

Cars on Call - Episode 12 Jeff Bank

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cars on call is a different car podcast, two car guy positions, one of whom has been reviewing new cars for almost 30 years. That's me Steve Schutz and the other of whom is a trauma surgeon. That's my co host Vaughn Moran. Discuss car topics of the day from perspective you won't find anywhere else.



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Welcome to cars on call. I am your host Steve Schutz and I am here without my usual co host trauma surgeons divan Moran Stefon is away but instead I've got a co host who I work with Jeff Jeff bank is the guests around us I work with and our real car not he's as much of a car guy as I am and probably knows a lot more so Jeff say hi and introduce yourself. Hey, everybody, happy



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to be here and honored that C chose me to be a co host this episode. So as he said I work with him. I'm a GI doc and really cars has been in my blood and inherited it from my dad and consequently his dad. And so when my dad was growing up his his dad had a 67 Corvette Stingray that was he at when my dad was 16 and spent more time in the shop than me out of shop and still, you know, Corvettes in his blood and my dad has a Corvette now and so it's just always been there. And I think really what cemented it my love of cars was actually driving with my dad and my uncle's original Dodge Viper, the one with the vinyl windows, no top, no AC and the side pipes that burned your legs when you got in and out and just flooring it on the interstate and that's something that is just forever in my memory and a that that love of cars I think started right then in there and only blossomed.



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So the Widowmaker the original Viper was nasty just lots of power. No electronic aids no traction control. You go on YouTube, you see elated that I'm one of them crashing



03:07

02:07

Yes. And rightly so. No, no, no ABS No, no, no nothing just pure V 10 and plastic interior and then the whole bit.

02:15

Yeah, so that's cool. So all right. Well welcome Jeff. We're very glad to have you and Stefan will be back soon. Anyway, listen, Jeff some news. I know you about you know about this, but the 992 Porsche 911 Sport classic just dropped it's a it's a follow on to the absolutely legendary 2009 997 generation sport classic. Got some differences that was normally asked, right. This is essentially a nine nine to turbo. Little bit detune 542 or so horsepower, rear wheel drive seven speed manual only. It's good. ducktail and there's going to be 1250 Jeff, I know you heard about this. What do you think?

03:07

I think it looks gorgeous. I love that that ducktail spoiler harkens back to the original early nine elevens and I watched their their YouTube video with the kind of the lifestyle piece of of the sport classic and I think it's just just gorgeous love the houndstooth interior. Only manual you know, I think just makes it a great GT car.

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Yeah, it's it's really, really cool. It's interesting, you know, the duck tail originally for nine elevens kind of showed up on the 1973 2.7 RS, which was a hard edge track thing. This is different. This is, you know, you correctly pointed out the houndstooth interior a lot of the lifestyle stuff. I think you're trying to make this be almost like maybe the 911 are, it's something that you take on weekends and I saw an interesting video released by Porsche that it showed an older cop not an older couple but a young cool couple but like in the late 1960s and they're driving around 911 beautiful roads and then they go to dinner together it's like this experience and I think they they're thinking the same thing for the sport classic you know, it's you take it out on a Saturday evening, you maybe drive in the canyons and then take your wife to dinner.

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Yeah, it's not not meant for the GT three s crowd and go into the go to the track but it is something to just just relax in and go for that you know, Saturday evening, Sunday morning type type drive that you just don't have a destination you're just going for the love of the love of cars and it's great to see them you know, really getting their their purest in market with the the rural drive manual only I love it.

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Yeah it's cool. It's interesting, you know, they had the same kind of concept for the 911 R that was 991 detune and very very cool. And it's interesting that this engine, unlike the 2009 model

was 991 dot one and very, very cool. And it's interesting that this again, unlike the 2009 model is turbocharged lots of power. You know, the the standard 911 Turbo, I think of as an executive or very successful professional, who drives it to work, you know, to in front and Scouten. All Wheel Drive, automatic transmission, a lot of luxury touches. This is different. This is like for special occasions. This is like a Vance. I like I liked the way you put it. Saturday night and Sunday morning.

