

# Cars on Call - Episode 10

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## SUMMARY KEYWORDS

car, van, vehicle, seats, people, rollover, driving, conversion, tesla, freedom, transit van, interstate, safety, sales, find, suv, crash, buy, ford transit, window

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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'm Steve Schutz. And I'm here with my co hosts, trauma surgeons to find Moran. And we've got some really good topics get to, but I want to start with some news to find it's the first quarter of sales figures were released. And, you know, it's kind of the usual, everyone's kind of treading water the markets down compared to 2021. And and you know, everyone's all the manufacturers saying, Yeah, we're down because of the chip shortage and blah, blah, blah, down, you know, six single figures, I think the entire markets down three or 4%. And just looking at your sales figures, there were no surprises except Tesla. So quarter 120 21 Tesla sales figures were 184,800. So about 180 5000. And then q1 2020 to 310,000, Tesla's delivered in the United States. That's amazing. It's shocking,



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I guess, Norway quit buying them that way, we can finally get them in America.



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Norway is still buying them. So but it's unbelievable. They've they opened up a factory in China, and that's producing and they have a factory in Germany. I'm not sure that's producing yet. But if it's not, it will soon but but US sales really surprised us to find and I have, I have four reasons, you probably have a couple more. But Reason number one is, is somehow Tesla is getting these chips, and you know, no one else's, everyone else is complaining and it just everyone else's treading water. And somehow, Tesla's getting enough semiconductors to make 310, it's almost double their sales. Second reason, quality has improved. Five years ago, you heard all kinds of complaints to find out about how test the quality, panel gaps, rattles, cheap, quality interior materials, all that stuff. People were complaining, and of course, cars breaking down.

And now you don't hear any complaints about tests. The quality that reminds me is to find if something I've thought for a long time, not just about cars, but it's amazing what you can do with some talent, and a decent strategy. And several billion dollars.

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Plan includes putting a satellite up in the air and having a rocket thing and laying on the ground. And you can do that too. I mean, you got to give Elon Musk credit, the dude has an idea. As crazy as it may be. Some of them have never come to fruition. But when he takes it on Steve Oh, I mean, he nails it. He's like, to me, Elon Musk has done to the auto industry, what Steve Jobs did to computers, Steve Jobs created to me, computers, but the whole lifestyle, the cult of the apple, the cult of Mac, he makes something that you desire that you want. And the reason is, it is an electronic device, which you feel an attachment to, but is usable and has an interface which makes sense to you. And Elon Musk has done that with the Tesla. Everybody will tell you, it's not the car. It's the software is the iPhone, Isaiah and his iPhone, the car, the car acts like an iPhone, and we all know how to use it. We love it. And I think that's, that's why he is completely nailed it. And now he's caught up with the rest of the stuff, production, quality and sales and made them run right out of the park.

 04:02

Yeah, it's amazing. You know, actually, that was going to be reason number three, which is a sales experience. And you know, we slammed car dealers a few episodes ago, and we talked about Tesla during that episode, we talked about how the sales experience you buy it on a phone,

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and by now you fly your finger by now, boom, I want it now boom. Yeah.

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And there's no going to the dealer and sitting in a room and getting up sold and up, sold some more and you know, bait and switch. There's none of that you just get the vehicle that shows up your house. And as you pointed out, you don't like it. You send it back.

 04:36

Right. Yeah, he's he has as an entrepreneur who has come out with these amazing concepts and ideas. He is not stuck in that mindset of the old fashioned turn of the century American manufacturer. This is how we do it. This is what you get. Take our lever we've been doing this for 120 years. It's just the way we are now. He came into this industry and turned it upside down. And now everybody's trying to play catch up,



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you know, they're over the air updates, a Get into the car using your phone. Everything's intuitive, he said that, as you said stuff on the user interface is really good. One other point that I want to make, and Tesla does not report to sales figures. So Automotive News has to go to registration data, they do not break down their sales according to models. But I would bet that, you know, a large percentage, and my guess would be 75% of Tesla sales now, or the model Y. And I love model Y. And it's very good looking. It's not as excited of the Model S is outdated, it's 12 years old. The Model X has the very complicated Falcon doors, which are prone to breakage. And it's also very expensive. The model three is just Synanon decent look good, but not great, but the model Y is really good looking.



