

# Cars on Call - Episode 9

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## SUMMARY KEYWORDS

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



00:27

All right, well, let's get started to find and welcome to cars on call. I'm Steve Schutz. And I along with my co host to find Moran. We'll be talking cars. We got some good topics today to find I'm excited. But before we get there, let us revisit our favorite sunken car transport ship with the stripper name the Felicity ace. And I know you saw this defined but they finally they didn't announce it or they didn't. They didn't release the manifest but Top Gear. Found it and there's some interesting cars on there.



01:02

Yeah, I looked at it, you know, laugh dance, last dance for love. Yes. It's my last chance for romance tonight. Felicity went down. Yeah, look at that.



01:11

Do you just come up with that?



01:12

Now? That's Donna Summers, I actually read that. I was trying to guess I tried to get the music to play. But you know, I've got too much gray hair. I need a media consultant to want to get that song to play, but I couldn't do it. Yeah, I looked at that you sent me the thing on Jalopnik.

And, yeah, there's all that new stuff. But I think the interesting stuff we got to just breeze over is old stuff that was on there. Yeah. I mean, come on. A \$5,000 2014. Kia Soul. I mean, what is that about?



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Yeah, there were there were two there was the Kia Soul. And then there was a 2018 Nissan Versa note and my take on that was those probably belong to the crew?



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And oh, yeah, good point. Yes.



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22 guys out there, they probably go back and forth. And instead of renting a car when they get to the United States, if they want to go to the crew dive bar, they



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can they do that? Can they just drive off the ship? And, and I mean, I don't know, candy, I guess you can do that. Well, you would



02:09

I can't do that. But if you're on the crew, you know, you know, the dudes that are unloading the, you know, everyone on the on the dock. Yeah. And I'm sure they let you go through and say, hey, you know, come back, you know, come back in a couple hours. Bring you back some black label or something, you know, as



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I saw that 2007 BMW 750. Why? I mean, that car would just be a nightmare to keep to keep up and surely you could find one in the United States. That was Pitman treated nice. Right? That was a strange one.



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Yeah. The 2015 Mustang. I guess it was random stuff.



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12. tractors. Yeah.

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So the 15 event doors are worth something. I mean, it just to refresh everyone's memory. There are 189 Bentley's, about 1100 Porsches, a lot of Audi's a lot of Volkswagens, but 85, Lambos, and 15. Were the last event indoors and, and Lamborghini said they're going to make some more, they're going to make the 15th. And you know, you if you make your last cars in a factory, you know, you start pulling the tooling out to get the factory ready for the next model. Your your workers go on vacation. So it is not easy to just restart the factory and Lamborghini said we're going to make the 15. But they said they made a point of saying

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with great effort. Yeah, good for them. I mean, yeah. And they showed us trusting pricey too. Yeah. They sell those at a good price.

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Yeah. 300,000 I think three probably three to \$400,000. And stuff on my favorite one before we move on is the late 90s. Late Late 90s. Honda Prelude si r Have you ever heard of that?

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Never heard of it. I have no idea what that even is?

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Obviously not for sale United States. And a little interesting note that I read was it was uninsured. If you know I kind of know how this happens, you know you. You want to ship something over and you got 30 days from the time you buy it. And it's insured, it's considered insured for 30 days. But when you buy something, it sits on the dock for a while it doesn't like roll right on to the ship and leave. So I bet you the guy bodies like Alan shore when it gets here, no big deal. And then it was more than 30 days and it's out in that you know it's 36 days or something after he bought it. It's sitting out on off the coast of Portugal and then it sinks and it's certainly a rare car. It's probably you know, if it's low miles, it's probably 50 to \$100,000 and it was lost and gone another I didn't know there was a prelude si R

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Yep, I didn't either.



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Anyway, and one more book housekeeping thing because because I was thinking about this you know, we were talking about Lexus and detail and, and you and I both agree that relentless pursuit of perfection is a good slogan. The new one is experience amazing and if you think about it So, yeah, UX edX, GX LX RX es I drove in the US.

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Certainly the money show me show me the amazing what's I mean? Yeah,

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if they mean they're reliable, they have good resale value. They're quiet, but they're not amazing.

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Now they're boring. They're great, fabulous cars, but they're overall just they're so good. They're boring. They've lost character.