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Yeah, and the and the turbo, I think is for somebody who wants all that power, but it still wants it to be understated. I view the sport classic. As somebody you know, I want people to see this this ducktail spoiler, I want to see this special trim that it's more that occasion kind of and then and likely a lot of these are going to be in people's collections. But even still, it will be that I mean, the cream of the crop at cars and coffee.

 06:07

Oh, absolutely. Yeah. Just for our listeners, I looked this up in the last 911 Turbo that was available to manual, it was the 2012 model the 997. And actually, you have to go back almost 30 years for the last two wheel drive 911 turbo with a manual that was a 964 generation. So they're bringing this out, you boy, I think people are going to snap it up. They're making 12 150. Jeff, I don't know if you're going to disagree with this. But my prediction is expensive. Yeah, I'm

 06:41

guessing at least two to 50 to start and as you know, everything with Porsche is all a cart and so it'll easily hit hit 300 and but we'll we'll just have to remain and see not that it'll really matter for these people who are who are buying the the sport classic, they probably will have had multiple nine elevens. And in large garages to put it in, so

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yeah, whoever you are, that's gonna get one you know who you are. And if you're not going to get one like us, you know who you are to?

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Yeah, and you're indeed you're gonna get when your Porsche dealer obviously knows who you are. You've been on the list for years, probably.

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Yes, you're Yeah, they have five or 10 people they call and yeah, it's not us. Hey, just very quickly before we move on 1973 2 7 RS is such a seminal car. This is 2022 that means next

quickly before we move on 1975 2.7 RS is such a seminal car. This is 2022 that means next year is 2023 I am absolutely certain there's going to be a 50 year whatever retrospective or a very cool car that kind of highlights that 50 year anniversary.

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Yeah, that'll that'll be hugely special. And who knows? I would imagine Jerry Seinfeld's got a lineup to go with his current somebody for the Carrera RS so

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yeah, he's he's first on the list. All right, well, moving on. You know, we don't do car spotting every time but I wanted to do it today because I came across a really interesting car. It was pretty rare. It was about a 2012 or so Mazda Speed six when's the last time you saw one of those?

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I gotta say it's been at least six months but those are I gotta say those are understated cool and yeah you got to be a really enthusiast to to a have gotten one and be no one to know what it is so

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yeah, that didn't so one of them and you know the only way to spot him is the wheels

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the wheels and then the flared arches and weren't those were all wheel drive I believe and and yeah, there was kind of like a monster trying to be like a pseudo M five with the with the performance and the understanding looks but ya know those were that nice clean styling.

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Yeah, if if the the arches are flared it's very subtle I mean they may not even be but it's a cool car actually drove one back in the day and I thought it was nice it was manual transmission. Very smooth V six and it was it was a good car to drive you had a Mazda Speed three

 09:12

I did I did I had a 2010 Mazda Speed three and a velocity read it was the first year of the second generation speed threes and I really love that car quite entertaining and a absolute hoot to drive with the torque steer really I mean it had about 260 horsepower and then tutor 80

pound feet of torque and they Mazda wouldn't let all the torque be available until you got to third gear kind of let it off. It's off its leash in a sense because they had to rein it in but I crossed shop that and the the GTI at the time and I just thought the speed three had had a lot more just character and you and the connection to to the car. And but yeah, I had I had a blast absolute blast driving that on the track and autocross and it just you know, it's a hatchback so put a lot of stuff in it with my multiple moves during medical training.

 10:11

Yeah. Sometimes during medical training your, your moods range from depression to despair and everything in between.

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No, but I gotta say I was we put so much stuff in there and tires wheels, but apartment stuff. Yeah it was it was a great car.