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Yeah, I think it's a little bit bulbous to me, but it's got the, it's got what people want, it looks like an SUV, it's tall, like an SUV, they'll never go off road. And it's got three rows. And it's what people want is, you know, everybody wants to be driving an SUV and they came out with something looks like kind of like an SUV more of a crossover or hybrid. But they've nailed it and they'll continue to do so. And I think the other manufacturers are having to play catch up with the interface.



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Yeah, you know, like your Steve Jobs analogy. There's something about it especially with younger people that just connects the sales experience user interface the purchase experience everything and you're right it's Steve Jobs because he did something different and said we're going to do this different and we don't care what other people think.



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Now we're getting what you want you make something that they desire you know Steve Jobs never really gave you something you needed or wanted. You may want to you got you're like oh my god this is unbelievable. Yeah, it's 5000 songs in your pocket. You don't need that. It's nice when you got it you know,



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I like that it's something that you didn't know you want it and then you get it you're like this is and then you look at the old way you're like why do people why did we ever do it that way?



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I had upgrade think and think is the computer user interface and Ford has on their vehicles that's



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a Microsoft product



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well I had to go online register do this do that by USB Drive put on the USB drive start stop my car do this all this finagling sitting in it driving it for 45 minutes to upgrade the sink complete pain in the ass you know while you're sleeping bed, your Tesla upgraded overnight. Done. It's got and he's done it simple. I'm never upgrading the sink and Mike I'm never upgrading the sink in my car again, I don't care what they do to it is such a pain in the ass. I'm not doing it again. By the way, if I take it to the dealer, I gotta pay for them to do it. That's not how it works. Okay. My iPhone upgrades overnight while I'm asleep. weights to the nighttime, so it doesn't bother you are they got to follow suit, you know, fortunate and tie can that user interface just you know, the part of the aura of an electric vehicle is the experience in his gotten to be an iPhone experience to be a homerun hit?



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Yeah, I have a Porsche and the interface is a headache. I don't like it at all. So in fact, I actually asked my dealer, is there some way to turn it all off? And he said, No, you got to turn it off every time you start the car. So my car great. Anyway, so I'll let me just say for the record that I'm not electric car fan, I don't really want an electric car. And I like manual transmissions. But hats off to Elon Musk and Tesla. I mean, the big sales numbers, big sales increases, and they're making what people want.



08:54

Yeah, shove a bomb and shove up.



08:57

Yeah. So moving on. This is just a follow up stuff on a couple weeks ago, we were talking about the AMG V eights. And about six months ago, Mercedes said hey, we're not going to make these AMG four liter 620 horsepower v8s, and we talked about why that was and you know, we both think it's probably some kind of admissions problem or regulatory problem. These are the most profitable engines that Mercedes makes and it doesn't make any sense that they wouldn't offer them well. The market is speaking you cannot get these AMG 63 products and the market is speaking. The G Wagen is probably the best example and I saw two recent sales that talks about what happens when you have you know, it's all supply and demand. What happens when you have no supply and you have demand, there was a G 63 SUV. It's the boxy one for people who don't know, the G Wagen. It was on cars and bids it was a 2021 model had about 3000 miles. The list price was about \$185,000 knew, and it was a no sale at \$232,000





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Gee, guy walked away from \$50,000 profit on a depreciating asset. Well, I guess I can't call it a depreciating asset anymore. Now, but it's a car, the 200 year old cars aren't supposed to appreciate. But hey,



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I heard about another one. There was another one. This was not a website, but a dealer sold the 2021 G 63. s again, the same vehicle would have had around the same MSRP this one had 7000 miles so you know, a used car lightly used but it used car price. \$310,000 Someone paid that much money for a car that was 185 New,



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holy smokes. But you know, I mean, what's what's above the first world problem? I mean, this is this is all just completely outrageous to me. But you know, people apparently got the money to do yellow. Now, that's what they want, you know, by, it comes down to honestly, there's a car that you want old car, new car, and it's gonna give you an immense amount of pleasure, indeed, decide yourself, hey, I don't care what it costs us. I'm getting it. You know, good, good for you, honestly, if you can afford it, but I think it's kind of crazy.