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Yeah, it's I mean, come up with a different slogan, at least that actually matches you know, they're refined and quiet and they're obviously good quality. But yeah, they're not amazing. So, hey, some car spotting and I was so excited. I'm like, I cannot wait to talk about this car. This was a thrill. Stefon this was a I saw I parked outside of a park selling there by walking their dog. This is like a it was a 1977 or 1978. burnt orange Volkswagen Dasher station wagon.

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Oh my gosh. Yeah, that's That's amazing. It's even still on the road.

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It was in great shape. There was no rust.

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That's fabulous. Yeah, there were they you know, they put salt on your roads out there. And

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now we don't have much salt on the roads. And that's the advantage we reach dry and melts quickly. So we typically don't salt the roads. But I would bet this guy puts that car away in the winter because yeah, it certainly would be susceptible to to rust. You know, the dasher was the you know, what was the facade in Europe, but they call it a dash or here. And then it just had poor quality. It was a crappy car. didn't sell all that well. And then they renamed it, you know, the facade in Europe. They renamed in the 80s the quantum and remember the quantum? Now I don't remember that one. That was like this boxy kind of ad style. The Dasher looked very 70s and then yeah, it looked kind of ungainly. It was sharp angles and just kind of a very mediocre car. And then in the 90s they relaunched the car here in the US in it was the facade and it's been a success ever ever since it'll be you know, killed off by the rise of the SUV but at least it's a decent car. But yeah, the dasher Stefan,



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I heard a car before I saw it. We're in visiting my parents in Annapolis and we're coming back from a concert and the weather was pretty lousy rain and I just heard this nasty, nasty growl coming up behind them and now in my bullet. My bullet has an amazing sound when put in track mode, but I wouldn't call it totally nasty, but this sounds nasty. And it was a Dodge Durango SRT Hellcat. So I looked at I mean, I've seen you know, I didn't know that they actually made the Hellcat in that version. But it was the other neither. It was raunchy, loud. So I looked it up and actually so few things about the Dodge Durango Hellcat. So if you're listening this SUV that they put in their monster motor, 710 horsepower, 640 45 pounds of foot torque, base price 80k 80,000 for a Dodge Durango SUV. I'm not thinking I'm not feeling that. But anyway, that actually has an they called the enhanced exhaust system amplifies the thunder. So they're doing something and that's why it was nasty sounded



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emphasis on thunder. Thunder. Yeah, that is a thunderous engine



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and zero to 63.6 and one of the color options color options is demonic red Steve. Oh, how do you like that? And that's what a great car for that vehicle.



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I love it. It's it's absolutely awesome. You know, they came out with a Hellcat probably eight years ago, six years ago, something like that. And they just started sticking and stuff. Yeah, and it was unbelievable. They stuck it in the obviously the Challenger and charger to start. Right now you can get it I'd actually forgotten if you're in the Durango. But I know you can get it in the RAM and it's the TR x basically a big middle finger to the Raptor, the Ford Raptor F 150. I find it fascinating that just the solution to everything for dodge was just stick a Hellcat into it,



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which I think is great, you know, and in case 710 horsepower is not enough. Hennessey will crank it up to 1000 for you aftermarket tuner I can't even imagine. I mean

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700 horsepower is mind blowing. And yes, you know, you and I remember one 200 was a lot 300 was kind of like wow, and then early 2000s. He got 400 It's like, oh my gosh. And supposedly they've got even more. I don't know if you remember Stefan, but Ford got into trouble with I think it was the Cobra back in the Mustang Cobra, back in the early 2000s. And they said it had like, you know, 382 horsepower and and guys put it in the dyno. It was like 360 and Ford had to give money they lost the trailer class action suit and ever since then, the manufacturer jurors have understated the horsepower and I'm sure that the Hellcat has more than 700 and den horsepower.

 10:07

Yeah, I would agree completely

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anyway. But I heard so it was car listening before I spotted it was it was quite the sound now he was hauling ass I mean, probably is raining and he's got a little drive but he's probably doing at least at 85 But I heard him before I saw

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him Yeah, I'll bet that Hellcat

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Durango was fascism the dasher

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eat it for lunch. Yeah. What else you want to talk about?

