

Cars on Call - Episode 13 4

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00:04

car design call is a different car podcast to car guy physicians, one of whom has been reviewing new cars for over 25 years. That's me, Steve Schutz, and the other of whom is a trauma surgeon with extensive experience taking care of car crash victims and also doing research on car crashes. That's my partner's to find Moran discuss card topics of the day. From our perspective you won't find anywhere else.



00:34

Welcome to cars on call. I am Steve Schwartz and I'm here along with my co host Vaughn Marantz to fund. Great to see you. How's it going?



00:43

Great here in Alabama summers come along very get the boat in the water. Life Good.



00:49

Fantastic. Hey, I read some news that makes me psyched that we jumped all over. Last time we were together, we jumped all over Toyota for only importing 6500 units of the GR Corolla. We're totally psyched about that car 6500 units. I mean, give me a break. That's not enough. Well, they gave enthusiast some good news this week, they announced that the 2023 Toyota Supra will be offered with a manual transmission.



01:20

That's pretty exciting. I mean, you know, we thought the manual transmission was dead. We talked about it. But here you go. Toyota is going to put a manual in and there clearly is a niche population of automotive enthusiast. That will probably buy that car. Because it is a manual.

Otherwise, it's I don't know why I don't want that. I just supprises it's not it's cool, but not that cool. But hey, wait a minute. It's got a manual. Yeah. Let me take a second. Look. I got a great idea.

 01:50

I totally agree. I think there's gonna be a lot of people that are excited about this. You know, when the super came out, Stefan, there were two criticisms. The first one was, hey, there's a lot of BMW here. There's a beam BMW engines, it was only one engine to the beginning. Now there's two, four cylinder in a three litre inline six. But the engines and transmissions were BMW, there's a lot of BMW hardware, you know, the inner user interface, that kind of stuff. It's built in Austria. It's it just was like way too much BMW in the second criticism was, Why is there no manual? Well, at least they fixed the second criticism.

 02:30

Yeah, I'm super excited about that. And I've seen some super you know, if I was to get a super there's only one color that in my mind is super looks good in black. It just looks lethal. stealthy. A little bit nasty. And I would only get a super in black. I think in black it just the form and the styling of the car fits that color. And I like it.

 02:57

Yeah, it's definitely a kind of a nasty thing. I've seen a couple of red ones. And I like it and red. I don't personally like red cars. But yeah, the Black looks looks good.

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Yep, it's causing

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a stir fun. Audi and Porsche joining f1. That's big news that just happened. What's the scoop there?

 03:19

As to how exciting is that to see Porsche and Audi come back into the fold of Formula One. I mean, Formula One is on a roll. This is like for American this is like NASCAR during the Bush presidency, or Formula One is on a global roll. And really, you know, we have to, we have to give credit to the you know, the Beverly wives TV show.

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It's a Netflix show.



03:45

Yeah, we gotta give credit to it. I mean, come on, housewives. But it's, you know, in Miami this weekend. I know there's gonna be a little bit later published. But with Miami this weekend. Formula One is just knocking it out of the park. And I'm super excited. So I'm not happy. You know, you know me. I do not like Red Bull and as windy as pitches from the driver to the owner. But Porsche is going to go with Red Bull. I'm excited that Audi is going to go and McLaren. I like Lando Norris. And I like Daniel Ricardo. So I'm excited to see them back in the fold. I think it's going to bring further escalate the excitement about Formula One is it's a fabulous thing.



04:32

Yeah, I think it's great. You know, these are rumors of Volkswagen, the parent company of both Audi and Porsche has not specifically said officially, that that's going to happen it probably will, for the record. Audi never was in in Formula One, but they certainly did very well in in LeMans, sports car racing, plus rallying in the 80s. So it does make sense for Audi to go into the top level and motorsports Porsche go into Red Bull. The reason I find that interesting, Stefan is Red Bull was left without an engine supplier. I don't know what year they lose that but maybe after Honda



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left last year. So they basically took over the hunted technology.



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Yeah, but they don't have, right, but they don't have a manufacturer. So Right. So it makes sense for Porsche to come in and kind of take that on, you know, they'll be holding on to internal combustion engine technology for longer than probably any other manufacturers. So I think it's I think it's fantastic and, and the fact that Portia is going to join as you kind of were alluding to Stefan, the deserving champion team



05:46

read. Oh, my God,



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like great Baxter staff and the team principle, the best team principle, Christian Horner.



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I'd say, here's what's next. Okay, here's what's next. The Spice Girls are gonna start doing commercials for Porsche, okay?



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They're gonna start doing that Miami is probably a good place. It's Formula One Plus bikinis.



