess carbon fiber structural element that sits above the driver. And it does in a little bit of a way inhibit your ability to see the driver. But there was controversy about that, which completely stopped after the growth and crash.

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Absolutely. Yeah, the growth. So Roman gross on basically went through and Armco bear does a guardrail. And the halo basically kept the guard rail from decapitating him. Then the car caught fire in the guardrail, and he actually managed to climb out absolutely amazing. But they Oh, it was actually introduced in 2018. And it's an all FIA open cockpit series. hasn't been that long. It's three years. And but so it's actually there's only there's, you know, I've read I looked all this up, I don't know this. I'm Ed Bell. Look it up on nursery manufacturers is titanium and then the team's covered. IndyCar uses it but IndyCar added a Lexan glass. That's why if you look like they have like a windshield, so underneath the IndyCar Act is a halo. And I didn't know that until I actually wrote about this, I thought they just had Alexian, kind of like a fighter cockpit. But there was a lot of controversy that it was gonna cause vision problems. But you know, we have stereo optic vision, meaning we have two eyes, and we see in stereo, but that Halo is kind of like your nose, you can still look forward. And some of us have bigger noses and others but you don't. You can look at your nose on purpose. But when you're looking ahead, you don't see your nose. And that's the way the halo works. So the driver said, is really not an issue for them drive when it doesn't, it's not a visual problem.

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Yeah, I feel like, you know, your experience always makes you do whatever you do, and your experience at least has an impact. And I think that that Indy was much more aware of just head stop just because of the Dawn welding crash where he basically scraped along at very high speed, the barrier and then the fencing. And his head was exposed. And you know, who knows what exactly

happened? But did you see that crash? You knew that they needed more head protection? I'm not I'm actually not surprised that they put like a wind windshield in as well.

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Yeah, I remember Felipe mosta, you know, took a bolt, a piece fell off and hit him in the face. That was before the halo as well. But yeah, it's you know, it's a risky business drivers, they're putting their life on the line. Fortunately, safety and racing has made tremendous, tremendous advances and, you know, used to be in the old year that the number of deaths was just awful. There was typically almost a death every weekend or every other weekend. We haven't seen that a long time. So

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it's part of it is society. I mean, it was accepted back in the 60s and 70s or 50, you know, back in the old days.

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So they've made tremendous advances in safety and they'll continue to keep looking at Crash and crashes and how they can make things better a little bit more safety, Dan but let's let's just kind of switch a little switch it up a little bit here. In you know, whenever you get guys together and girls in anybody's in the sport, you got to ask, you know, the favorites. And I want to I want to tell you a quick story is that when I got out of medical school, I could have gone east to go to medical school, West Side to side, stay at Alabama and with their great medical school and when I got out and did my residency, and finally I'm out there practicing. And I came back to Alabama and you know, I quickly realized that, you know, when you meet patients for the first time, they want to talk to you and everything and kind of get to know you and nobody ever asked me where I went to medical school. But they

33:55

always asked me who's your team and who's your driver?

33:59

So at the Met was at Alabama, Auburn. And then who was my NASCAR driver? And yeah, so so we're going to talk about team is your team and who's your drivers.

34:09

I liked that before we move on. It used to be I lived in North Carolina in the 90s as you know that it used to be that you would see a number in the back of people's window the rear window, you would see a number and of course back then in North Carolina, Dale Earnhardt the Great, the late great they are how it was for North Carolina so everybody out to three if you wanted to make people irritated you got to 24 Which of course it's jeff gordon bow or the hated Jeff Gordon and Dale was still around art was the best so they they still have the numbers on car stuff on an f1 No in Alabama they still have the number

34:49

you don't see you don't see it. You do see it but not not like you did back in the heyday. Yeah, we still see some cars with numbers on them. But yet clearly not liked.

35:00

It was a it was a small it was a discrete number you'd put in the lower left hand side of your rear window. And it just told everyone Hey, you know, I'm okay. I love Dale Earnhardt.

35:14

All right, yeah, let's go to your questions.

35:16

Here we go. So this season, who's your team and who your drivers for this season?