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Our big topic today is manual transmissions. But before we do, we were talking about the foreigner and I'm sure the foreigner is gonna make a lot of appearances in this show because



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one runner the front of the I just love that you



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call the f1 runner. So anyway, the the former runner and it reminded me that in the auto industry, you know, either dealers or manufacturers talk about cars in terms of push or pull. And what they mean by that is, you know, before the pandemic before the chip shortage, basically, for car dealers, most cars were push and by that it is a car, you've got to advertise it, you've got to discount, you got to give deals, and you have to do whatever you can to get it out the door into people's driveway. So the factory will keep on running. And a good example is It's the Chevy Impalas, the Ford escapes the Honda CRV, these are cars that are just almost commodities, and you have to push them and then there's the rare pull car where the market is pulling it out. And the classic example now is a Ford Bronco, which was talked about and of course a foreigner. They don't advertise those cars. They don't discount them. Even in a non pandemic non ship shortage world. Those cars have people that buy them. I think the Tesla Model y is a very good poll car. And the reason I was thinking about this was we were talking about electric cars and coming electric cars. And there's ads now for the Cadillac Lyric. And the Lyric is, you know that looks good. It's a battery electric SUV thing. And again, I think it looks great. But they're advertising it and they're saying you can finally order it. They will maintain it. Yeah, they were probably they're probably discount it and I thought it was very interesting contrast between the lyric which is the future, but they have to push, whereas the classic pole SUV sits right across the same showroom. And that's the Escalade. And you know, they don't have to advertise the Escalade. People come in and they want an Escalade. They lease it for three years. They come in they get another one. And you know, you sit outside the gate of a very nice community and you know, Easton, Connecticut or, or palm springs or, or Palm Beach, you know, Scottsdale, Arizona. If you just sit there outside of the gate, you're going to see lots of Escalades coming and going and it's a classic book I just thought was interesting. And I know that lyric is the future but you know the Escalade still has some life. Yeah,



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I looked up lyric since you told me we're gonna talk about it isn't interesting. No, and the thing I do like the Lyric, like the front end the grille it looks like an electric vehicle. I like the styling cues. There is a Sportback turismo look like Porsches done so they kind of like they dropped a rear quarter bond C pillar. I think it'd be interesting to see if you're tall person how you fit in the backseat of that thing, because it's typically you don't, they either lose a lot of headroom there. They did go the rear quarter panel looks a little strange. They went with a wraparound dash instead of more of the Tesla style dash so it's kind of that in between a regular car and electric car kind of look. I did read you know the course from safety standpoint, the Cadillac smart system, that thing has every possible feature that you'd want safety wise. And what I found interesting is they talked about pedestrian and bicyclist when they talked about their rear view in front view with automatic braking recognizes cyclist as well, I think that's great.



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And yet it's like not a cycle or something. What's the term?

and yet it's like pet a cycle or something. What's the term?



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So the word is our pet of cyclists that's in the literature when you're talking that's talking about pedestrians and cyclists combined that that whole group of non motorized transportation are called pet a cyclist. And then it has, you know, as you know, I'm always I'm a Ford guy, but I do like GMs approach to autonomous driving and they called supercruise. And their supercruise is actually level two category. So it is hands off driving. But it is only on roads that they have mapped that they have deemed safe for autonomous driving, and you have to remain attentive, it's watching you. But so basically, this is like cruising down the interstate. It'll even change lanes and paths for you with adaptive cruise control. I like that approach and like the Tesla approach where they've had some issues with autonomous driving and it's, it's not failsafe, but I like cars relax more. I think the approach needs to be more conservative. They're not at that, you know, Mercedes has moved one level above them. But I do like that level to cruise autonomy that they have on this



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lyric. Yeah. So kudos to Jake



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controversial area where Tesla calls it autopilot. And I've had deaths where people are treated like an autopilot because autopilot says autopilot, and they're not conservative. And people have died as a result.



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Yeah, we'll do that. We'll leave that discussion. That'll be another topic for discussion, autonomous driving it later down the road. All right, what's next Eva?



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Yeah, that's a whole kettle of fish the whole lot of time this thing but yeah, in my head that, you know, again, I look at Cadillac and I think that they have decided we're going to leapfrog ahead, we're going to embrace autonomy, we're going to embrace battery electric. And the Lyric is step one in this transformative process for Cadillac. I think they can't lose. They really are an also ran in the late 1970s. Really into the 1980s. They ruled the luxury market in this country. They absolutely. There were 234 times what BMW and Mercedes would would sell. And now you've got Lexus, BMW Mercedes, at the top selling two to three times what Cadillac sells, and Audi even Audi is way above. Kind of like when it comes to sales. So yeah, they gotta try something. Yeah. We'll see if it works. In the interim. Stefan long lived the Escalade?