06:12

Oh my god for the Miami is out of control. It's just I can't wait to watch practice tonight and the rest of the weekend. It's they have had an absolute home run in Miami. They have exploited every opportunity with famous people golf and this than that. But hey, you know what? They're doing it right. It's given me what they want.



06:34

It's gonna be the Monaco Grand Prix with tramp stamps.



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And Felicity ace in the harbor. There's got to be a pole somewhere. There's some dancers.



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You know what we started talking I'm like, I'm really bummed out that we're not gonna be able to say Felicity as



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forever, it will live forever. Always find a place to bring it in. Oh, my God.



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I hope you know, it's obviously the bottom of the ocean. I hope when they replace it, it's replaced with the Felicity a two, because then we



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can defend. Tiffany. Tiffany? Tiffany? Yeah.



07:18

It seems like the car transport world loses something if you don't have a stripper name on a boat. That's great. Well, anyway, Miami Grand Prix. It's gonna be exciting. One big party. If you're a driver, one big party if you're a sponsor, I can only imagine what its gonna be like, I can't wait to see it.



07:36

Even with the fake Harbor on the boat. So for listeners, you know, they wanted to invoke a little bit of European Monaco. So they basically recreated fake water like you would in a video game and have boats parked up on stilts and created a fake harbor with fake boats and you can actually rent the boat and sit in the back of the boat to watch race day. Come on. That is America at its best.



08:02

That's so American young. And my sense. I don't know this for sure is to bump up my senses. The harbor is not the only thing that's going to be fake in Miami.



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You think there's gonna be some map of market Florida?



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Some Yeah. Some full bikinis. Oh, Mickey. Yeah, yes. Yes. All right. Moving to correspondence, do



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we have to move on? This is just hey, all right. What's next? Cars?



08:32

Yeah. When I watch the Miami Grand Prix, I think like you I will be looking for tramp stamps.



08:39

And I'll be looking for



08:44

cheese. I can't wait. So So car spotting Stefan this is this is fun because we we brought up the Felicity as well. I'm bringing up the foreigner because I spotted I spotted a first generation foreigner like in 1985 86 Foreigner. It was awesome.



09:05

Okay, so you have like permanently damaged my brain. Because all I frickin see are F and runners. And coming out of the gas station yesterday, were to brand new white for runners with black rims back to back the same light I'd actually took a picture of put it on the website. But here's another thing about you know, my brain now immediately sees every foreigner they all have frickin head scoops. Okay, and they're fake. The Oh, they all have hood scoops. Why does an F runner and a Tacoma need a hood scoop



09:42

the styling element?



09:46

Well, the only ones that are real are on the high Lexus that have the diesels they actually are functional. I looked it up but you know, we talked about one of our previous podcasts that we don't like fake this and fake that. And I still either runner foreigner



10:02

well, maybe some of the the bikini people in Miami will be right driving foreigners with the fake head scoop on the fake harbor.



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Yes. On the fake harbor with a lot of other fake stuff.



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Yeah, it is interesting. I mean, the foreigner now is, you know, a bonafide family vehicle. It's got nice seats. It's very, I don't know, just sophisticated almost it's obviously it's not sophisticated but, but it's pretty nice. You sit in it's a it's a fairly modern car to sit in. While you look at the elements define it. Basically, it was a Toyota Hilux pickup with a very, I don't know what the word is cheap top, it was a two door, and it had these very cheap rear seats. They were almost like something you'd see at the beach or in a fraternity house. The seats were very cheap. And

it was the thing was just thrown together. Again, just two doors, you had to climb into the back. And this was a very, you know, early gen Toyota pickup truck that just was there's nothing sophisticated about it. They went forever. I guess that's why I just saw on.

 11:08

Yeah, they're laughing. They're laughing all the way to the bank. I mean, every Middle Eastern terrorists is driving around the back of a Hilux, which is basically a foreigner, you know, the gun in the back. And they're all over the third world. They run forever. I mean, 340,000 miles there. They're our amazing utilitarian vehicles, which had been gussied up. But underneath it is a stock bone, body on frame truck. And, you know, axles. But

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that's amazing. Yeah, the only thing that takes the seeds off the road is not the engine. It's not the transmission. It's not the frame, that well, maybe it is the frame, it's rust. And back in the 70s and 80s. Japan just could not get good steel. And they didn't have for whatever reason, the ability to rust proof their vehicles. And that's what took a lot of these old cars down. You know, the old v2 10s or, or Honda Civics from from the 70s. You don't see them around nearly as much as you should. Because despite the fact that the engineer transmissions are fine. They rusted out. So that's the same for the early early for runners. Oh, it's been a while since I saw a first gen the two door.

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I can recall. I mean, that one has like sliding windows on the back tests. Yep. Okay. Yep. All right. Yep. Wow.

