

# Cars on Call - Episode 1

📅 Thu, 4/14 8:44PM ⌚ 47:14

## SUMMARY KEYWORDS

car, drive, electric cars, people, automotive, stephan, eevee, bmw, years, big, trauma surgeon, evs, talking, france, patients, crash, trauma surgery, world, miles, day

---



00:03

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, Stephan Moran. Discuss car topics of the day from perspective you won't find anywhere else.



00:27

Hi, and welcome to a new car podcast. My name is Steve Schutz, and I'll be your host along with my co host, Stephan Moran. We are aiming to have a different kind of car podcast. There's a lot of car podcasts out there. And we want this to be interesting and a little bit different. And I think it will be different because we're different. We're both physicians, which is a different thing. And we're physicians with a connection to the car industry. I've been writing a car column reviewing new cars since 1995, so I'm connected with the car industry.



01:05

Stephan is a trauma surgeon, and he has a lot of experience with what I would call the bad side of car enthusiasm, or being a car guy, and that is car accidents. And he knows a lot about that. We hear a lot about safety from engineers, or automotive journalists or car companies. But we never hear from the people who are actually involved, and that is a trauma surgeon or the ER nurse or whatever. Stephan has a lot of experience in this area, and has actually even done published research involving car accidents and car crashes. So he's going to talk a lot about that. But it is something that makes this car podcast unique.



01:48

This is our first attempt at being car podcasters, so we hope you'll be patient as we learn along with you. What we'd like to do is just have a conversation. We'll have a topic that we pick, or maybe more topics for each episode. We may have guests, we may not but mostly it's going to be the two of us just having a conversation. And it'll be about cars, but we're gonna bring more

into it. Again, my experience driving a lot of cars and writing about cars and Stefan's experience as a trauma surgeon will be combined, so we do hope it's gonna be interesting, and we hope you like it.

 02:22

Of course, we're always looking for feedback, because we're new at this. And we hope you enjoy this journey. So enough from me, I want to hear from from Stephan, so Stephan, if you could just kind of go through your CV, your experience, not just expertise and experience as a surgeon, but also your academic experience writing about car safety and that kind of thing. And, then also how you became a car enthusiast, and you know, when you're a kid and that kind of stuff, I've heard the story, but go ahead and, and share it with our listeners.

 02:58

Thanks, man. I'm super excited about this podcast. And this is gonna be great. You know, when I think about it, you and I have been talking cars since 1988, weekly to twice weekly, and we just get lost in conversation, talking about all aspects of the automotive, the industry, racing, safety. You've been to several meetings where I presented some of my findings. So this is really cool that we're going to actually let new people participate. And what we love to talk about, and I think we do have some great views.

 03:29

You know, one thing that you mentioned accidents and you know, people like talking about MVAs, motor vehicle accidents. But you know, if you're texting on your phone and you rear end somebody, that is not an accident, it's a crash. Okay, you crashed because you were distracted. So I like to not use the word accident because we're talking about collisions. And so how did I get into this whole car thing? And why am I just all about cars? Well, it goes back to one of my very earliest memories. And I think you know, in medicine, we call them sentinel events. And usually those are things that happen that you don't ever want to happen again. It's a bad, bad thing. But I think turning that word around that the importance of a sentinel event that made me become just absolutely enamored with everything automotive, everything about cars. And for me, my dad's American, he's a retired Air Force pilot, and my brother's a retired Air Force pilot. We actually spent time in the Air Force together, I'm back in the Air National Guard. So I've been in the military pretty much my entire life, either as a brat or them paying for school and then active duty. And then I did have a 16 year break in service and I'm back in his service now. But so dad is a pilot and he was in France, and he met my mother there. So of course, she's French. I moved over here when I was about four years old. And, you know, my mom being French, I grew up with French cars of course, like every young person isn't in France for your very first cars as additional a 2CV, you know, which is just a fabulous car. And so dad brought her over to America along with my brother and me. And so what do you think my dad did in 1965? What car is he going to buy his wife? A Mustang Fastback of course. Well, of course, what else? And what engine is he going to get?

 05:25

He's getting the V8. And she's French, so she knows how to drive a stick. So she gets a stick. It was blue with a white interior and a fastback. And I remember my brother and I being in the backseat, and to come out of our neighborhood in Charleston, she had to make a left hand turn. I just remember this. My brother and I, you know, of course, we weren't wearing seatbelts back then. And mom would come out of the neighborhood. And she'd have to jump out in traffic, and she used to wind it out. Well, you know, she winds out her V8 Mustang, and my brother and I are flying around in the backseat smacking the sides of the car. The tires are burning, and squealing and my brother and I are giggling and laughing all the time, and she'd laugh and thought it was funny. We just thought it was the greatest thing in the whole world. And then my dad being a pilot, of course, he had to have a cool car too, so he had a Sunbeam Alpine that he brought over.