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Yes. What's what's keeping the one for the Escalade? Cadillac would probably fold up by the way a Pontiac and Oldsmobile I think, you know, that Escalade keeps that keeps that division going. Yeah,



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yeah, it does. They they've it's a it's a classic polo car. So hey, the question for you is, this is a rhetorical question. But is the manual transmission doomed?



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In the United States? Yes, it's doomed, unfortunately, except for except for enthusiast that want to be interactive, and typically a sports car. You know, that's, but I think it's the United States is doomed. I looked up some stats, because we're talking about this. And only 2.4% of cars were sold, sold with stick shifts in this country is offered in 13%. But listen to this, I didn't know that Europe and Japan, more than 80% of cars sold still have stick shift in Europe and Japan. So



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Wall Street Journal, I don't I don't think it's true. I, I actually Googled, because I'm like, There's no way it's at present in Europe. But I Googled it. It actually is lower. It's by 50%. And dropping, dropping fast



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draft. Yeah, dropping drastically with the automatic transmissions have gotten better. And



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yeah, so he has 0% of electric cars are going to be an annual. So as we make that transition, again, if there's not going to be offered, it's not going to be possible. So so once we get there, it'll be zero. But it is dropping fast. Even in Europe.



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Yes. Like sad day. So yeah, it's,



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it's really sad. I'm really bummed out about it. I do understand that is the future. But it makes me sad. I grew up I learned driving manuals, just like us.



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What kind of analogy? What kind of manual did you learn to drive in? What well,



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it was a 1975. Fiat 120 8000 Volkswagen



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Beetle.



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That was where I learned to drive. That's where I learned to drive as a beetle.



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That's pretty cool. First of all, it's a little weird to tell if everyone says, Hey, what's the first car you drove a stick on? Where like 0% of the population has any idea what a Fiat 128 is? Like? Nobody. You say Beetle. Everyone's like, oh, yeah, sure. A butyl.



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Here? Oh, yeah. I know, the Fiat 128. Is because all my time in Europe. But yeah, I should. I shouldn't mention that. I know that nobody



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else has a great car. Oh, they're not?



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Yeah, they weren't from the time. I mean, they did their purpose.



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I know. There were light. And it was it was a hatchback. You had a little four cylinder. It was just got less, but I did enjoy driving it. Yeah.

 19:08

I mean, you know it when you're 16 Doesn't matter what you're driving the fact that you're driving that, that independence that you get by pulling out of the driveway. It's like, remember, you got your first bicycle, that was freedom, but man knows nothing like your first set of wheels, do know the keys and go that's just

 19:27

I'll tell you a funny story. And this is a reflection of, I would say 1970s bad parenting. And if I told you this story before, but I'm going to tell it because it's more reflection on the 70s and bad parenting than it is on anything else. So the way it worked in my in my house was we had this Fiat 128 that was used for my dad's business. And my dad kind of taught me how to drive a stick in our driveway and I could do like first a second. And reverse, but I didn't go on the road. But I could, you know, do the clutch and I could shift gears. And one day he came to me and he said, Hey, Steve, we got to pick up my car. It's at the office, we got to bring it home. And it was, it was nighttime. So probably was, you know, eight o'clock at night or something. I said, Okay. So we drove to his office, which was probably a 10 mile drive on pretty busy roads on Long Island, right? Yeah. So it was pretty busy roads, and I got into the car, and he said, Just follow me. And we'll get home, right? So I did. And I drove all the way home, you know, first, second, third, fourth year, I did actually a very good job and didn't stole the car. It didn't random. I didn't really random, and I did a good job. And again, reflection of the time I was 11.

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And 11 years old through a story.

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I'm like, What the fuck, man, dad. Now like,

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I was driving a tractor. I wasn't even driving a tractor on my grandpa's farm. And I love it.

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True story. It's crazy. So yeah, the Fiat 128. I have a lot of memories fed there are I'm sure zero still driving around the United States. Maybe one or two? Yeah. So anyway, I'll just I'll say very quickly, that a couple pluses for the manual. And and you know this as well as I do. I don't think there's a better anti theft device.



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Oh, yeah. There's actually T shirts, Blip shift has come out with that T shirt. You have the cotton millennial anti theft device. And it's a picture of the shift pattern on a t shirt. I'm like, perfect. You know, and I'll tell you what, pull up in a nice restaurant where they got valet parking, they're gonna,



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you can park it. Yeah, it's really true.