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Yeah, you almost have to look twice to make sure it's not a pickup with the cab a cap cap. So yeah, it's it just was it's very interesting, but it sure grew into a phenomenon. And then

 12:41

all right. So forever if our listeners aren't like, for me, it's like a broken record. All I see on the road is like my brain now. Just my eyes go to every foreigner neuron just drives me insane.

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Yeah, so that was my excuse for that, Steve. Oh, yeah. You're welcome. Thank you for that. I really wonder what our friends forest. Oh, yeah. Yeah,



13:01

exactly. What else you got for today, we're gonna talk about some



13:05

that was it for my car spotting. But there is a topic that needs to be talked about. And we've talked about some topics in the shows to find that people are not talking about Well, I'm gonna talk about something that people are talking about a lot. And that is the new Ford Bronco. It's cool. It's happening. They're finally producing them. It's got a great history, there have been delays in the new one. And I just want to get to that, to me, the Ford Bronco is something that it is very interesting. And I you know, I want to get to it. I did think of something kind of funny before we get into the new one. When I look back at the old one. We all remember the old one. That was the original one. That was you know, I would say it was you call it the small one. And that was produced 1965 to 1977. And that would be the OG Bronco. And then there was the big one and that was 1978 and 1996. And I'm going to coin a phrase here, if the small one was the OG Bronco. The big one was the OJ Bronco.



14:16

J Bronco. Yeah. Some of our younger listeners. I think everybody knows about OJ and the bronco. Yeah.



14:22

Oh j in the white Bronco. Yes. Yeah. A piece of this is trivia. OJ did not own that Bronco it was it was owned by Hertz and he was sponsored by Hertz they are one of his he did endorsements for them and that the Hertz was owned by our I'm sorry the the Brock was owned by Hertz. A lot of people don't know that.



14:47

I mean, he's Ford guy. I love Ford. I own a Jeep back in my dad bought a semi nine TJ seven. I drove through college and then but I love Ford and the boy Bronco is an amazing vehicle made from the standpoint that you got a six year old guy like me. He got my dad who's 88 I got my kids who are late 20s Every buddy loves the stallion, the bronco. It is a cross generational hit. I mean, the new one, the new one, the new one, the new Bronco is it they just young kids, old people absolutely love the styling. And because I think for for our generation, there's enough remnants of the original Bronco to hit that nostalgia. Whereas the younger generation who don't know the original Bronco to them, it is totally fresh, cool and badass. So they just they nailed it. Yeah, I



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completely agree. It is easy as you know, stafon to screw it up. It's easy to try to get this look

right.



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Kind of like the Ford Thunderbird redo. Yep. Talk about a screw up. Yeah.



16:01

Yeah. Yeah. I think it's a it's a good actually great analogy. I thought it looked good when it came out. And basically they took a Thunderbird look, they updated it mean the original Thunderbird updated it and put it on a Ford. It was the Mustang chassis. And it just didn't work. I drove on a terrible it just was like, Oh, I don't know if it was the weight or the Flexi noose or whatever. And for the Bronco, they got it exactly right. I think it looks right. I think what they did, which was smart, and pretty simple. It's a it's basically a lovechild between the OG Bronco, the original or from the from the late 60s, early 70s. And they it was a love child between that and Jeep Wrangler. It looks a lot has a lot of styling clues from the old Bronco. And yet, the size is almost identical to the current wrangler two door or four door doesn't matter. They benchmark that size



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rather than killing it. Lots of sales so and that is a size that kind of works well. And is that basically is that medium size sGv. That's all over the place. You know,



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I think you know, Stefan, I give Ford a lot of credit for recognizing that the Wrangler is such a hit. I mean, you know, you talked about young old middle aged people being excited about the bronco. They're also excited about a Wrangler. You see, like cheerleaders that are 18 year old and high school or at their high school kids driving around, and ECL people driving in and everything in between. It's a very popular vehicle. And Ford said, yeah, we can get a piece of this. And of course, they're doing it by the waist to find.



17:42

Where's the Chevy Blazer? Yeah, exactly. I mean, well, once again, General Motors, to me is always a step behind. They've been playing catch up for a long time, and they haven't been market leaders. You know, outside of maybe the Corvette and some of the super cool Cadillacs. But those are so such small niche vehicles. When's the last time that Chevy came out with a segment later? Hard to say? I just



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I can't remember maybe the Tahoe and of course, the suburban tow Escalade,

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if they've been around forever. That's the that's the segment they've owned for a long time. It's not the reinvention or the renovation of a segment.