 06:13

And we're in the neighborhood one day, and my brother and I are both crammed in the front seat with the dog, and our dog likes to chase other dogs. So he decided he's going to jump out of the car and chase another dog. Well, you can imagine his legs weren't moving 25 miles an hour when he hit the ground, so he yardsales it and he survived. We're frightened to death, but later it was the funniest thing ever. So that kind of triggered me. My seminal moment was riding in that car with my mom and brother.

 06:49

But when I think of a second seminal moment for me, it also has to do with France, everything automotive about France. As a kid I would go visit France and of course I would see many cars I'd never seen before. They're all small. They're all stick shift. They're all took a lot of involved driving. My grandmother, God rest her soul, was nicknamed Fangio. And we called her that because she liked to drive a little fast and she was never gonna go the speed limit. She took me out to see all kinds of cars, whatever she could find automotive she took me to, and we were coming back from museum one time, and she sees all these old Bentley's parked at by the side of a cafe. And this was probably back in about 1968 or 69. So of course she pulls over we go inside. Well, I just have a vague memory of this and the only word I remember is that they were there for the historics, and they were the Bentley boys. And they're in these monster racing cars, and my jaw just dropped. I wish I had a picture somewhere.

 07:55

Anyway, I grew up a little bit, and we go back to France. And some dear friends had an amazing car collection, and the father's daily driver back then was a Maserati Quattroporte, then we would take off from Paris going down to the Riviera to stay at their Villa, and we'd get in the car and just go. The father would be smoking his Dunhills with the windows barely cracked, and he's got his leather driving gloves, and we'd sit in the back seat absolutely silent. He'd be going full speed, well over 100 miles an hour, in the left hand lane, European style flashing his headlights and all that, and then what do I see coming up behind us but a Citroen SM, which is one of the all time I think coolest looking cars ever. So there was that, and then you know I'd see other French cars like Alpines and other cool cars that we just never saw in America.

 08:53

So for me, France is the Sentinel experience, with the added cool factor of my French mother driving the wheels off of an American Mustang with a V8, and ever since then I've been hooked on cars.

 09:03

I saw the movie Gumball rally, and I've been snake bit ever since. I saw one nasty example drive in my neighborhood when when I was living in Ohio. And that ended with me purchasing a cobra. I had an SC, and that's another topic because I it. So I've always loved cars, love racing, and love Formula One. And then after I got out of the military in 2000, I trained in trauma surgery at UAB, which is university Alabama School of Medicine in Birmingham, and they were part of what's called the CIREN program, which is a crash injury research engineering network. And what happened was, some of you may be old enough to remember when GM had saddlebag gas tanks on their pickup trucks. The gas tanks sat on the outside of the frame, so if they got hit in the side it was like a Pinto, they blew up and caught "far" or fire as we say in the south.

 10:00

So, as a result NHTSA, the National Highway Traffic Safety Administration, had a huge settlement. And with that settlement, they gave money to research centers to evaluate real world crashes to find out what happens, and to see if we could make changes in our automobiles to make them safer. Mercedes Benz helped sponsor the center in Birmingham, so I did four years of automotive research with that program when I was a trauma surgeon at UAB. And that allowed me to marry my passion for the automobile with research and taking care of patients.

 10:42

One of my attendings, she, you know, it's kind of like, you know, trauma is kind of is exciting all this and she's like, oh, yeah, I just love trauma. And I always I came in the trial, and because every patients like Christmas, it's a Christmas present. I'm like, whoo, man, that's, that's kind of rough, you know, to call a trauma patient, a Christmas present, she goes, No, no, think about it, she goes, you're given the opportunity to put somebody back together, to give them their life back. And she said, that is a privilege. But everybody breaks differently. Ever, you have to fix everybody differently. So in essence, it's a present, but you're giving them the present of life back. So we even though we call it a Christmas present, she did. It's it sounds bad. But it's really what so is super exciting for me that the automotive research, always taught the EMS people and the helicopter pilots tell me about the crash. I'm trying to reconstruct the event of the crash to figure out how my patient broke as I like to peek on the inside of presents pulled paper back Christmas morning, see what it is, and try to find out what's in the present.