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Yeah. So you know, I was thinking about it because during that era Mazda was really I think clearly trying to be like a BMW, the Japanese answer to BMW, Toyota and Toyota was almost like Mercedes like conservative, well engineered well built. And you know, Honda's kind of Honda. And I think Mazda thought they were going to be like BMW. They did zum zum in their commercials, they this little cafe and zooms and all their commercials. And it was zum zum. They actually sponsored Laguna Seca Raceway, it became Mazda Raceway Laguna Seca. And they really kind of did that. And I think it's been, you know, years since they had zum zum. And their ads, they no longer sponsor Laguna Seca Raceway and my sense is that Mazda has decided we don't want to be BMW anymore we want to be Audi. So they've got you know, nice interiors, understated exteriors. The understated elegance is what I think they're what they're looking for. And I think they're doing it but you know, no one's talking about this but don't you think Jeff they're trying to be like Audi

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I do I think that the the the Mazda three the CX five and now the CX 50 are all going upscale and that the is as you said, the The interiors are very well designed thought out clean styling, they're they're still I mean at a at a reasonable price point compared to a lot of their their competitors. But unfortunately, the zum zum is now gone and really, I mean only left with the the Miata in a in a sense and I kind of missed that to be honest about about Mazda and not having any Mazda Speed products and they've basically explicitly said they're not making any more Mazda Speed products the they did the new Mazda three turbo is kind of as close as you're really going to get to a speed three so I guess I'm considering myself fortunate to have have owned a speed three and gotten experience Mazda when it was more of the kind of young fun hip brand and now it's kind of going upscale. But you know, to be honest, I think they're doing a great job with it. And they, I wish them well, and I'd say as the owner of the or future owner of the Miata, I look forward to still that that zum zum attitude so

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yeah, it's you got to do what you gotta do you got to survive as a company you got to find customers and let's face it out, he's doing very well and if you can get some of those Audi ask customers I think it'd be doing really well. You have to be an alternative to Japanese you have to be an alternative to Honda and and and Toyota. I think Suzuki has gone their own way and Mostess picked a different a different direction and I don't blame him so yeah,

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yeah, you got to find your gotta find your niche. I mean, Mazda is never going to make as many cars as Toyota and Honda and so they they got to carve out their carve out their own little area and when you know I've had multiple people ask me you know, what do I buy in a smaller SUV and really the CX five is at the top of my list when I tell people

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hey, any of those CX is there they're good they're family vehicles that are just a little bit more interesting.

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And I was thinking we'd change gears I my my car spotting is also Japanese I saw a accurate a yellow accurate Integra Type R on the Wow. And I had not seen one of those for I don't know it's just I think since I moved to Boise and in in July and I was more than impressed by seeing seeing it out. Looks like it was in good shape had not been overly molested as many of these wind up with many modifications. But yeah, I was I was blown away. I'd seen a Lambo early in the day and that was not nearly as exciting as the Integra Type bar in my view.

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Yeah for for your generation. I mean those those Integris you know, the type RS the ultimate but the Integra is a cool car.

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Yeah. And my my cousin actually had accurate he had an integrative type bar and he would school in Florida and unfortunately, got it parked in a gated parking lot and they somebody came in and stole it, stripped it and think you've later found it, but it was then unfortunately been totaled. So it just speaks to the desirability of those cars. So and they it As we're seeing on the various car, auction websites, I mean, they're they're only going up in value. And I would imagine that yellow is quite quite rare and desirable.



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It's a gray color for the car. I saw one go on bring a trailer the year or two ago for like \$95,000



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Oh, probably been cement condition. And yeah, I don't mind. Yeah, I imagine this was more daily driver like good, good condition. But I it's just great to see cars like that on the road. So



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absolutely, yeah. And given the fact that it was youth oriented, and very much in the Fast and Furious, I would bet a lot of them or are totaled street racing or just doing stupid stuff. Yep. Yep.



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And, or all the original parts are? Who knows where at this point?