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I don't want them driving my nice car anyway. So it's a good excuse.



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Yeah, I completely agree. So it's, it's an anti theft device. And I will say very quickly, you know, I blame our educational systems to find this is such a shame. It's an indictment of our educational system. Why can't the mature older car thieves teach the young kids how to steal a manual transmission car come on and say, Hey, service, yeah, pass along that knowledge. And oh, by the way, there's another thing. And you know, we worry about this dystopian future where you have autonomous cars, and they can be hacked, right? You can hack a manual transmission car, if you strip you try to take it over. You just put it in neutral and a coast to a stop.



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Exactly. Never thought about that. Did you? Yeah. Yeah. Anti hack, anti hack.



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So I'm going to ask you a couple of questions. I want to talk about this. Because the I feel like when we were talking about talking about manual transmissions, I thought, you know, this is almost like a eulogy. Let's tell some stories, like I just did when I was 11, driving a Fiat 128. And let's go through some of the our past because these things are dead, and we're gonna remember forever, and the next generation will never experience them. So I got a few questions here. But what's the best manual transmission car you ever drove?



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I think the best feeling manual transmit and I think the thing people, if you've listeners out there when you if you've driven manual transmission is always that first gear to second gear shift. That's I don't know why that's hard for manufacturers to get right. But the one that car

that I had, that was absolutely perfect was my Acura Integra. That was the sweetest first to second shift. Just fabulous that that transmission was just perfectly flawless. It was just butter smooth. And the clutch was perfect. And that car was just an absolute blast to drive. And that was probably the best you know, I haven't driven any super fancy cars. But in terms of, you know, the best feeling that was I give it the Integra. What about use diva?

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Well, I'll just say quickly, any Honda product, they have always had great manuals, always. And I've driven a bunch over the years I've never drove driven one that was lousy. Any Civic, it doesn't have to be the SI doesn't have to be the are just get into a base model Civic. And it doesn't matter if it's the 80s 90s or the 2000s. Any any Honda product is going to have a great manual. Great point at Yeah, you know, it's one thing I'll mention is I drove a couple of versions of the original NSX. And that was as easy to ship as a civic you think it's a supercar, so it's going to be more challenging. It was just as buttery smooth as a civic or your Integra. So yeah, the best one I ever drove was the 2012 Audi AR eight and that had as you recall a gated manual. I drove the VA version and the gated manual. You know, I didn't ever driven a gated manual before? Of course you know Ferrari made them famous back back in the day, but I'd never driven a gated manual. Oh my god, it's kind of weird. I don't know how it's gonna go gear to gear. I always thought I would hit the hit the gate. But it shifted very, very easily, very smoothly. It felt special because it was that gated manual. Of course, it helped that you know, Ra is a wonderful supercar. But yeah, that's that's the best one I ever drove the Audi. Wow.

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Because we drove we drove the automatic RA at Sonoma together. And I would have loved to be at that would be really cool. Because that car was just perfect as well. And to drive that in a manual. Absolutely joy. Yeah, mid engine.

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Loud, wonderful sports. Just a amazing, amazing car. Yeah, that's my favorite. Next one is what's the worst?

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My grandfather's Massey Ferguson tractor. So incredible. No Synchronos on any of this gears. We're going attractors. You don't shift that often. But let me tell you a story. We were my dad's Senate stairs kid. This is in West Virginia. And this is back in Hey season, you actually the big blade came outside to tractor to tractor cut it and then you write it into rows and then you pitchfork that onto the trailer. So we're coming down the we're coming back with a load of hay on the trailer. And on a tractor there's no break. So what you do on a tractor is you basically turn the engine all the way down or just turn it off and let the compression of the engine slow you down. Oh, my brother had had the tractor and second gear and we're coming down the hill. And he decides to downshift like you would a car to slow the tractor down. The minute he put in the clutch that tractor I mean, it went from zero to I don't know how fast instantaneously, you

know, Newton's laws, mass times velocity. Not that we're gonna die. My grandfather very calmly, took both hands and stood up and pull push to that transmission back in first gear. We slowed down and didn't die that day on the mountain. That was scary, but that was tractors or different transmissions are unsynchronized. And you'd really don't shift those things moving. Typically, typically.



27:12

What is it about little brothers? Brothers, if you ever get in trouble, it's always because you're stupid little brother.



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And these are the yep, you're right. Little Brother.