11:21

It's insane. I think, by the way, in 2019, that car was worth, you know, 120 to 150 ish, you know, roughly at a one year old car with 4000 miles, 5000 miles. MSRP of 185. You're talking 131 40 Maybe 150. Guess what's going to happen in you know, three years, it's going to gravity is going to take all it's going to come back to Earth. Yep. All right. Anyway, one thing I want to I want to talk about that I think is very interesting. And it kind of reminds me of our for our conversation is the is this whole van life thing, you know, smash tag van life. Yeah, and the Sprinter bands and all this kind of stuff. And I think there's a lot to talk about. But before we get into its defined, I want to give you some sales figures. This is from 2021. And you realize there's a lot of these being sold, you know, if you think you see a lot of sprinter or transit vans that are kind of converted these overlanders as they call them. You're right, these are the sales figures for 2021. And I'm sure they're selling at the same rate now. Mercedes Sprinter they sold about 42,500 So about 43,000 of those, the Ford Transit is the best seller and the Ford Transit sold just under 100,000 99,750 the ram promaster 63,000 The Nissan NV not a lot of those 11,000 But if you add them all up, it comes to 217,000 of these it's sold last year, obviously some are commercial vehicles, they're not all going out into the woods. or to you know, the desert or something like that. What's the fun is like is everyone turned into the like a van life dude?



13:14

I mean, what goes around comradery history painting itself? I mean, remember back in the 70s Vans, I mean and what was before vans, the woody stationwagon I mean it seems like every 30 to 4050 years we get this repeat and with each generation you know think this is Millennials longing for return to minimalism you know, we got they got their consumer parents you know,

and new house this new house then and just kind of looking to escape all that and they like work flexibility, you know, this whole gig economy which is unusual for you and I the idea that you can work from wherever you want. I mean, you know, I can't yank out a spleen via the internet yet but, you know, one day they'll probably hook people up to a robot you can do that. This whole nomadic lifestyle but there reminds me of what we went through with the Vanier. Did your parents ever own a van? No, we did. We had a Ford Econoline 150 My dad got when I was a sophomore in high school. And it was so the Ford Econoline is just your big what you'd call it. What 10 past 12 passenger van No, just a big van and we had the front two bucket seats and then a three way seat. A three person seat behind that that all had lap belt and then the whole bag was completely open. So we pulled two lounge chairs out of our den put those in the back my brother and I would just sit back there in the lounge chairs hanging out once they drove us around town and then on highway. We go visit my grandparents in West Virginia or go visit one of Dad's old college buddies. We would actually put a futon which is a folding mattress down back there and we would sleep on the trips in the back and this is also during the speed 55 mile per hour speed limit We would I was driving at the time, I talked my dad into changing drivers who are going down the interstate. So because we're going so slow, yeah. So I mean, I know the whole van, you know, we didn't camp as



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long as he trains drivers where the car wasn't moving.