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Yeah, no, you're right. You're right there as far as something new where they came out and really nailed something. I can't can't remember

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where they tried to do Yeah, they would they would bring something from Australia. They rebadged a Holden bring it to America that GA and this and that and because that they can continue to me they just have never been innovators and bringing out some kind of ideal segment vehicle like Bronco, for example. They had,

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they had an opportunity to bring a blazer out. They have a blazer, but it's like this midsize crossover. They couldn't be more boring. But you know, the Bronco boy, they got the size right? It's as good off road as a Wrangler. I'm sure some people will argue about that. But realistically, unless you're going you know, way off road and some crazy thing like what do they climb those rocks? They got a Jeep thing every Easter.

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Oh, yeah. They put the name on side

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of metal. Yeah, it's the Rubicon Trail. But it's it's the Rubicon. Yeah, it's, it's a bit I'll think of it. It's in Utah. And so anyway, it doesn't matter. They benchmark the Wrangler, but they also made it different, not just in look. They've got engine choices, which I really appreciate. There's a 2.3 liter, four cylinder EcoBoost is a 2.7 liter one as 301 as 330 horsepower obviously a lot more torque in the six cylinder. There's a 400 horsepower one coming in the Raptor. Seven speed man if you wanted only the four cylinder but that's okay. Tense is automatic but I think they did a really good job. There's a lot of different configurations so you know Sasquatch, wild trek Outer Banks, I got a new one. That's this Everglades with a snorkel. I mean, Stefan who? Who's not going to find something they like,

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I mean, I've went online and looked at it and just like you whenever it starts with the bass, the Black Diamond, the Outer Banks, the Badlands, the wild track the Everglades Raptor. My favorite, the Sasquatch, Sasquatch, but I started looking at the option list and it's like buying a Porsche. They have the option list is insane, bulging go through, but what they did was, they did bring a lot of the options to certain packages. So you should be able to buy a package at a discount over optioning every single thing. But yeah, and then the Bronco I looked at the Bronco raptor 68 and a half 1000 with the hos 4.0 suspension, with Fox live valve 3.1 internal bypass, semi active dampers and 37 inch wheels. And it is 9.8 inches wider than a stock Bronco. That thing is badass. I mean,



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at a partridge in a pear tree tree. It's all there. Yeah. You know what's funny, Stefon is the base price of a Bronco is 32,390 \$5,000. Nobody is going to buy a base Bronco. And even if you want one, I'm sure four wouldn't make one because they can make the more expensive ones. But honestly, they learned this from Jeep, Jeep had Wranglers, and they didn't have that many options. And the dealer said to them, Hey, when people buy a jeep, they leave the dealership and they go to some off roads, you know, some four by four store, and they they get you know, the snorkel and the winch and the the whatever that protective thing is. So your roll over, it doesn't cross the roof. It all those things. That's what happens in the jeep dealer said we could be selling those to customers because they're buying them anyway. And I think Jeep learned that lesson and so did Ford



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estivo. Exactly. I mean, so with the Everglades package that you mentioned, this is the very first time ever, that a manufacturer has tied up with Warren. Warren is the neck wa Rn is the number one winch company. So now you get a factory installed Warren winch package. That's the very first time ever. I mean, kudos to Ford for that they understand the aftermarket. They clearly did their research on what the consumer wants, and the names of the packages. Yeah. I mean, they're selling you things, things as fast as they can build them. Now. You know, so, so I had to look through the colors and the



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free get there's to find, if they're gonna make those winches, I hope they also provide a sticker that says, Jeep Wrangler retrieval device. They always those winches always have something like that a Land Cruiser, it says Land Rover retrieval device, and vice versa. It is funny, so maybe they have that too. But yeah, the colors. I love these colors. Talk about that.



23:11

So my favorite is paint area. 51. Yes, I heard about area 51. That's my it's a cool kind of grayish color. And then the other one is hot pepper read on it. Those are my two favorite color choices for a bronco.

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Like really cool colors. By the way. I think they got the inspiration. Don't laugh and don't don't yell. But they got that inspiration from Toyota and the foreigner. The foreigner has really cool colors and they're Yeah, like earth tones are kind of these almost matte blue matte, like a khaki, khaki something with green. And I think Bronco and to a lesser extent Jeep, they look at that and they said, Hey, we need colors like that. The Everglades one is really cool.

 23:55

Yeah, I like it. I think the struggle is just stupid. But another home run from Ford. Great idea. And it'll be interesting to see how their sales after like, when they fully up to market production, whether we want them up the assembly line as fast as they can see where they end up with see what final market share they end up with?

 24:14

Well, let me let me address that because that is the elephant in the room. They started taking deposits in July of 2020. And they did not get vehicles to the dealers until last summer. They have had a very slow ramp up. I'll say this. On the one hand. Yeah, it's a homerun. It's fantastic. I love it. It's great. On the other hand, how can it be a hallmark if they can't build them? And they really haven't. I'll go through some of the the sales numbers and initially that problems with the roofs, the supplier that made the roofs they had they had all kinds of trouble. So again, it's really frustrating if you're taking deposits, and people still have in their cars almost two years later because they started taking deposits in pay my

 25:01

buddy still waiting on his rivian. Okay.