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Yeah, exactly. So well, that's cool. Let's move on to the main topic today. You know, 2022 is exactly 50 years since BMW M launched. You and I are very close to BMW M, you've got an e 39. And five that I know you're going to talk about and I've got a united two M three. Both are VH. Interestingly, naturally aspirated. The lot more in line sixes over the years. But, you know, the question I've got is, does M matter anymore? And I've got my doubts that it does. You know, it was always understated. I would say understated athleticism, and I really, you know, a quiet muscularity and I just don't think that's, that's there anymore. You know, it was regular cars that were engaging, and exciting. They handled, they had four exhaust pipes with electrification. Jeff, I just don't think M matters anymore, you know, no more for exhaust pipes.



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I gotta say, it's very unfortunate. I think that this current generation of the N three and four, I mean, it's taken a little time for me to get used to those giant grills, but I think especially on the aggressively styled M three and four, I think it I think it makes make some sense or is it as garish as, say, the, the, the lower models and I still think I mean, there's a good amount of performance, obviously in the in the cars, but when at least the press has gotten to drive them. I mean, they just always wish for a more connected feel. And that's, I mean, genuinely what I love about driving my mighty three, nine and five on a on a daily daily basis, it's that analog simple experience. And it really, it's the kind of the wolf in sheep's clothing and that it looks like just your regular city family sedan, but then you can blow by I mean, not any Tesla, but but I can blow by most most about any regular cars now. So



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the just past generation, as I recall of the M five, and the M three, M four and some of the SUVs, where they did something that for me was like, Okay, this is this is different. And that was they started to pipe in the exhaust sound into the car via the stereo. And even if you turn the audio off, it's still piped in. And I thought, you know, that's I don't like it. No, I will, I will say for the record that I had an F ADM three, I love the sound. So when I was driving, I didn't. I didn't not like not only did I not like it, I liked it a lot. It sounded great. But still, the purity was certainly affected. And before we go too far, I want to kind of look back a little bit. It's funny, Jeff, Stefan and I were talking a couple episodes ago about the manual transmission, we agreed that it was done and, and when he kind of made our conversation, the eulogy, I kind of feel like it's the same thing with him. This is we're eulogizing an M That's really no longer existing. And as we go electric will be irrelevant. So a little bit of history. 1972 was actually the ubiquitous Bob Lutz, who went to be unguided guy. I know, you know, people don't know that he was at Ford. And then he went to BMW, and he was later at Chrysler and famously at GM. One thing that's kind of funny is he has a long career. And not only did he have lots of manufacturers he worked for he went through, I think, the same number of wives. Oh, really? Yeah. Anyway, Bob Lutz in 1972, created M for motorsports division of BMW that focused on racing. And he also came up with a tagline. I don't know if you knew this. He came up with a tagline the ultimate driving machine. So it was American. Yeah, that was American. So BMW motorsports, again, Launched in 72, and did a lot of different racing. Their first road going car was the 1970 8am one like a supercar powered by a wonderful inline BMW engine for the geeks out there. It's the 3.5 liter M 88. And Jenner made about 270 horsepower. Come amazing car did not sell well, and was ordered. Yeah, even though that was like the first roadgoing M car. The real one that I associate is the 1984 and five and basically it took the five Series Sedan and said hey, let's stick this engine into it called the M five. And that actually did sell well was very popular. There's the e 28. Five series and to me, that was that was the best I got quickly here. 1988 e 30, M three inline four cylinder engine, a classic car, your car 1998 e nine II 39 and five V eight naturally aspirated. I think the absolute apex of M was right there. Yeah. 1998 e 39. M five and two years later, the e 46. M three with the inline six. I think that was the peak. They jumped the shark with the 2004 e 60. M five with a V 10. And even though I have and love my e 92. M three with the VA and I think that they jumped the shark. And they kind of they're the last hit. If this is a rock and roll band was a 2011 one M Coupe but that was the first turbo it wasn't the XM one the X six M was but but that was the first turbo car so that's that's kind of their Greatest Hits thing. What do you think about that? Am I right about how I take it?