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I've never driven a tractor that was a manual transmission. Anyway, worse one, easily no problem. 1973 Chevy Vega three speed at a three on the floor and just sucked long throw long throw for the clutch. And then this awful engine. And it just was completely unsatisfying. It's the only one I ever drove that I can think of that was absolutely no fun. Yep, the coolest manual car, not something you'd necessarily driven but something you're like, alright, that's the cool car, maybe the manual transmission car that you dream of or something but that just the coolest car, you know, not the coolest car, but the one where you're like, alright, that manual is that's the one



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I always go back to my cover. But I had a I had a close ratio, top loader for speed. And it was cool because the the top loader transmission was the old Ford transmission. But it was it was a beefy transmission. And when you shipped it, it just locked in. I mean, it was a it was not buttery smooth. But it was it felt like old Detroit iron locking in but you had very smooth synchronized. But being close ratio meant that you got you know, you didn't have these super long tall gears that we have now in first gear did not go to 55 in this car. It's like my bullet has six gears, but I can hit 50 miles an hour in first gear and like why but they do it for ease. They do it for EPA and gas and mileage and all that but a true close ratio transmission and you don't need more than five gears. And as your Porsche has seven and I find myself going third to sixth fourth to sixth is like that kind of takes away a little bit for me but I understand why the manufacturers do it but old fashioned close ratio five speed gearbox with the true fifth gear overdrive that is the cool transmission.



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Yeah, I love that. And how might you

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think about those those cars that I love is that because there's a lot of power. It's a very hefty transmission. It's very sturdy. And you really feel it's there's nothing delicate about it. Right for me instantly. I thought any Ferrari gaita transmission and yeah, they Yeah, yeah, they just are so cool to look at and I dream I've never driven a Ferrari I dream of driving on one day. And when I do I don't want to do the paddles. I want the gated manual.

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I drive a Ferrari that it was it was automatic. It It was not a manual, unfortunately. But it was it was a sweet drive. The 12 cylinder is amazing, but

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yeah be at it. So now the strangest artists manual you can think ever that you've driven or whatever,

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classic French little car Sidra a Renaud Cantrell, where the stick shift comes straight out of the dash. I had the hardest time, you know, my grandfather's truck had three on the tree as a Ford. That was easy. I can get used to that. But the stick shift going straight in and out of the dash right there, like between your air vents was, that was just the strangest thing to me. How about you?

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And the Jewish have always had that too, right? Addition has had it? Yep. Yeah, absolutely. I've always thought was strange. And I actually put down the three on the tree as a strangeness. And the reason I think it's strange is I don't even know why they do that, you know, this, this thing comes out of the steering column. And that's why they call it the tree. So you've got this thing. It's just like a lot of automatic transmissions, you know, comes out of the steering column and you change it. Well, this was a manual transmission, and the four on the floor or a manual transmission that comes out of the floor actually makes sense, because that's where the transmission is, it goes into the transmission, but the one in the steering column, that's not going into the transmission, I don't even know how the hell you link from there. I'm sure it's as long cable or something. But it's just weird. It seems it seems so strange. When you I do understand they did it because you have a bench seat. You want to you know, people routinely in the old day that

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they have a pile of four to five people in a bench seat on the Freud truck, because there was no such thing as crew calves back then

such thing as crew curves back then.

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Yes. So I do get it. But again, the fact that it's so far removed from the transmission just seems strange to me. So yeah. And then any other manual memories, my my manual Memory of 11 years old, I still

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can't beat that. I mean that I know, I can't

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like I can't believe my dad did that. It's almost it's, I think you'd

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go to jail for that. Now. The only one memory of

 32:02

the manual that that just automatically comes to mind is, of course always going back. Here's when I had my cover back in the late 90s. Remember that everybody had no fear and fear this stickers on the back of a little truck. So I pull up the traffic liners and in the Cobra and a little mini pickup some 1617 year old pull up and they've got the no fear sticker across the back window. And it's a little bit lowered and, and I just look over them and I started laughing. And they're like, they're like getting little little pissed off. And I'm like, I put my finger up in the air and I shake it back and forth. And I go no, no fear this fear that they didn't know what a cover was. So they took off the light. I popped the clutch and my tires were still spinning when I went to second gear all the way through 50 miles an hour and it just smoke out the back. And that's something that you can really I mean, you can do it in automatics now. But there's nothing like in a manual popping the clutch and in my bullet when it when I gotta get new tires and waiting for the rear try to get a lower abs Line Lock and I cannot wait to lock the front brakes and pop the clutch and sit there and do a total Hoonigan burnout. It's just it's I just can't wait to do that. You

 33:19

can't you can't beat it. Those are memories by by lasting memories will be of teaching my three boys how to drive a manual mission which was whatever the pleasurable parts of driving a manual is. That's the





33:33

opposite. Yes. There were a lot I taught all three mine there are some tears with one of my children teaching what hurts



33:42

when you're the one with the tears.