 25:03

Okay, but I've got a, I've got a friend who put a deposit down early. I don't know if it was July 2020, but it was sometime in 2020. And he still hasn't gotten his vehicle. They just told him, Hey, it's probably in a couple of months. But even that's not certain. So you know, you're waiting over a year. And that's been generous for one of these. And that's frustrating. And that's why, you know, you go on some of the car auction sites, people who get them are flipping them, and they're flipping them for a lot of money. Just to give you some sales numbers 2021 for the entire year, they saw 35,023. Broncos. That's for the entire year. Now again, they started delivering them summer so I guess give him a little bit of a break. In the fourth quarter, they sold 24,819. I think this is interesting to Dupont, because again, we're talking about for ramping up production. Okay, we got a slow start, but now we're in the game. It's fine. q4 2021. They sold 24,819. q1 2022. They sold 23,573. That's less. That's not a ramp up. That's absolutely right. Yeah, yeah, it's down slightly. And then when you compare the Wrangler, the Wrangler, and q1 2022. So 45,551 So almost doubled the number of Broncos. And then if you

add the Gladiator, which is essentially the same thing with a truck bed 17,000. So, you know, for whatever reason, despite the fact that say, Hey, we were on this and we're fixing it, they are not ramping up the way they should they should have made 50,000 Broncos in q1 this year.

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That's interesting. I didn't know this numbers. Yeah, they they need to crank it up. There too worried about getting a lightning on they had too many new products coming online, and maybe perhaps regain a little bit of focus and get things out on time.

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Yeah, I you know, for the record, I did drive a bronco. I had one to test probably, I don't know, five months ago or something. And that was the manual for cylinder. It was the Outer Banks, which is kind of lower to mid vehicle. I really liked the interior. It's got kind of this, you know, all the buttons and knobs are, are kind of tough and waterproof. And hefty. And they look cool. And then just the the exterior design. That's kind of what I was talking about earlier is to find it's easy to say hey, we're going to we're going to update this old classic vehicle and we're going to bring it into the modern age and make it you know, just like a Jeep Wrangler as far as going off road. It's hard to make it work. It looks good from every angle. It's a good looking vehicle.

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Yeah, I've seen him on the road and I liked the sport as well but to me the full size not full size but the regular Bronco it looks it does look great from every and it catches my eye every time I see one it's kind of very appealing a little bit slab side but it looks great.

 28:06

Or do you do did it right? You made a really good vehicle now you need to actually manufacture them. So that's that's our our exhortation. So, alright, let's move on. And Stefano. Let's hear what you got for safety. And

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yeah, before that, Steve, I shed a tear this week. Why did you it was all over the news of Robert Robert gorini, g u a. R and I A Boca Raton, Florida. Spent \$704,000 Oh,

 28:37

I didn't see that. I didn't know the guy's name. Oh, that he bought



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a 2006 heritage edition GT. So for you listeners. That is the second iteration of the Ford GT. The original is back in 65. So this is the Ford GT that came out. And the heritage edition is in a my favorite colors golf racing.



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So it's an homage to the GT 40 LeMans. Winter.



29:05

Yes. And a buddy of mine has a GT and he's got red with white stripes. He let me drive it. It is an analog beast. There's no There's no electronic man he controls in this thing. It's a beast of a car to drive. But so he bought one



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ever there's no way someone's gonna buy a heritage edition and crash it.



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Oh, now. How about crashing your own neighborhood? Okay. Neighborhood. Neighbor didn't get out of the neighborhood



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or just because he didn't know how to drive a manual.



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He told the cops, quote unquote. I was unfamiliar with how to drive a stick shift, unquote. And how much did he pay \$704,000 or 4000 for a car. And then he went on to say well, I was shifting from first to second. The road was muddy, bla bla bla bla bla bla. Excuses after excuses the day just frickin crashed his car in his neighborhood. He didn't even get out of the neighborhood. And oh, by the way, he had to make it even better. car wasn't insured. Oh, I



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didn't know, I didn't know that



 30:12

he had an umbrella policy. And you know what? The car wasn't registered. Oh, by the way, his driving licence had or it was already suspended. So here's a deed with a suspended driver's license, spend \$704,000 on a car that he can't drive and crashes in his neighborhood uninsured? I mean, I guess yellow baby COVID Yellow.