 11:56

So that was fascinating. I did that, throughout my trauma career, always having a plan in mind, because trauma is creating order out of chaos. And that's what we do with our patients because it's complete chaos when they their injuries and trying to figure it all out. Understanding a motor vehicle, crash or collision, the energy dissipation, how a individual in a car reacts to the seatbelt to the airbags, A pillar or B pillar, you put all that together. And I can tell you, within a close proximity, what patients are going to have when they come to me.

 12:34

I did that for 16 years and then got burned out, doing trauma surgery, so I went back into the military and joined the Air National Guard as a flight doc and am having a great time. And now I work a little bit, seeing some hospital patients, but I also fly airplanes with the Guard and am having a great time. And that's kind of my story. And then you and I talk cars once a week, and we've done some cool car things and this is I think gonna be the coolest thing that we've ever done is talking about car so I mean, that's a lot about me. I know your story, but I want to hear it again.

 13:06

Yeah, well, thanks, Stephan. Yeah, it's it's been great talking cars, all kinds of car topics over the years. And I know you've got some trauma surgery anecdotes and lessons that involve cars, which we'll hear, and they're amazing.

 13:24

My background is that I'm a gastroenterologist, which is not nearly as cool as being a surgeon. But I've been writing about cars, like I said, a monthly column reviewing cars that I kind of fell into in Texas in 1995. So that's been that's been great. As you know, Stefan, I've had all kinds of press cars, including famously a Pontiac Aztek. So we went skiing together, and when I showed up with my Aztek press car you were you were horrified. Is that horrified? Is that Is that accurate?

 13:54

Nauseous as well. At least you weren't cooking the meth in the back of it like Cranston in Breaking Bad, but that car, I mean, yeah, after all these years. I hear about you driving all these cool cars. Oh, yeah. I had a Mercedes and I had a Porsche, and then you show up with a frickin Aztec. I mean, come on fucking Hell!

 14:25

Yeah, that was not my best press car of all time. Anyway, so I've been writing that column since the 90s. And I really enjoy it. I've certainly learned a lot about the industry just through that entree.



14:39

I've always been into cars. In fact, the first picture that I have of myself, I'm maybe one year old, and I'm sitting in a highchair and I've got a car in one hand. My dad would drive me around when I was a kid, 5 6 7 8 years old, and I could identify every single car, make model and year. I think it's kind of funny that now I really can't. There's been so much homogenization that now every every car is like a crossover SUV and a Hyundai looks like a Toyota looks like an Audi looks like a Mercedes. It's kind of a weird thing.



15:25

You know, I don't even find myself car spotting anymore. I used to always look at cars and say, Oh, what's this? What's that? It's like, you're right. It's just, it is just a vanilla world of cars out there. Every now and you'll see something cool. But yeah, they're all cookie cutter, SUVs crossovers. And they're all silver.



15:46

Yeah, you know, people used to have, you know, these, you know, families would have Fords. So that it'd be I'd have a galaxy and a Mustang. You know, like your family. Ours was never a Ford family, it was kind of a Plymouth family. It's not that way anymore. And of course, back then a Plymouth looked different from a Dodge looked different from a Cadillac looked different from a Mercury. So it really was a different world. And you could identify cars pretty easily. There were fewer manufacturers and the ones that they had were very distinct. But I was totally into cars back then.



16:19

Two moments that really stand out for me. One is really interesting, just because I was really young. And also because it's a window into the 19. I guess this would have been this must be in the late 60s, early 70s. And my siblings and I went to day camp. And the day camp told the parents, hey, you should send your kids to our day camp because you don't have to drive them there. And imagine this today, they told the counselors on your way to work you have to pick up three kids and bring them to the camp. And these are counselors that are 16-17 years old. You could never do that now, but they did it back then.



17:01

There was a young woman that was a counselor and she stands out totally. First of all she was she was very pretty, so that was a big plus. She was probably 16 years old, maybe 17. And she had a GTO. It was the one of the before they downsized it so probably 67. And it was a red GTO with a stick shift. And this girl would show up and pick me up and I just was so happy. I thought it was so cool. A V8 and a four speed and she would listen to you know, whatever the contemporary music was, I loved it.



17:37

I'll bet it was an eight track!



17:38

Yeah, it probably was an eight track. So that was really cool. That made an impact on me.



17:45

Yeah, young boy getting into a cool car with a pretty girl. You probably wanted to go to camp seven days a week. Not just five days a week.