35:22

I will start off by saying that. I don't really like to know, Wolf, if I don't go as far as some people who say he is evil personified. But I don't really like him. And I completely disagree with people who say the Christian Horner is a little bitch with a lot of people.

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I call them I call them a petulant queen bee wannabe or tart is a little

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nice, but if you go on the forums, and you see I mean, people, yeah, that guy he is he takes reasonable exception to very bad decisions. And so going to be honest to fun. I have always liked Christian Horner. And my team this year is Max Verstappen. And oh,

36:17

we know the only you know, you know, Christian horrors, only redeeming quality was married to a Spice Girl.

36:26

Is it's which Spice Girl

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I don't know which one yet to look it up. I just know he's married to a Spice Girl.

36:33

I know. It's not scary. Obviously posh is taken. I think kids, I think it's baby spice. Baby spice, I think okay, okay. Anyway, move on.

36:44

Alright, so my Lewis Hamilton and Mercedes is is just, I just think Lewis Hamilton is, first of all, just unbelievable driver and to see him mature into what a true champion as a steward, outside of the car. To me, it's just tremendous. The things he has done Black Lives Matters and getting other people into the sport. I just think he's a spokesperson. And I just love Lewis. And I think not only that, but when he drives if I was a racecar driver, and I had to race against somebody that I knew would be, would take every chance or was but he would never put me out of the race, like Schumacher would do. Like she mocked it multiple times or Max's lunch pass where he comes in off the line, slams on the brakes, praise it, he makes it do the corner. And if you take out he takes out this I love Louis and Mercedes and I think turtle will great. I love turtle i May I think he talks like Arnold Schwarzenegger, Austria. I love that accent. I just

37:50

I you know what I'd say is this. I admire Lewis Hamilton. And I think he's absolutely one of the all time greats. He's on my Mount Rushmore, the only negative on Lewis Hamilton who was by the way, knighted, I guess, reserved as surfer. Lewis Hamilton. The only negative and it's a slight negative is that, and it's not his fault. He has always been an absolutely top team. He started with McLaren. When they were at their best, they started to climb a little bit Mercedes, like they were going to be better. He jumped to Mercedes. That's my only negative and it's not, you can't blame the guy. He went to the best team. But compared to other the all time greats, they they didn't do that. Since you brought it up. I do want to make this point, I think it's worth I think it's worth making. While Max does take advantage of the fact that we have saved for race courses. And the penalty for pushing things too much is not nearly a use used to be the penalty of taking a chance and making a mistake with death or serious injury. Now it's not so he takes more chances. I will say this and I think it's I think it's worth saying and maybe emphasizing Stefan, if Max Verstappen had crashed into the side of Lewis Hamilton, he would have been champion right there. Yeah, he didn't do it. Yeah.

39:12

He tried. But you know, I think I'd love to. I would love to see I'd love to see. I would love to see the gravel traps come back because that kept people on the line. Unfortunately when they went in the gravel they're out but you know, they had to get rid of those because a Moto GP Moto GP and Formula One run a lot of races together and you can't have gravel traps with motorcycles. I think the gravel trap has changed the lat now that we have run off areas, yes, it's safer, but the gravel traps were safe, but with the runoff areas drivers are going off all the time. And typically the races throughout the year they have they'll tell somebody you went off the line and they have to police that but there was gravel out there and people wouldn't be doing it. So I think his driving style is also a function of the ground perhaps who's your who's your like second tier? Who would you like to see how

40:00

Have a great year. Danny Ricardo Haney boy,

40:03

he had a bad hitter up day to day.

40:05

Yeah, I saw that. But he didn't win a race last year. I think the Italian Grand Prix have to check but he won a race last year. And that was that was a popular win. He's a good guy. I like his effervescent personality. He's a nice guy. He does something that I love, and I wish more great athletes did. You know you spend your entire life if you're a top athlete, now, you spend your entire life working, and striving and achieving and sacrificing to get to the highest level in your sport, Major League Baseball, NFL, or Formula One. And you would think when you look at some of these racecar drivers, you would think they're so miserable, that the whole process was not worth it. Danny looks like he's having so much fun. He's so happy to be there. It's like he goes into into the race or practice or anything every single time he shows up. Like I sacrifice when I was a kid, and I didn't do a lot of the fun stuff. I didn't go to the prom and I didn't go on a lot of dates and I didn't do this. But it was all worth it because now I'm in Formula One. I'm so happy. I love that.