 30:39

I'm stunned. I didn't know all those deeds. I can't believe it. By the way. If I spend seven or \$1,000 at a car, which I can't afford to do, but if I did, I would not drive it. If there was mud on the streets or even rain

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out no, absolutely not. And this is actually the Ford GT is a fair weather car that you have to be it's kind of like driving a cobra it is pure Analog Experience way overpowered is a beast of a car to drive that is very unforgiving when as you approach the limit, that anything you have to

 31:15

drive it with respect. And that's something you know, I know, we, you know, Jeff back and I talked about that with the original Viper. You have all this torque, all this power and none of the electronic controls. You better be respectful. And if you're not, you know this happens. Yeah. Oh, jeez. Yeah, thanks for bringing that up. That's such a sad story.

 31:34

Actually. I shared like the pictures is Oh my god. I mean, anyway, so yeah, let's talk a little bit about safety. And we'll just, you know, segue from the Bronco and let's kind of talk about jeeps and SUVs. So the Bronco actually has a good rating from the Insurance Institute for Highway Safety IHS and the only reason it misses a Top Safety Pick was because of its headlights and then restraints. About a year or two ago. I think I

 32:03

missed that. I'm sorry, headlights and what? head restraint head restraints got it.

 32:06

So what happened was I IHS changed their headlight stratifications to what? Good, bad, ugly, whatever you want to call it. So some manufacturers are having to play kind of catch up cars that are designed prior to the changes by IHS, you know, and everybody now is trying to make these really cool like in the headlights. So you have to admit that we in America are hampered by NHTSA on our light. There are some amazing technology and lights in Europe that actually

create like a zone. So the driver coming opposite you he doesn't really see your lights because they kind of gray them out in that band. But we can't get that in American hopefully that will happen. So there's a lot of technology and headlights that we're lacking. Fortunately, we're not getting the French yellow headlights of years past but the Broncos sport the smaller version is a Top Safety Pick a couple other cool things about the Bronco is it does have standard vehicle to vehicle and pedestrian crash protection.



33:12

Interrupted very quick as defined. I reviewed the Bronco sport probably a year ago. And it was just around I guess it was like July ish, just around when Broncos were starting to arrive. And I cannot tell you it's kind of embarrassing to me as a car guy. I cannot tell you how many people thought that what I was driving was a bronco. They're like Oh, it's the new Bronco and I'd say oh it's a Bronco sport though. Like what? I'm like no it's it's basically an escape with a different body. But a lot of people mistook it for the Bronco



33:43

way again hit the hit the market first and they're selling a lot of those as well. Yep, in the Jeep Wrangler vehicle, the vehicles optional and they do not offer pedestrian safety technology, which is kind of disappointing from big company like that they need to do that. So you know, I think, you know, since we're talking about jeeps, and we're talking about the Bronco I think you know you and I grew up in the 70s when Jeep really had a really big resurgence with the CJ five and the CJ seven and I know I have a story about a Jeep CJ seven and I'll tell my story and I imagine Stiva that you probably have one as well. I do. But when I was in high school, you know the coolest view you could have with was a Jeep CJ and they offered CJ five and CJ seven so the seven was a longer wheelbase that had about 12 inches behind the rear seat. The five the tailgate actually was up against the rear seat and you can actually get an eight cylinder in the five or the seven. We talked my dad into buying a Jeep CJ seven and I drove that my senior high school and then when my parents moved to France I drove that to college. Well There were several times that I got that Jeep CJ seven upon two wheels. And the classic was you're stopped at an intersection. And you got to make a left hand turn or a right hand turn into oncoming traffic, you kind of got to get on it. So you get on it. And that Jeep came up on two wheels several times, absolutely frightening experience. We had a fraternity party, a pre rush party, and we decided to have it at one of our one of the fraternity brothers Lake houses. But we said you know we're going to go to this lake house. We're going to ski all day do our fraternity rush party, but there will be absolutely zero alcohol. And that was a good decision. Coming home, I had three of my fraternity brothers in there. One of them took their seatbelt off coming home which I told her to leave your seatbelt on. I came around a corner on a back road and they had been logging. So as I came around the corner, I hit mud and gravel at about 60 miles an hour. The Jeep immediately spun when in the ditch and we flipped Andover and through the ditch, one of the guys was ejected. He had a bad hand fracture and a compression fracture. The other guy in the back seat, had his arm on the roll bar had a compound fracture the arm. The guy in the front seat actually woke up grab the sissy bar, which we call it a little bar across the front glovebox, but his nose came across and smashed his nose across it. When we landed upside down the roll bar on the initial CJ look like a functional role bar, but it really wasn't in the role bar actually collapsed on the both rear tires blew out both retires, and three of us had compression fractures from that. So actually, they repaired the jeep. But look, I went back and

looked at statistics, the Jeep was 70% likelier to flip over than any other utility vehicle at the time. If you take a Jeep backward is called a J turn. So you're in reverse, and then you kind of throw the steering wheel to the right of the left to swing it back to go in frontways. It's called a J Turn the jeep or roll at 22 miles an hour. If you do that. Jeep had the CJ and then they changed the vehicle to the new eventually the Wrangler but they had \$2 billion in liability claims when he stopped manufacturing the CJ. This is under the Reagan era, there was very little NHTSA regulation. All that NHTSA required that Jeep do is put a sticker on the dash saying that it will perform differently than conventional cars on pavement. So that's that's my story on the Jeep. Great vehicle but they're just flat out dangerous on the road.