17:56

Yup, a cute girl who could drive a stick shift. Yes please!



17:57

And then a moment that really changed me would have been when I was probably 10 years old. I was very familiar with American cars, and what I didn't like about them was generally a cushy ride. My parents had American cars, it was very cushy ride. They were just big kind of cruisers. I was walking home, and this man I knew kind of vaguely I guess he knew my parents and he knew me. But I was walking home and he stopped and said, Hey, do you want a ride? I said, Yeah, sure.



18:06

Did he offer you candy too?



18:32

No it was completely legit. He said, Hey, I know your parents. I'll give you a ride. He knew my name. He said Hey, Steve. Okay, good. So no candy. But anyway, he had a BMW 530i, which was rare. And especially back then everybody who had money and were successful, Lincoln's and Cadillacs were really what you had. And that's really all I thought was available. And all of a sudden this guy picks me up in a manual transmission 530i.




19:06

And this was a new type of automotive luxury, that I really connected with. It handled, it braked, it had a manual transmission, it was not big and floaty, and I thought, Okay, that's a

really cool car, it opened my eyes. Since then I've always been connected with BMW as I've got an E92 M3 now and I'll probably keep that forever. So that BMW made an impact on me, and I realized that's what I wanted. I wanted to have cars that handled, that were responsive, and had a manual transmission, and I didn't want these big floaty things and, that's kind of you know where I am even today. I know you are too. So I guess that's kind of us. I mean, anything else we should we should say before we move on to our topic of today, which is electric cars.

 19:50

And I think part of is you were hit by the European bug with that BMW and that brought up memory for me. I remember being in seventh grade and a teacher showed up in a BMW 2002, and all the all the guys who were driving the Camaros and Mustangs didn't get it. You know, that's, that's ridiculous bows haven't been to France, I'm like guys are thinking to myself, that cars, a lot of fun to ride in. And because you don't need big powerful to have fun in a car, you know, small cars like that, wind them out, you can drive closer to their ability, way more fun than in big American Muscle cars to time.

 20:34

But I forgot about that reminded me that BMW story now. But I think this conversation we're having now is what you and I have done since 1988. And we're, I think we met through, we didn't tell us for whom we met, we were both interns at Wright Patterson Air Force Base, in the big orientation there. And I mean, we just introduced ourselves, and I think within 30 seconds, we both knew that we liked cars and tennis because back then tennis was huge. Back then. The era of Borg and McEnroe, Connors had kind of faded out by them. But so we and here we are today in the same conversations weekly. Yeah, well,

 21:15

I will point out one thing, and it does relate to our first conversation. But you know, everybody likes going to cocktail parties and dinner parties. And as you know, Stephan, if you're a car guy, and people know you're a car guy, people like talking about cars, and cars come up and people have a car conversation. One thing I've learned is that when I'm talking to someone who's not really into cars, which is vast majority of people, I know I've got about five minutes, and they'll talk cars for five minutes. And then they're like, I don't want to talk about cars anymore. And they told you all about their Tesla. And find out always, yeah, Tesla people definitely drop that in. So you know, people want to talk cars for five minutes. But after five minutes, if you're not really a car guy. That's it, people kind of move on to something else. And I found out with you with our first conversation, that you were ready to go for a lot more than five minutes, just like I was like, Okay, this is cool.

 22:20

And then for me, there's a lot of car guys, but then you also have an interest in f1. And for me, it's just, that's the next spectrum of crazy car people as being an f1 enthusiast and don't always find a lot of people to talk about that. But love f1 And we won't talk about last season.



But



22:38

yeah, one of the best seasons ever, you know? Right ended in controversy. But you know, we talked about this, but when is the last time you had a Formula One season where people were talking about it all the way through the season? And then people were arguing about it at the end? I can't remember the last time that happened. Trust and center, probably frozen Santa. Yeah,



23:02

I think that's it. That's like 30 years ago. I know. I know, way too long ago. Well, May 2 1994. Sent a loss of life.