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Oh, no, we're going down the interstate with the cruise control



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on. It's yeah. So, you know, and then



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dear family friends came over from France and FrankerZ his name and he was in the back with us. And you know, we're just thrown down PBJs all that American stuff the readers and he couldn't get over there. And he had never been in the back of a vehicle like this. We had to pull over so you can Ralph out the side of it. But he got carsick and, and but I you know, I never got car. So but yeah, that's the whole it's the I think it's that kind of same return to this sense of freedom, minimalism, you're kind of stepping outside of the norm of everyday life. And they're huge man. They



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you know, it's funny, I completely agree with you. I had not made the connection between the Woody's and the 70s Vans. But absolutely, it's freedom. It's getting away. There are some differences. You know, no, you're the Woody's you associate that what he was at the surfing

life. Endless Summer Movie and you know, going to the beach and surfing the 70s Vans, which was certainly ubiquitous back in the 70s. You associate with smoking pot and having sex in the back. Yes, freedom, by the way, that were that was like the peak of teen pregnancy back then. You know, teen pregnant people don't think about teen pregnancies now. Nothing like what it used to be in the 70s. Much more teen pregnancy. So that was that kind of freedom. And now the freedom is is like a little house off the grid, getting into the desert getting away from the internet.

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Yeah. And, you know, my daughter's friend Andrew, and you know, Andrew, he's a friend of yours as well. Just say my friend. And he's got one, and they absolutely love that thing. They take it everywhere. And he converted the back of it got a little bad little refrigerator. And I understand the whole appeal of that getting away. But, you know, I like my air conditioning and my soft sheets and a glass of bourbon and the night I get the bourbon in the van. But camping, sleeping in a van just does not appeal to me. You know?

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Yeah, I'm glad you mentioned your daughter and her friends because that group has opened my eyes. When I think about skiing, just like you know, we ski together. You know, we trudge over to the lodge, we get our skis we go up the lift, become down and it's fantastic. That scheme. Yeah, at the end, you go to the lodge and you have a beer and you talked about the different runs for those guys. Skene is getting into their transit van, going to some hills someplace, walking, hiking up

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with the name skinning, they skin up, they put they put the skin on the bottom or skis and walk up the mountain. I'm like, What the hell why? I mean, if I want to exercise I can on a treadmill but I am walking up the damn mountain to ski down.

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And they not only do they do it, they do it happily they get to the top and they have a little sandwich and they enjoy the sun and then they ski down. And then they walk back to their to their transit van. It's a whole different lifestyle. Or if it's the summer, they get in a transit van and they go to some location. And they do rock climbing. Yep, that's what they do. It's really, really interesting. And again, is what you were talking about, which is the freedom thing. And I find it fascinating. It's, you know, I worry I mean, you know you're out there off the grid. What if you fall What if the rope breaks or something like that? I was worried about that. I'm sure you're worried about your daughter but at the same time they're having a great time. They're really enjoying it. It's a real generational thing.

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It is. I'm one of them. conversion van story so and you college I rented a condo at snowshoe West Virginia and snowshoe West Virginia is an unusual resort the resort is actually at the top of the mountain and you ski down the bottom and let's come back because everything's at the top well Scotty was there my fraternity brothers his uncle had a dealership in town and he got a conversion van and I didn't I rode up in my jeep to snowshoe but he wasn't in their conversion van and we had hit the the only club at the top of the mountain pretty hard there may have been some drinking involved I don't really I'm not quite sure I'm I don't remember but so we all pile in the van to drive back to our condo and and you know the windows are frosted over and all sudden, we're like Stop the van Stop the van and Skylar was like you just run under this ski lift. He took a wrong turn out of the lodge went down the hill. He was driving on the front side lodgement right underneath the skin we're about ready to head down begin to run number two in a conversion van. Oh my god, what was that? It's no she West Virginia. sure we all had our seat belt. This was probably 1981 or 82. Or 82. Yeah.



20:07

Oh my gosh, it's oh my gosh, wild youth of the 70s and 80s. It was so different back then.



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Yeah, definitely. Should have probably should have probably not told that story. But it was a good one. I'll never forget driving under a ski lift in a car.



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I'm sure somebody the bad said, don't worry, we're okay. I've got my lift ticket. It's, it's great. You know, I think there is there's a bigger thing. I think that the small houses, the little houses that you see HGTV their shows on these little houses, and the common denominators to find is getting away from it all getting off the internet. And, you know, on the one hand, you're, you're connected with the internet, you're connected with your phone, and that's a good thing. On the other hand, you know, people know where you are, you don't really have privacy. Google knows where you are at all times. I always think, you know, it's kind of sobering to think this. But whatever you're doing in life, Google knows, you know, if your wife's wondering, Hey, are you having an affair? She doesn't know.