 37:49

Yeah, I actually do have a stories to find and it's tragic. You know, I, I grew up in a medical family. So my mom was a physician and she had a friend. She was OB GYN and she had another friend who was OB GYN. And that friend's son was friends with my younger brother. And his kid was kind of a wild child. And it was sometime in the 80s he would have been, you know, freshman sophomore in high school. And he was out late at night. It was probably two in the morning. And he went around a corner. It's a corner I knew well growing up I knew you just do not go in that corner fast. And he was in a CJ five which was his personal vehicle. And he went around too fast. And he rolled and was killed. Two in the morning before cellphones and not a lot of traffic. The next car that came along stopped to help it was actually an obstetrician who was on call coming back from the hospital. He recognized the vehicle because it was his partner's son's car and he knew the car. So he knew it was this kid's car he got out ran over and realized he was dead again before cellphones. So he got back in his car once he had pronounced this very unfortunate young man dead and drove to his partner's house and knocked on the door turn warning and had to inform him just an awful thing. Just the combination as you know as defined the combination of alcohol and any vehicle is deadly. But it's especially so in a CJ seven or CJ five.

 39:28

So that's a very sad story, Steve Oh, and you know, it's like for those of us that are military you know, you never want to see an officer knock on your door. You know, you never want to see a police officer knock on your door it's never good news is never good news. And to say your partner I just terrible story. But you know that it's a story that people don't understand. And, you know, your kid wants one of these don't get it for him,

 39:53

then it's probably worth saying that that boy, there's been a lot of progress and I you kind of alluded to this In the safety rating for the new Bronco, things are a lot better now much better.

 40:04

The habit for the Jeep is ain't so great yet. So the new Jeep rollover, I just does a test where it's 40 miles an hour. And it's called a small overlap Funnel Test. So it's kind of like where you clip the front left corner of another vehicle or a post or a concrete barrier. And you can see this

the front left corner of another vehicle or a post of a concrete barrier. And you can see this online, you can you can Google it, when the Jeep does it, the Jeep rolls over up on its side. And so it gotten a marginal rating for that. But from my standpoint, you know, so anytime the vehicle rolls up on its side, what that's very concerning for is passenger, partial rejection, or limb loss. So that means like, your arm goes out the window is a soft top, or your head partially goes out now that's on the pavement. So I saw plenty of that type of injury. And we call that a partial ejection. And it's, it's really an ugly injury. So that to me is very concerning that Jeep souls not solved that issue, whereas the Bronco did not have that issue. So that led me to look up and kind of look at a review of what about the NHTSA does a rollover test and Europeans do one as well. So the risk of rollover, what do you you know, so I thought the number one vehicle is going to be the Jeep Wrangler in terms of risk of rollover, but it's not. It's actually beat out by 2.7%. And what vehicle Do you think that might be? Stiva? You'll never Yes.

 41:35

I'm gonna say full size if you like SUV like like a Tahoe or something like that.

 41:40

How about the Nissan NV 3500 passenger van, which is actually classified as an SUV. So it's more like a past like that. It's like a gigantic

 41:52

sprinter Yes. Like a sprinter van.

 41:54

That's the number one Ruska rollover

 41:56

I didn't I didn't know although when you discuss the the Sprinter transit van safety, you didn't make a point of saying yeah, for high center of gravity.

 42:05

Yep, exactly. And then number two is a Jeep Wrangler. And then number three, our favorite vehicle for runner, fresh and runner. What else? What else and then here's what's interesting. So for listeners, number four and five are both the RAM and 2500 and the ft 50. And what that has to do with is the big heavy steel body. Their suspension is elevated with bigger tires. Whereas the F 150 has an aluminum body that to fit the steel steel. So the higher up the vehicle the heavier it is. And then after that is the Jeep Renegade fall by the UConn, the Tahoe, the Escalade, and Chevy Colorado so the interesting rollover so kind of the moral of the story is

my dad bought a CJ back in the day. I wouldn't get a wrangler for a kid these days is wouldn't do it. You know, they have to have the SUV thing go the Bronco sport, maybe the Bronco but the Wrangler is at risk for rollover and we know that kids are more likely to crash than adult.

 43:09

Hey, Stefan, I never thought to ask you this before. Did you ever seen injury in your practice? From a very common phenomenon, which is I was gonna say teenagers but it can be someone from an age, they have a jeep. And of course you can do the same thing with the Bronco, you remove the front seat and you have your foot outside as you drive. You ever see someone like with a any kind of foot or leg injury related to resting the foot outside of the vehicle.