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I think so. I mean, I think going back to the the M one and then the the one off racing series with all the you know the five ProCon yeah Procar that with those five best f1 drivers and then talking about you know what if we now right now if we had Charles LeClaire and Lewis Hamilton and Max Verstappen all driving exactly the same car like how how cool would that would that be there'd be I mean people who would be I mean I would be at the at the gates waiting to watch that that that that race and I mean just how we were able to do things like that back back in the day but yeah, I agree that those are the the best of album for em. I think for me, I was thinking you know, what are my what are my favorites and trying to kind of take one from I mean, somewhat each generation and I think for me, I think that that 3.0 CSL kind of the what the M was involved in first and they that that Batmobile as they as they term it is just it's just wild and totally at ease and over over the top styling and it was it was



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it was seven days by the way but it was also the kind of that they had the art cars so they made the they had artists actually decorate these cars and you're right that was that was really the first M car even though it wasn't it was not called and then



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yeah and that was I guess the art cars like Andy Warhol and on the M one and like I don't know I see in those the 3.0 CSL Batmobiles on bring a trailer and that like bright bright green they just did I'm really drawn to those and and then the and then and then I'm obviously partial to my E 39 and five from that peak BMW era for the just the understated looks the power six speed manual naturally aspirated Analog Experience but even still with some you know regular creature comforts and and you know, I feel comfortable for putting my two girls in the in the back with their car seats and and then I think my other one is the I gotta say, I love the one and for being kind of a part's been special but I think I really liked the the evolution of that the the into competition even a little more and that's what I would maybe consider owning in the in the future. So I think those are my favorites at least from from their album as we as we speak but it's it's hard to it's really really hard to choose and I don't think you can go wrong at least with the up until you know the really sad and three generation What are yours



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I was you know, having watched this and some a lot older than you haven't watched the arc of am I remember the the M one came out and I kind of liked that it was a Ferrari that was more reliable and you know, less flashy, but it was completely unattainable. The E 28 And five of the mid 80s. As soon as I saw that, I'm like, Oh, that's cool, because it really was understanding you look at an M five now and your cards To the e 39. And the early 2000s very understated, you have to know what it is, you know if you know you know, boy, the newest M five the newest M three, you know it's something it does not like like a standard three series or five series like they used to. And the the first m five was just such a cute ship it just you know, yeah, had you see a couple little things that a little tiny spoiler in the back, you almost didn't notice it. We subtle changes all over it. The wheels were a little bit different. And then you said oh, I think that's it. But you had to look at the back to be short.



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Yeah, and I liked it. I mean, the the ones for the 28 and fives that came to North America were just it was only one one speck the black over tan tan leather. And that's what you got. And, you know, there as As with most M cars, everything's going up in value.



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Yeah, those are definitely valued. I don't remember when an automatic transmission was first offered in an M car. But it was later it was a lot later. And it was probably it was the the the 60 M five moment that that that the 30 was that available and automatic

M five proper. I don't think that the 39 was that available and automatic.

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It was not. But I guess I was thinking maybe the e 36. And three would have had an automatic available for some of it. And because that was the M three you could get in any configuration the two door or four door convertible. But I want

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to say I don't think I don't think okay, I don't think so

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I could maybe I'm wrong,

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or listeners will let us know.

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I'm sure I'm sure. It's factual. Right. Yeah, I

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want to go through some questions. Because, you know, again, the arc peaked, you know, they've driven any 39, v eight, and five, and I absolutely loved it. And the e 46. And again, I drove these back when they were new, and the e 46. M three was so silky smooth. I just have great memories of that. You know, I owned the F ADM three for a few years. And I like driving it as an everyday. But it just, it just was absolutely not like those old cars. And it was less special, less analog, as you said, so. Alright, I had a few questions since this is like a eulogy. And the first one is three favorite M cars. I think you answered that is give us your list again, I think you said the 39. And

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yeah, so you see, so I'm obviously partial Ethernet, M five, and then the 3.0. CSL and then m two competition

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drove them to competition. It's nice. I have not driven an M one. But supposedly the m two and the m two competition are a lot better on the highway. I guess the the One M is not that good in the highway. cool car.