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Google knows. Yeah, you can run but you can never hide.



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Yeah. And what they're saying is, oh, yes, we can hide, we're going to go to our little house, we're going to take our Sprinter van or transit van. And when we get there, there's no cell phone signal. And we really are truly free.





21:32

Unplugging is a novel concept. And it's difficult, but actually, it's very enjoyable when you do it. It's like screw the rest of the world. I'm unplugged here, either alone or with my friends. And it's just about life. It's not about our devices and our connectivity. And to somebody like me, not like me, and my trending or not trending, and it's nice to just completely unplug. Yeah, it allows you to do that. It's mental health. I think it's a great, I think it's a great mental health break. Yeah, I agree. I agree. But after four hours, I went back to the hotel room technician bourbons and ice.



22:13

Axe reality. I think it the 60s, Freedom's just another word for nothing left to lose, lose. And in the 2010s and 2020s. Freedom is is you know, being away from Google and Amazon. They don't know where you are, and, and to be someplace and not have an Amazon ad telling you Oh, yeah, you should buy this t shirt or something.



22:34

It's nice. Yeah, exactly. And I think we're starting to see the reflection in that too. And the new Apple or Apple iPhone and operating system are computers where you can choose your privacy. Now Apple's pretty big about that you can do an increasing amount of privacy Reagan state, I don't want people to follow me anymore. And I think that's, that's great. And we're moving back towards allowing you to have some independent, not everybody know what you're doing?



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Yeah, there's there's been a movement in Europe and Europe is ahead of us on this and the movement in Europe is the freedom to be left alone. And



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why should that be a freedom? Right? It's a right. Yeah, but just now we have we lost that right. Now. We're having to regain it.



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Yeah, yeah. And I, you know, I think the maybe the worst offender is Facebook. But certainly Google is another offender, and they don't leave you alone. And you don't have the right to be left alone. You can be searched, you can be found. What if you don't want to be searched? What if you don't want to be found and that that really should be alright. But again, if



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you're interested, by the way, yeah, by the way, we will not put cars on cars on Facebook. I'm not doing it already. I believe that that account a month? Yeah, I'm not going back on Facebook.



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I got a Facebook years ago, and certainly don't miss it. So hey, that's the Sprinter van things. It's interesting. And for listeners, if you have a Overlander or van life story, of course, let us know that you know, honestly, when I talk about manual transmissions, that's my life. When I talk about electric vehicles or van life, it's not my life, like I learned just about everything I know about the Sprinter van life is defined from your daughter and her and her friends. I think it's fascinating. So anyway, what do you got for safety and some lessons today?



24:19

All right, so I'm going to talk about conversion van safety, something that you know, there's not a lot of them out there, but I think it's something that if you're going to be in one, something we all need to consider especially if you're out there to buy one so when before you get into it,



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is it safe or not safe to have a lounge chair in the back of your van



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Yeah, you know, part of this you know, as just being honest times change, attitudes change. And, you know, we all make mistakes in our lives and did things but at the you know, but you know, He slept on the back of the window, your car grown up. Okay Dad is out there smoking Pall Malls, no filters with the windows closed. I mean, so times change, attitudes change. And you don't bury the past. It's a good story, it's worth being told and change. So yeah, so conversion and safety. So I looked up a course I went to the National Highway Traffic Association NHTSA. And their new car assessment program called n cap. So I'll just talk about Nixon and cap. Last time they tested one was 2016 and forward transit. And actually, it got five out of five overall, which is got a four on frontal which is not surprised anytime you get in, we talked about this, the body on frame, the pickup truck style, you get that intrusion of the wheels typically into their frontal is a little bit down but got five on the side, it's got full side airbags side curtain, and it got a four on a rollover, which is, you know, which is really not bad considering the construction of that type vehicle. I mean, it's going to slam the side before it rolls over. They're so tall. I wanted to forge website and looked up more can save that said, you know, imagine most these things are pretty stripped and they don't give a whole lot of safety features. Well, actually, I was wrong. The Ford Transit come standard with a rear camera, which of course is required by NHTSA for the backup camera. But it's got the safety canopy side airbags. So the full draped canopy protects your head comes down the side. It has curved control. So it knows that vehicles tall, it's got a high center of gravity that feels you're going