 43:38

They are the most classic when they become One Armed Bandit. We see that multiple times that people are hanging their arms out of a open window, and then they crash and then the arm doesn't do well. That what you classically see in the jeep type vehicle where they take the doors off and they do roll up on the side is if they're fortunate enough, they just get they get awful Road Rash. And Road Rash is what we described as basically dragging your skin across the asphalt. Remember, as a kid falling off your bike with your knee, you get this dark black kind of tattooed scar, and they get horrible Road Rash if they're fortunate. And I've seen worse than that. I don't want to gross people out but yes, it is not a good thing to be struck from the side without a door. You have no protection or to roll up on your side and then scrape across the pavement with nothing protecting you. It's not a good thing. So if you're gonna take the doors off your vehicle, don't be turn around all over town on the interstate is Ill have really removed a lot of protection from you in the road in another vehicle.

 44:50

Yeah, all right.

 44:52

But hey, I did it. I survived. Yeah, it's different times different times.

 44:57

Different times. Yeah, absolutely. And you learn to So, alright, we're gonna wrap it up. But before we say goodbye, Stefan, I got a listener question I thought was very interesting. So I want to kind of run it by you. And that question is certainly got me thinking. And it said, which car for your pass? would you most like to own? And they said they added, not necessarily something you own yourself like you wanted again, just something you're connected to from your past.

 45:28

I'll let you go. Okay. So we went to France when I was 13. And we went to visit my cousins at the north of France and Lille which is next to the Belgian border. And I was 13. And Tom or brother was 12. And Mike, you know, in France, whether you're first second, third or fourth cousin, it's all the same. You're just you're a cousin, you're immediately family and go Zog was his name. And goes I was probably 19 or 21 at the time. And he had a dish of bow. And we all of us, I don't know how many people we piled into that dish Davao. And he took us out for a cruise and his dish Davao. And I just it was an absolute blast and he actually ended up driving that dish about all the way through Morocco and Northern Africa. And for me, I've always loved the dish of Oh, but I never got to ride in a Citroen SM I did drive in Masada Quattroporte have grown up but for me to have a dish Chabot, a kind of a beater dish of oh, that I could just have a blast and pile people in because that to me would be a car from the past that I would find just every day enjoyment driving about us Devo.

 46:41

I love that. By the way. Just imagine your garage to find you've got this old beater Durscher with no power and next to this beautiful new Cobra with tons of power.

 46:52

What a dichotomy. That'd be awesome. Yeah, I'm keeping my eyes open for a dish about I really, I will probably own a dish of Oh, the SM I'd like to own a Citroen SM but the hydraulics and kind of the maintenance nightmare and but a dish about I can I can fix a dish about. Yeah, I can see it's as simple as they can. Simple as I absolutely see. How about use Devo. Yeah, for me.

 47:18

It's interesting. I told the story several episodes ago. Now the being Debbie. No going to daycamp and the counselor pick this up. She was super cute. Probably 1617. And she had a GTI with a manual. And that's what I want.

 47:36

The GTO or the driver? Which when you get to try it out, dude.

 47:43

Oh my gosh, I got no problems in my life. I don't need I don't need that. But that's funny. She was cute, though. Anyway, yeah, it would be it would be that GTO and it was interesting because it was, you know, I kind of liked the smaller muscle cars. You know, my theory explicar is the 90s.



48:00

The late 60s, late 60s, early 70s. Yep, there it



48:05

Plymouth CUDA is my favorite muscle car. But, boy, you know, the the GTOs before they downsize it to the last year, the big GTO was 1967 a car from my past that I wouldn't want that I've never owned that. A 1967 coupe nada, not a convertible for speed. And I think it's a beautiful car. It would take me back to to day camp. Yeah,



48:30

that's the one. That's cool. Yeah, I think that was a great question.



48:34

I know I love it.



48:35

I can't keep it coming. Unless there's that that's, I mean, that's something we can all when you think about a question like that. It takes you back into your memories and just makes you feel good and makes you feel happy and puts a smile on your face.



48:49

Yeah, childhood memories are good childhood car memories are even better. So. Alright, well listen. Hi, Dave. Yeah, thank you for listening. Stefan, I'll let you tell him to like and subscribe or whatever, whatever you say.



49:01

Hey, like subscribe, check out our website hit yes. Like whatever thumbs up, no thumbs down and leave some comments. And check out the website as well. What is the website questions? Cars on called? podcast.com? What is it again? Cars Hong Kong podcast.com. I put a lot of work into it. Somebody please look at it.



49:25

Yeah. All right. You got it. Goodbye.