23:12

Oh my gosh, yes. Oh, horrible. Well, let's segue to electric cars. And I guess speaking about the cocktail party circuit or dinner parties, boy, do people like talking about electric cars and electric car fanatics and electric car fans. And, you know, I like to think that, first of all, not an electric car fan, but I like to think I'm reasonable and open. And electric cars are one area where I feel like the world is going in one direction. And I feel like you guys, I don't know about this. For the record. I'm not stupid, I understand that there is a point be out there where we're gonna go. And that is we'll have autonomous vehicles, they will be completely electric. And they again will drive themselves. And the electrical battery, the electrical power system will be powered by something sustainable the tides, or solar or wind or some combination or something that we haven't even thought of. That's where we're going to be, but I think getting there is going to be kind of Rocky. Another thing to say that I'm not anti electric cars is I wrote about and reviewed a Tesla Model three a couple years ago, it was the performance version. It was very fast. At that time, I had a 2018 BMW M three, which is a very fast car, the Tesla Model three, the performance version was faster. Obviously handled pretty well. It's pretty heavy car. But it was it was very impressive. A couple things just to point out that struck me. I really liked the idea that the software is updated over the year. That's something that Tesla brought Other manufacturers are kind of getting into. And that's a very good thing. And then there's something that other manufacturers are not doing yet. But oh my gosh, it's so fundamental. And Tesla does that. You can open your car, get in and get going using your phone, well, why don't we have to carry around a stupid key in our pocket or a fob in our pocket, it seems logical to just be able to walk up to your Chevy or Ford, open it using your phone and drive it away. So that's something that Tesla does, it's a very good thing. And again, it's fast it handles well, I thought the car was really amazing to drive. The thing that makes me skittish about electric cars, at least as far as adoption goes is the infrastructure is not there. A lot of people aren't ready yet just because of range, anxiety. And other concerns. When I think about why people are not really adopting electric cars, yet it comes down to not just range anxiety, which, again, a Tesla goes 300, maybe 400 miles, ideally, on a charge. And that's really fantastic. But we all know that in extremes of temperature of cold or hot, it's not like it is the range you have in California is not going to be the same as if you're in North Dakota, and it's minus 10 degrees, it's going to be much less. So that's a problem. And then battery degradation over time is

something make people concern, they have this very expensive battery pack, what's going to happen to it. So those are legitimate concerns that the same time that people have concerns and they're skittish about it. We're talking about through government regulations, by 2030. Manufacturers are going to have to be manufacturing and producing and selling majority of their cars 60 70% just to make these regulations. They have to be plugging battery electric vehicles. And so far, even though the enthusiasts are saying this is happening, it's all coming. As I like to say stuff and the dogs aren't eating the dog food. We went from a market share in 2019 of about 2% to 2020. About 2% 2021 About 3% Those are not big numbers. I know that people keep talking about hey, we have a Ford lightning pickup truck coming and that's got 200,000 pre orders again, refundable. I just the dogs aren't eating the dog was defined. I just because of a lot of the challenges. That's where I think we are so so what do you



27:35

think? I think EVs are a first world problem. Their first world issue, meaning that EVs are great for the rich. They're not great for people in borderline poverty. I mean, first of all, they're out and build afford to cars. They can't afford a new car. They drive beaters anyway, older cars is all they can afford to keep them on barely keeping on road, it's a big deal to put a new tire for, you know somebody at the lower income bracket on a car, they buy used cars, you think they can afford to put a charging station in there double wide and roll Alabama and ain't happening. You know, look at all the gas stations that you drive by. Imagine every one of those converted to an electric hookup everybody spending 1015 minutes to get recharged. I think the infrastructure doesn't support it, I think. But I think it brings me back to the point that you always make is people talk about wanting a car. You say a car is a tool. Okay? You know if you're rich and wealthy and your environment is where you dock drive, typically five to 30 miles a day, maybe 40 miles a day. Yeah, you can have electric cars great for you. I live out in rural Alabama. I drive 22 miles to McDonald's. I don't eat there. But that's you know how far and McDonald's is for me. So is Evie, a realistic vehicle for me where I live currently in America. Now. Not really. I can afford it. But the idea of getting somewhere and then having to recharge it just doesn't work for me. And I think if I lived West Coast City, I can see there are places where it'd be fabulous to have an Eevee where my world was within 2030, maybe 50 miles. That was my world. But outside of that I don't. I don't want to be jockeying for a Eevee hookup to get my car charged. I don't want to go visit some friend who doesn't have an Eevee charging station in his garage, charge my car and move your car out. Let me move my car and I think they're coming but I think we're leaving out. The rest of 90% of America can't afford an Eevee when they get one and in one day there will be more EVs and internal combustion ICS cards but I don't see it coming as fast as a politician's would like to make it all fine and great but kind of roll out Alabama. I just don't see it. We see hybrid. Yeah, I think I think a hybrid is more realistic where I live, but Currie V, we see him on occasion but the whole idea of autonomous driving, I think that's, I still think that's a pipe dream. In the near future, man. 20 years, 25 years. Highways. Yeah, but I mean, I'll look at my road. There's no autonomous driving and my county, this isn't your vehicles not going to do it. The lines aren't on the road aren't reflectors on the line on the road. So people I think that think about this, Evie, live in their microcosm of where they are in terms of infrastructure. But when you look at the rest of the world department buildings, I got to live in apartment all through medical school residency. Imagine if every car in that Lot had to have a hookup in an apartment building. Parking Lot is not me. So I think what I think electric vehicles, I mean, I think they're, they'll have their place, and they'll come up. And if I lived in the right place, I wouldn't mind having one because I don't like going