41:12

Gotta love Danny and he does the shoe he drinks you know drink champagne out of the chute and race and my upcoming driver that is his teammate on McLaren. I love Zac Brown and McLaren. Zac Brown. The team principal is Lando Norris. Lando Norris is my young driver that when Lewis finally retires on Lando Norris is going to be my driver. I just love that kid. And he has a lot like Ricky arta. Like Dan, Danny Ricardo, not quite as much the effervescent, outgoing personality, but he's close to it. And I really like him. So

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he's also happy to be there. Yeah,

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yeah. All right. So who's let's do this, who's your favorite driver

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of all time? Juan Manuel Fangio. He's from Argentina. It's always the Europeans that seem to get the best drives and, and the best cars and the best teams. And he was Argentinian. He just drove with a passion, but he kept it safe. And he was respectful of other drivers. But boy did he win. And he wanted in different cars, different eras. To me, he's, he's my absolute favorite is the greatest of all time. I'm one of those people that has trouble comparing euros. But I'd say in the old in the old days, 50s I would say Fangio in the 70s and 80s I would say Niki Lauda. Now I would say Lewis Hamilton.

42:35

Yeah, I have to agree. I think from the historical area, Juan Manuel Fangio was my grandmother's very favorite Formula One driver, my friend's grandmother, she just loved banjo. We called her that. He won five championships with four manufacturers. Unbelievable. And I forgot his overall percentage winning was just something just off the charts and he didn't drive a fairly short career, but he, I have to say Fangio is he is my historical goat. And you're right, it's hard to compare the different eras. For me, the modern era goat, for me, Fangio is my favorite historical driver, and he's the historical goat. For me, the goat of the modern era, to me is Lewis Hamilton. I just think his numbers. His numbers are just spectacular. But that's all I think Louis is but my favorite driver of the modern era who

43:26

just let me stop you right there. Yeah, one thing that you're kind of alluding to and I think I was alluding to, too, is when you say Schumacher, when you say Sena, when you say a lot of drivers that were champions who say they were great, but there's always a but there's no but Lewis Hamilton.

43:46

Exactly. Yeah, there's no but but you know, even though I say but the sun is one of my favorites for the modern year ABS by the

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way. I know I said but because he was always in a tough team. So there's a but but I mean, as far as he wasn't a jerk where you said, Oh, I wish he hadn't done that. It's something that you didn't like Schumacher crashed people and was just nasty in a lot of ways just as Cena was and even post. We can we can go down the line of drivers that just were you know, yes. But personality wise, maybe character wise. Lewis, his character is unblemished,

44:20

unblemished. I still love Santa he just go back watch his videos. He is a master in the rain and in Monaco and he be Prost and qualifying. This just slammed pressed. I mean, and and that's when you said I really felt he had this. He would develop this connection with with God while he was driving and it became a very spiritual exercise for him. But then, you know, pros taken out sun and 89 and center turned around he was mad at ballasts, Jer and f1 and took the post out 90 But I think there's one other goat that we have to mention that I gotta get. So this goat greatest of all time, the only person ever to win Formula One championship. And Moto f1 motorcycle this guy one in cars and motorcycles. Surtees, John Surtees. Let's just think about that. That is on believable. I mean, the dude could drive the wheels off anything, obviously. I mean, kind of like a j for you know,

45:17

you gotta love soda drives formula water He's like, That's not dangerous enough.

45:22

I'd be interested to go back and see which one he actually went first. I think he did. I think he wanted to cars first, but I need to go back and look at it. That's a good

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I actually don't know. I'm surprised he didn't try downhill skiing What's your next one?

45:36

Alright, so what's your very favorite track and corner

45:40

or just track or corner?