into curve too hot and too fast, it's going to slow down automatically engine torque and slowing down. And then it's got advanced track with rollover, stability control. So they're using the brakes in the vehicle as well to help bounce because they know that they're prone to rollover. So I was you know impressed that it has those full things, the full safety features basic packages that come standard. And then they offer all the advanced safety features that you can get on their passenger vehicles in our trucks as well. You know, the pedestrian, the bicyclist emergency braking, you can get all that as well as you option out your transit. And so I was very pleased to see that. So you can get everything available in the passenger vehicle pretty much or a pickup truck in one of these conversion band. I shouldn't say conversion ban in a Ford Transit, which then would could become a conversion van.



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The overlanders are spinners. Yeah, overland over. Yeah.



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Here's a question for you if you're going to be buying one, which one do you think is safer all wheel drive transit or a front wheel drive transit.



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I'm gonna go with overdrive just because you know traction and you're less likely to spin off the road but




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so that as well. But the other thing you have the other thing that's good about all wheel drive referral drives, it lowers the center of gravity the vehicle because you add a transaxle. Now you add half shafts to the front or rear depending on how the vehicles initially built. So you're actually adding a lot of weight or mass on the underside of the vehicle. Therefore it is less tipsy, less likely to roll over. And the same applies to SUVs and pickups as well that the four wheel drive option or I will drive option is a safer vehicle. And the other thing from an aggressivity standpoint, it makes it more aggressive because it weighs more. But a heavier vehicle is also a safer vehicle. So I would definitely if I was to be getting a conversion ban or a Ford Transit, I would definitely option for the oil drive version, because that's a worthwhile safety. And also you're talking about something that if one of these things gets out of control on you, it's hard to bring one of these things back from being a little bit sideways or just you know, they're not made for for fancy driving,



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four wheel drive and lowering the center of gravity helps then loading the top with all kinds of gear and heavy stuff. That's got to be the opposite.