to the gas station. That's the first thing any test loaner will tell you. What's the greatest thing about this car? Not having to go to gas station. But I think is a first order world problem right now an issue that is not ready for primetime?

 31:12

Yeah, yeah, it's it's face it everybody I know. Who has a Lexus. And again, we're physicians. So we're not, you know, sort of normal person. But everyone I know, with electric car has another car in their in their garage. And, you know, it's

 31:27

I'm sorry, honey, I forgot to plug that Tesla in. Don't worry. Don't worry.

 31:31

I'll take the I'll take the Lexus. Yes. Take

 31:34

the Lexus. Yeah, no problem. Yeah.

 31:38

Right. And that's, that's what I mean, if the average income and your household income, I think is \$54,000 a year, and you're driving, you know, Toyota Corolla, and your, your wife has 125,000 miles on it. Yeah, and you got a 10 year old Highlander as your second car, the idea that you're just going to integrate electric car is going to be very difficult. And, you know, when I think about that, I think about my concern, ultimately, and this is a concern, it's probably, that I think may come to pass in five or 10 years, is that you have manufacturers, you're going to be pumping out these electric cars, I'm going full battery, electric vehicles. And you're not, you're just going to have a lot of people that for whatever reason, say I'm not ready for this. And they're going to hold on to their car. So someone you know, has an F 150. And they plan on getting another F 150 In five years, or let's say 10 years from now. But there there are no more internal combustion engine F 150s. And of course, Ford and everyone will say you'll just get the lightning you know, it's electric, it has the same range as what you what you have in your in your internal combustion engine. f150 This person is going to say, Now, I think I hold on to it. Well, as you know, Stefan, you have an f150 they go forever you can have, there's no reason to get no real reason to get rid of an F 150. In five years, you can keep it for 1015 20 years, how many minds

 33:04

finally broke in? Yeah, my broken I got down on all four corners. It's finally a real truck. It's 10

years old. 100 It's a real truck. It's got you know, it's got stuff piled up on the dash, you know, it's a truck, you know, but you're right on not trading that thing. Right. But you know, you mentioned you mentioned all this, the, but from my standpoint, automotive safety standpoint, the implications of EVs over, I see internal combustion engine vehicles. You remember back in the 2000s, people really were worried and concerned about aggressivity. And that's the term we use. When you have two cars, two cars collide two vehicles collide. Corolla versus an 18 Wheeler. So basically, it is Newton's laws, momentum equals mass times velocity and you're going from whatever speed you're to zero when you hit somebody else, or you bounce off. But you know what, someone dodge first came out that their Ram trucks before like, that's a really aggressive front end, and we started looking at aggressive aggressivity in the impact on occupants. And yeah, the last thing you want to get hit by is at 350 and f t 50. In your a Toyota Corolla. I mean, that's just a bad deal. Right? But if you look at an Eevee let's say you take your standard Evie weighs 20% More than its counterpart. So the Volvo XC XC 40. Their electric version is 1000 pounds more than their internal combustion engine version, that's 20%. So if you're in the gas, when you get hit by electric head on and you're both doing 30 miles an hour, he's got 20% more momentum than you do mass times velocity. That means you are going to absorb 20% more injury, because it's an electric vehicle. I mean, 20% more energy that you have to dissipate in that collision. And you take you take the lightning, it weighs 1600 pounds more. And then the name of electric vehicles is you know, is pedestrian fatalities and injuries are just skyrocketing as well because they don't make noise. You know, you don't hear them coming in they had that had that now noisemakers terms of pedestrians. But SUV as well that's a whole nother topic suvs have also changed large increase for pedestrian deaths and because it's paired as cyclists, pedestrians, motorcyclists, and bicyclists is called a pet of cyclists that category people, those are up like 40%. So these are implications that



35:40

let me stop you there when you say, When are you saying fatalities due to them? Is it what exactly is up 40% 40%



35:45

of pedestrian fatalities are up like over 40% last couple of years. They're just they've skyrocketed.