45:42

My favorite track is Silverstone but my favorite corner is a rouge at Spa claimed the life of Stefan Bella famously but it's a wonderful wonderful turn. I like that as elevation. You know you descend you ace and it's a pretty narrow track. It's an old historic track what you like silver silver stampers silver stones evolved a lot. It's either that or timber Allah, but I'm gonna go with Oh, rouge at Spa.

46:13

I gotta agree 100% that Oh, Rouge and go on YouTube listeners. And the Iseman Kimmy reichen and pass on Schumacher. Oh my gosh, just oh my god it just raises the hair on the back of your neck and but you know the unfortunately the last fatality had was the bear died at Spa but he got a double hit. That was that was a bad deal. Be outrage. Alright, so that what's your very favorite livery? So for listeners livery is that is the the logo and the color of the car on the sides. The sponsorship?

46:45

Yeah, it's related to my favorite. I say favorite. I just liked the guy. I've always liked the guy, Nelson Piquet. So, you know, he did change teams later, but early in his career he has with Brabham, and the Parmalat. Oh, yeah, blue and white parm a lot from the early 80s, Brabham designed by Gordon Murray. And the team was owned by course. Bernie Ecclestone before he took over Formula One, but that livery I thought was great. Interestingly, in 1983, which was the first year that Nelson Piquet won the championship and of course, they had the BMW engine famously, in the middle of the season, they

actually did a mirror image change. I think it's the only time it's happened in Formula One. So what was blue became white one was white became blue. Very interesting. But anyway, very simple. Very sleek, very elegant. What's your as well, so?

47:35

You want to do you know what Camelot is right? When it's manufactured milk powder. I never knew that that was cigarettes. Because back then there were so many cigarette sponsors. My favorite car is a cigarette is the McLaren Marlboro was sent his yellow helmet and at that, and I was actually known to smoke a few marbles back in the day in high school in college. I actually enjoyed marble red. But so yeah, that's my favorite livery. And by all time favorite, Larry, which is non Formula One. But McLaren did have the historic golf livery last year, and they do have golf decals on their car this year, though, they're not a full on golf livery. But

48:15

they're golf oil. So it's the golf ball. Yeah, golf, blue and golf, orange comprehension, very historic from Ford, GT 40s, in the 60s, and of course, the famous Porsche 917.

48:28

And then greatest of all time we got to them and one other thing is Murray Walker, he was the voice of Formula One. And if you go back and listen to old YouTube videos, and that's Murray Walker, he is just unbelievable. And he there several pod just, if you're any interest, when you're looking at the podcast, after hours and hours, just type in Murray Walker, and listen to his some of his interviews. He's just absolutely fabulous. He's kind of like for Alabama fans, kind of like our Eli goal is just, he was the voice for so long, and that when you heard Marie, it was a he was f1.

48:58

I'm glad you mentioned him, Stefan. And I guess this is gonna be my theme for today. But he had joy. When he showed up at a race. He was so excited to be there. He was thrilled by what was happening. Sometimes he was mesmerized sometimes he was surprised, but he was always happy and joyful. And that was that was infectious. And if you listened you couldn't help but feel joyful. Also. You enjoyed it.

49:19

Yep. And then one of my favorite YouTubers is a auntie a NTTI last name is Kal H O li but he does videos on YouTube and he does f1 videos and he's got some relevant so he puts the music and that pulls the views and is absolutely spectacular to watch his videos. He's got Cena and drivers and it will give you a a visceral connection

49:46

to f1 Wow, okay, I look for that. So cool.

49:51

Nice TV. Well, that's a wrap man. I tell you what, it was an absolute blast talking Formula One. I grew up with it and absolutely just I'm just a huge fan. I think this is going to be a super exciting season. So watch drive to survive, get a little reality. Beverly Hills wives in there. Here's be a fabulous season the technical changes in the vehicles we make for some great racing. So listen for us. We should be coming out once a week and subscribe hit like all that and we welcome your comments. And we'll join

you hopefully and some other media profiles later down the line. But have a great week, and we'll see you later.