33:45

Watch this smelling my clutch burn away. Yeah, yeah. Whiplash.



33:52

You know, they learn and I'm very proud that they can all drive manual now I think they're I think they're proud to so it's a good thing. But yeah, it's it's not fun teaching kids how to drive manual. You got to do it. And I did it. But yeah. Alright, so Well, let's move on and rip manual transmission. Not yet. But soon. And it's a shame. So there you go a little eulogy to a loved part of our lives. So that's that's a great thing. So all right, what are we got this safety thing today? I'm excited to hear some stories. All that



34:25

let's start with, you know, raises a question on the eulogy of the manual transmission is, is a car with a manual transmission safer than a car the automatic transmission. There's not a lot of literature that that says either one is safe or the other. What we do know is that driving a manual transmission car requires more attention from the driver standpoint, and you're keeping all four limbs occupied. It's really hard to shift gears with your iPhone in your hand at the same time and read your text. So we know that it does require and I know you and I have talked Talk about this, I'll see a light turn red automatically put in the neutral, and letting the car close down and not riding on the brakes. But interestingly, there was a study that showed that teenage boys with ADHD that were more attentive and driving and actually had safer histories in those in automatics. And that makes sense to me. You got some of the ADHD, which you're giving them something to do with all four limbs. So that that makes sense. I thought that was interesting.



35:28

I like that. I'm not surprised, actually. Because if you're shifting your if you're, you're sitting at a light and you're accelerating 1234 Going through the gears, you're not looking at your phone, you can't.



35:39

Yeah,



35:40

but you know, remember the most important safety feature in the automobile?



35:47

I don't know it's the driver, you know, of course,



35:50

the driver okay, and you can make cars safe, but you still putting idiots behind the wheels. Alright, so let's we're gonna we're gonna kind of segue through this but today's kind of topic is unrestrained objects and cars. And we don't think about this a lot. But you know, before seatbelt era, and unrestrained objects includes people occupants of the vehicle, and I talked about kids in the backseat, you know, striking each other's heads, unrestrained, and we can never deny gravity and, and Newton's laws. Now the three laws the first law is the law of rest, an object at rest stays at rest, unless acted upon. Second was force equals mass times acceleration. And third, an object in motion is going to remain in motion until an equal and opposite force. And that's what's important for cars. You know, that's why I remember as a kid, you think I'm fine and aeroplane at 500 miles an hour and I feel that tennis ball up, why does it stay where it is and doesn't fly through the back of the airplane and you finally understand Newton's laws of physics and you get over that, but think about it today, all these SUVs, all these folding seats, people throw and shit in the back of these SUVs without strapping down their cargo. Alright, so you got to you got to load a two by fours in there. You slam on the brakes that tea bye for now becomes a spear in your vehicle. I've had patients impaled by objects that they had in the back of their car. In a you go 60 to zero, hitting a concrete abutment, a jersey barrier hitting another car head on at 40 miles an hour. Those objects are going to fly until they hit and hit something. You know, plywood sheets become guillotines. In the back of a car. If you have a bowling ball, you throw on the backseat of your car instead of on the floorboard, you slam on the brakes, that thing is going to fly and hit the your back seat. We had several patients and you know a lot of times people didn't want to wear seatbelts in the back. And I've had several cases. So if you're the driver, and you're in a frontal collision, and the person behind you is not wearing a seatbelt, they are going to fly forward at 30 miles an hour until they hit the back of your seat. So now you're trying to ride down a collision. And now you've got 120 kilo person doing 30 miles an hour strike in the back of you, you're gonna get crushed between the steering column in the seat. We saw a lot of bad injuries from this from unrestrained occupants striking others in the vehicle,



38:24

especially now that people are overweight. You know what have you got someone 300 pounds behind you? It's what that bowling ball is relatively light.



38:30

Oh, yeah, your test. We remember growing up as kids, where's your favorite place to sleep on a car trip that you and your brother would fight over?