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That's the opposite Exactly. Since you mentioned the top let's talk about you know the fiberglass roof back in the day of our vans in the 70s they just took a Saul's all cut the top off, and then took some some sheet metal screws and scraped in a fiberglass top. So if you are getting a conversion van, you want to buy from a reputable aftermarket conversion place but you want to make sure that if they're modifying the roof of the vehicle, that they maintain the factory steel structure or if they choose to modify the factory structure, they add reinforcements to deliver that kind of support because the last thing you want to do is to be on the interstate hydroplane clip rollover and that thing pops off that fiberglass pops off and then every you have no protection whatsoever you get collapsed and the side of Nicolas doesn't very important because think about putting a fiberglass through, like cruising down the interstate and an upside down boat is not a good place to be. And so that's important. If they cut out the sides of the vehicle to put in these large windows, make sure that they know back in our day just to plexiglass and nerve but make sure that it's reputable. And they're doing safety glass as well. And realize that if you do cut large windows in his side of the vehicle, these are just now portal through which your occupants can be injected if they lose their restraint or unrestrained. Another big thing in these vehicles are the seats. So the seats in cars are governed by Federal Motor Vehicle Safety Standards have to be able to withstand a certain amount of force, like if you get rear end and the seat back doesn't break and you don't collapse and of the back seat. So you know, they take these out and you put your seats from the den in there and the frame is a little bit different. So you want to make sure that they're using approved seats, the Barka lounge chairs back there, they look great, they're comfy, but you know, if you're hit from the rear or the front, the seat may not perform. So I'd be very concerned about that in the aftermarket seats. And think about it, if a lot of these aftermarket seats are what are called pedestal mount, so the seat is up higher. So now what that means is you have an angle of rotation, which is going to make the seatbelt perform very differently as well. So that's been shown and it's a did a study looking at pedestal seats and said they definitely endanger the occupants. So I would definitely go with seats that are approved, studied and will perform as they're designed to do. The thing with these aftermarket seats is they may not have pretensioners, or load limiters. And I talked about that one of our prior podcasts, the seat belt pulls you into the seat gives you a longer time to decelerate to ride down the crash. And then the load limiter allows the seat belt to then relax so it doesn't cut you in half basically. But you're not going to get that a lot of these aftermarket seats that they put in the second row, third row, depending on how many go back the cabin chairs. Really beware of lap belts only. Hopefully you won't find those anymore, but they still are out there and some of the older conversions. Now think about thinking about riding around in a conversion van is, is the mentality. When you're in it, just like myself, I told the story of Sleeping in the futon the church, the den, you know, you feel like you're sitting in your living room or you're sitting in your office. Depending on the style, you're you're comfy, you're having a eaten something watching some TV, you forget that you're flying down the interstate at 70 miles an hour. So you slouch in your seat, you've got your legs up against the headrest of the person in front of you. You may be loosened up your seatbelt or you didn't put your seatbelt on, or you decide now I'm gonna take my seatbelt off, walk to the back grab something so your behavior changes in those RVs they call it the RV mentality and which happens in conversion band as well. That that puts you at great risk and your occupants at risk.

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So think about it, you're you're the driver of the vehicle and when your occupants is walking

So think about it, you're you're the driver or the vehicle and when your occupants is walking around the back and you make an emergency stop. Now you got 150 You know or an Alabama and biscuit toxicity 280 pounder flying five feet away from you behind you, as you slam on the brakes and now hits the back of your seat you're dead, you're going to be crashing against the steering wheel. So remember, you know you gotta be all of your occupants to stay restrained and to do properly in there. If you're the driver one of these you gotta remember you mentioned that Stiva they're top heavy. They are prone to rollover Be careful how you load the vehicle, make sure you load it evenly. And you got to remember that when you load people into one of these people are heavy 180 220 pounds you put six people in bake only there's 1250 100 pounds of cargo so that changes the dynamics of how that thing will break how it will turn a corner and as rollover and then the last thing is we kind of mentioned in the last podcast but unsecured items you know you got a gallon of water you got a 12 pack of beer on the counter because they're drinking it while they're driving you know right in the back or you've got anything stuck on the counter the minute you emergency break or you know God forbid or rollover crash all those things become flying objects which will strike you have the potential to strike you and inflict additional damage and It'd be terrible survived the crash be killed by something that flew out on the back end which I can easily

 34:44

imagine a group of college kids you know sorority or fraternity going someplace you have a designated driver who's totally sober, that maybe have a keg of beer in the back. Imagine a keg of beer flying through all those people. I mean, I'm talking about a deadly projectiles.

 35:00

Oh, yeah, absolutely. And those are things just don't mean, you know, in the moment, you're having a blast, and you're not thinking about that. But, you know, I've gone down Interstate and you'll see people walking around inside of an RV as well, where the kids are sitting around the little kitchenette area on that little table. Imagine if they were in a collision, and even though they had their seatbelt on, but they struck that table, I mean, be a horrible injury. So but fortunately, RV and conversion van crashes are pretty rare. Most people are, you know, it's not it's not as common as a car crash. Without a doubt, they're actually safe. And they're not that expensive to insure. Because they know typically the driver behavior and the safety is safety coming from the they don't crash as often. But so remember, think about if you're the driver, if you're the passenger, and if you're buying one of these, I would seriously look at how its constructed. And did it maintain its the original safety features for which was designed.