35:52

You think that's because more of the adversity? What's the word of?



35:58

Yeah, a aggressivity is hard. So what a lot of it has it is multifactorial, but clearly one of the major factors driving this is because it's multifactorial, major size. There's driver distraction, texting phones, cars, and then the shape of vehicles have changed. So now, if you're a pedestrian, you're not getting hit by a Corolla by a Crown Vic in New York City, Checker Cab, you're going to get hit by a crossover SUV that has a very high frontal area. It's like hitting a

four foot wall, instead of getting your knees clipped out by two foot wall. So you know, old days you got hit by a car, you'd roll up across the hood, across the windshield, maybe over the back bounce off. Now you get hit by a crossover SUV. You're hitting a full frontal impact, and then you're going you're going from zero to 30 miles an hour in the opposite direction instantaneously. That's a change in velocity. So lots of things going on in now you got SUVs that weighed 20% More, and you can't hear him cuz you can hear him. Yeah. I mean, you know, you're going you know, here in rural Alabama, I mean, you know, you hear that you, you can hear a Mustang common. You hear any sports car coming. But in evey, you're going to only thing you're going to be hearing is the wind noise, the wind on the vehicle and the tire noise. That's it. And I mean that they're silent. And I've been in cities, you know, and then all jaywalking on occasion and electric buses, the same thing, you don't really hear them. So anyway, so that's kind of a side on something that it'd be interesting to see if the researchers addressed this topic. And I know the Europeans that have the Europeans have very different standard, and they look more pedestrian safety than the US does. And they're looking at airbags on the front of cars to help pedestrians and things like that. But I think it's definitely an issue that need is going to have to be addressed in the future.



37:56

Yeah, it's it is something that the Europeans are ahead of us on. And I certainly applaud them for it. My more recent, M three 2018. When I compare it to my older one, there was almost no space between the top of the engine and the bottom of the hood. And in my newer one, it seemed like there was six inches. And I think it's supposedly that's because of pedestrian safety. And the idea is that if you hit a pedestrian, he's gonna land on the on the hood, the hood will deform and protect that person. give kind of a cushion.



38:30

Exactly. Yep. You know, so all crashes, whether you're a pedestrian or in a vehicle, it's all about this dissipation of energy, and the length of time and call it the delta V, the change in law. So how long that you have to go from zero to 30? If you're a pedestrian? Or if you're in the car, how long do you have to go from fear to tree? How long does it take the car to crush the restraint for you to go from 30 to zero. And that change in velocity, that reversal of momentum. That time that you have in that crash impulse determines your survivability and the injuries that you get? Well, it's



39:09

the whole the whole topic of electrification is interesting. And I certainly appreciate what you're saying there as defined because when people think about electric vehicles, and they get excited about it, no one thinks about the fact that because they're heavier, they have more momentum, that has real implications for safety, not just pedestrians. But if you had a smaller car and you're writing, your example of the two XC 40 is coming together, one way is 20%. More, that makes a big difference. It's something that most people don't think, honestly, I haven't thought about it either. So it's just it's just one of those things, but we'll see. It's there's a lot of a lot of changes that are coming. I'm not sure policymakers or others have really thought through these changes, and it's going to be a very interesting five to 10 years. We'll

see so Alright, moving on. On, we're kind of getting toward the end. And I'll give you a chance if you'd like to share an anecdote or something from your, from your memory files. Do you have anything? Or do you think we want to wrap it up? Or you got another story?



40:15

You got a week? How many chapters you have? You got five minutes if you have five minutes. Oh, my God, I got to talk fast. Right, fine. So this for those of you if you're a little bit squeamish, I'll you know, and you worry, though, the word B L O D bothers you blood. Just try not division too much. But for those of you that have more interest in would like to see the written version of this story. You can go you can type in the truth about cars and toes. And this article will remember this



40:45

one, or this one. So there's a lesson here.