38:37

There was a shelf behind the rear seat. Back up and



38:41

out of the window?



38:41

Yeah. Do you ever your window?



38:43

Did your dad ever hit the brakes and you fly out of there? I did want?



38:47

Yes. Yes.



38:48

I think we all have all the time. And this is sad. But I've seen also unfortunately, you know, we'll see down south and haven't seen a long time. You see two year olds standing up in the front seat between adults. I've seen infants go in the glove boxes. I've seen kids go across the dash and fortunately. But you know, we weren't talking about manuals. I've got two good manual stories. Let's hear it. All right, here we go. So if you're, you know, if you are an unrestrained driver, you're gonna fly around. Well, if you are flying around your vehicle when you crash and roll and there is a stick shift. That stick shift now becomes a lethal object. I've actually got a picture of this but I won't show the graphic part but the a guy had to be extracted from the vehicle because the stick shift had impaled him through his leg. So they had to cut off the stick shift but they brought him in with it but it was just a minor flesh wound it was just going through the skin it did break his leg but it wasn't that bad. Considering that I got a picture of me holding that stick ship up in the air. I love to wave those things around when I pull them out of people just you know add a little bit



40:00

to it. So the stick shift even though it's got, you know, like, I mean, it's not as sharp as you put your hand on, it's usually round or something like that, but it doesn't matter it actually went through the, through his skin into the flesh of his Yeah,

 40:13

I was laughing about it, you're you're flying, you're doing 3060 miles an hour and you're hitting things. A blunt object will still penetrate because the amount of force think about it, you know, it doesn't have to be sharp to penetrate Yeah, it doesn't you know, if it's sharp, it doesn't take much energy to push a knife through, you know, be you can be penetrated, you know, by anything if the force is great enough, and there are huge forces when you're traveling 3040 60 miles an hour that people don't realize the amount of energy and forces involved. Just look at a car that's crashed on the interstate. And you'll see that that is the release of energy to decelerate that vehicle and it's tremendous amount of energy but so funny story so in part of trauma was I always had to know the story of me getting out of bed at two o'clock to take care of your you because you crash because you're intoxicated or you got shot or stabbed. It was my privilege to understand the story. And then in the old days of newspapers, I cross referenced the paper to make sure you're telling me the truth, but we don't have newspapers anymore. I found that always boiled down to one or two things. It was always love or money and typically the money was the import export business but you know your old lady shots or or your old ladies with another man or so as always love money. So the nurses that always roll their eyes I'd walk in if the patient was awake at the trauma patient, I look at him straight and I'd say tell me

 41:41

was a love or money. That's really funny. I'd ever thought about that. Yeah,

 41:48

it boils down and traumas predictable. But okay, so here's a story in this and,

 41:54


and so,


 41:55

alright, well just call him to tell the


 41:57


story, man, I don't I know this is gonna be a good one. So just just just go bad.

 42:01  
Alright,

 42:02  
so the date he said onset explicit. Yeah, I'll make this too close. But the data stops at a corner. And here's an offer he can't refuse at a fair price from a young lady from a young lady. So she gets in the car. He has a little dopamine surge as you as you can imagine, from being entertained by this Miss Felicity ace. She's, she's entertaining him and when his massive dopamine surge, he loses control and crashes. Well, of course, Mrs. Felicity ace wasn't restrained. And she became a foreign object in the vehicle, and she got impaled by the stick shift as well, but to the Dhamma cavity, you can kind of imagine why it was to her abdominal cavity she was stretched out across the front seat but so that was and there's only two cases and I'll save the other one for another day. But this is a one of only two cases of love or money and this was one of my partners that told me this story. He had this one and she's one of two that are traumas because of love in money. So I don't know if she got paid her tip though. I don't think so. That night.

 43:11  
Oh my gosh. That's an amazing stories to find. I think I call her fellatio ace. But

 43:20  
I should have thought of that one. Yeah.

 43:23  
I feel bad for her and what a mess. What a terrible situation. So all right. Well, listen. That wraps up today's episode and rip manual transmission. It makes me sad to think it's going to be gone. But you know, you and I will always have it. Have at least one car with a manual. I know. Yeah, absolutely. The rest of our lives and but it's a shame they're going away. We just have to I wanted to note the moment and kind of say goodbye and tip my hat to a wonderful part of, of my past, present and future but past of the automotive world. So that's it for episode nine again, like follow all that good stuff. We appreciate any feedback. So keep that coming as well and we will see you next week.