 35:57

I would hubs to find that they would be well built, because, you know, I look at prices of some of these sprinter or transit vans that have been converted to Overlander use, oh, my God, and I got wheels and it's lifted or you know, it's got a taller roof with either a tent type thing that elevates or just a sleeping compartment inside. He's gone for like, you know, 100 to \$150,000

 36:23

Now he's, uh, ya know, they're a fortune. But yeah, it's all about getting away breaking away return to minimalism, but, you know, minimalism and \$150,000 You know, return in a different way. But hey, but they don't have you know, they may not have a home or apartment and they're just living the gig lifestyle.

 36:42

Yeah. Anyway, it's I find the whole, the whole area fascinating. It's, it's kind of a window into the younger generation, and a window into a different definition of freedom. And, yeah, I gotta say, I totally agree. I hope we, before too long have the ability digitally, to be left alone. Yeah, you know,

 37:03

and then they I forgot to mention earlier is this van life is also COVID Sanctuary is a safe space, you know, you're not having to worry about am I going to get something's going to kill me, because you're just hanging out on your own, you know, or with your closest people in your own inner circle. And it's about finding that safe space and that sanctuary.

 37:23

Yeah, social distancing, you know, 120 miles away from one another. It's pretty effective. So all right. Before we wrap this up, I just want to tell you very quickly, I've been driving the new S

 37:38

class. It's my Oh, yeah. Yeah, what's Devo drive? And I forgot about that.

 37:41

Yeah, no, I just wanted to mention it. Because you know, as class, of course, is a wonderful car. It's very expensive. It's the flagship, it's great, blah, blah, blah. But they have this kind of auto pilot light. And it's this smart cruise control. But it really is self driving. For legal reasons. You have to touch the steering wheel every 15 seconds, but the car does really, really well. The first time I drove a smart cruise control was probably 15 years ago, was on a Lexus. And I've driven a bunch over the years, and they tend to be a little Herky jerky. And I certainly have been in situations where I go, Whoa, where are we going to stop in time and actually hit the brakes myself, no longer an issue. This car drives itself very smoothly, it's completely aware of everything around you. One nice thing is is I know autopilot does this too. But you know, if you're in a lane and you want to change lanes, you just hit the blinker and the car changes lanes. And if this if there's a car that actually tested it, because there was a car next to me and not in my blind spot, but it was next man, I hit the blinker. And the car made this little sound and then did not change lanes. But the way it comes up to traffic is very, very smooth that kind of slowly, it just kind of lets off the gas and as smooth as I could do it and then changing lanes it does a really really nice job. So it's level one type self driving autonomy. But it's it's it's just a

it's a window into how much better these autonomous software programs are getting. It was it's really impressive. And I can imagine, you can start to see where we're going to be where these cars can drive themselves. But smoothly. So that's been nice. Obviously the S class on the highway is going to be great. It's beautiful car wonderful interior. But yeah, that self driving aspect of it. I really have enjoyed.



39:31

Was it a black Mercedes like all the other s classes?



39:35

Yeah, they're all they seem to be black, you know, all around the world. It seems like you're always black. This one's actually silver with a red interior. It's kind of this Bordeaux, bro. red interior. Yeah. Totally works. It's a very it's got the diamond stitching on the on the seats, which is very outie ask and then it's got screens and you can configure the screens to change what the dials look like. Like kind of you know I like that it's got this classic older liquids I've been using that it has ambient lighting that's also configurable. One thing that the S class has is this kind of scent. So you can it makes this aroma that kind of goes out Mike this, this car, I don't think has it. I don't really care. I'm certainly not going to use it. But the idea that you can change the scent in your car, presumably, you know, lavender or Musk or something like that. It's like, Oh, give me a break. Anyway, that's kind of it. Let's wrap it up. I think we touched everything one of the touch. So thank you everybody, for listening. We really appreciate it and just keep the comments coming in. That's it for episode 10 of cars on call and we will see you next time.