40:50

There's a lesson here. This is an Bertell Schmidt, who ran the truth about cars. He caught a lot of grief for putting in this era. But a lot of people like to this is a little bit of a squeamish story, but it's it's a great story. So let's just call them I'll change the name from the story of this column, Bob and Karen. So Bob and Karen are writing in their car and it's a brand new SUV. He's actually he's really proud of this thing is actually was a PT Cruiser, but at the time, we thought it was common SUV. He just gotten this thing and he obviously was paying more attention to the vehicle than to his wife, Reno, mistake number one. And then Karen got a pedicure. And Karen was not happy with the lack of attention that she was getting. And she put her feet up on the dash on his new dash. Bob was not happy at all about Karen having her feet up on his dash. So they get into an argument about her getting her feet off of his new dash. And she's like, Yeah, but I checked out my pedicure. He just would have said Honey, that's a lovely pedicure. She would have put her foot down but he was clearly more worried about his car than her pedicure. So the great error on his part. So he's distracted, you know, calm this is not an accident that happened. This is a crash and why did he crash? Because he was distracted. So he blows through takes the left hand turn blows through an intersection in got struck in the right rear front. By oncoming vehicles, he crossed traffic that put the cruiser into a spin and it rolled. Well, Karen's feet were on the dash in with a funnel passenger airbag airbag deployed, so the airbag deployed it pushed her foot through the windshield. And as the car ran across the pavement on its roof, her foot drags across the pavement. Fortunately, she was the only injury and her foot was the only thing that she injured she was extremely fortunate. This is a rollover, about a 35 mile per hour drag hit right front corner. The other vehicle past airbags deployed no injuries in that vehicle. Both cars were of course totaled. So Karen comes into the ER and of course AMS comes in a little baggie and they got her today doc you know we got her toes if you want to her toes back off. Yeah, thank you. I'm like they're covered and asphalt and the pedicure look did not look very good anymore. I must admit, I was kind of chipped. But unfortunately her foot had been dragged across the pavement bad enough that we actually had to do was call a four foot amputation and remove all of her the leftover Tito's and amputate her foot at the mid portion. She and her husband and I we talked that they everybody got over the

argument about the pedicure, but you always find that it's a good thing to have a little humor in medicine and a lot of times in nurses like looking like oh please Dr. Moran just didn't keep your mouth shut. Don't say anything. They see that little twinkle in mine and know something's coming that may not be so appropriate. And so we'll miss Karen, you know, I got some good news for you. And I got some bad news for you guys. Let's start with the bad news that Well, I couldn't save your other Tito's I had to take them off. So we had to do forfeit amputation. She was alright, so what's the good news? I said, Well, you're gonna get half off at your next pedicure fee initially looked at me and scalp and she laughed. I said Yeah, but you know, and all he had to say on your tippy toes again, you know, I mean. So I always find humor helps everybody. These are tragic situations, but you got to move forward with your life. You can't keep Elinchrom rearview mirror what happened and she walked out of there on crutches but great story, but you know, my wife brought the point she goes, you know, there's another story about somebody who had their feet up on the dash and do you know this story? I didn't know that she told me about it. Now I just know that wants to find. Okay, so Madison Cawthorn. Does that name ring a bell? No. I wouldn't say distinguished but he is a congressman from North Carolina. Oh, and he was A guy who said he would got into the academy blah, blah, blah, you know, distortion of reality but he was riding in an x ray with his friend and they were coming back from I can't remember what they're coming back from. But he put his feet up on the dash. And the driver fell asleep and they apparently had a tree airbag deployed. Well, Mr. Cawthorne ended up with a partial cord injury. Yeah, so he had a bad outcome. So you know, those are the only I'm sure there's plenty of other instances but you know, the moral of the story is, is that airbag is to protect you. And they are violent. They're violent devices when they explode, but they do their job. But don't put your feet up on the



45:44

dash. Or put your feet up on the dash absolutely don't



45:46

hang them out the window either which we see a lot in the south you see people driving their Jeep with their leg hanging outside that's just not a good thing.



45:53

I was just thinking of that because people do you see him driving and they they can't have the foot on the inside they got to put it on the outside and whatever that like foot rest and they put it outside the car.



46:04

I've taken care of plenty one arm bandits guys that had their arms hanging out, looking cool and a pickup truck arm hanging out. Well, that doesn't. That doesn't end well typically in a crash



46:11

either. Now the drummer from Def Leppard There we



46:15

go, stories can go on and on.



46:17

All right, well, listen, we we're out of time. So let me just bring this to a close. But for our listeners, we appreciate your attention and your interest. We hope we can continue to bring you something that is different. It's a car podcast, we're current Theseus, we're car nuts. But this is kind of a different type of conversation. So anyway, join us next time and we are going to discuss a different topic but it'll be Stefan and me. And we hope you enjoy it. Comment, give us thumbs up subscribe, all that good stuff. And again, thank you for listening,



46:54

guys, as always, man, enjoy it.