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It is. And again, going back to this flared wheel arches and anything with flared wheel arches has to be cool. Yep.

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All right, my three are the e 20. and M three, the OG and I already talked about that. And the second one that will surprise you. That's the e 34. And five, the one that came out in the late 80s. Right after. And actually I will just say, I don't think it's that great. You know, if you look at the the pantheon of M cars, no one says no one has this on the list of their top five. Sure. But my sister was working for an ad agency called Molen. Back in the early 90s. And I went to visit her this would have been 9394. And they had just gotten the BMW account. Jim Mullen, who founded the agency was a was an is a huge car guy. And I showed up at the agency, and we're just excited to see where she worked as my first trip there. And Jim Mullen came out and said hi to us. My sister was a high performer. Of course, she always has been. And he came out and introduced himself and he said, Hey, Steve, I heard you read the cards. I'm like, yeah. And he goes, I just got this new M five, you guys are going to lunch to take my car. And it was a funny story, because he's just a nice guy. He's older and just was great. And it was like 1130 And I said, Thank you. When do you need a back? And he said, he got serious. He's like, huh, because I have to leave for meeting at 430 So yeah, take it for five.

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Five hours. Please. Please take it Yeah, so that was

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first M car i driven and that that's stuck with me. And I just was like, Oh my gosh, it was very special.

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Sure. Yeah. Those the throwing throwing star wheels and yeah, it's those are those are great. And it's with the the last hand built am engine as well. Is it? Okay,

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yep. Okay, yeah. The one I drove had the weird looking wheels that look like whitewall tires. You have to Google it. Nobody liked it. And They quickly went to the the wheels you just

described, which were much more popular. At the time, I was offended by the first generation wheels, I just thought they were ugly. Now, you don't see him anymore. I wish I could have one of those M fives with the original wheels. My third, there was back and forth between the e 46. M three and the 92 M three, I finally went to the United States because I have one. It's a nasty VA. And every time I get into it, I have so much fun. And the it's it's masked year, and not as good. It's like the girl with a tattoo. You know. It's the bad girl. Sorry, four to six is so smooth and so good at everything. But there's something about that nasty VA. So there you go.

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I think it harkens back to I know we both appreciate, you know, the 60s 70s muscle cars with it with the VA and I think there's something kind of about pairing a big VA with some German handling. That just is it's just a blast. Just an absolute blast. Yeah,

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I tell people that it combines the utility of a Honda Civic with the gas mileage of Chevy Suburban. Yeah, it's true. It is currently to that car magazine in summarizing the 92 and three, and I think this applies to your car as well, Jeff, they had two words. prodigious thirst.

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Yeah, mine, I average 60 miles a gallon. Unfortunately, in my M five. And granted, it is Supercharged. But it is. I do, especially now when I when I go to fill it up. I say, Well, you know, it's about the smiles per gallon. It's not about the miles per gallon.

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Yeah, if it weren't supercharged, you get to get 16.2.

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Exactly, exactly.

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All right. Jeff, the most underappreciated am car in your opinion. That's a good,

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I guess, I think it's the the the One M, I think in my because I think those are with it just being that kind of pieced together from I mean, they they took some II 90 parts and they just put the engine in there and then the kind of development developing it back behind the scenes, and

then the limited production of only roughly what 5000 5000 cars I just think sometimes we myself included, forget about it, and you don't see them and and I think that I mean it kind of harkens back to the my opinion somewhat the the 2002 and then the e 46. And three kind of is just the the spirit of BMW being you know, small, lightweight, agile and so I think that's the most underrated in my opinion and not saying the that I mean they're they always go for big money when you see them on on car auctions, but I just think that oftentimes they're they're overlooked.

 33:04

Oh, yeah. Yeah, by the way, how do you say they go for big money and they're overlooked? It is. I think it's a good choice. And I actually think it's more like the e 36. M three it was it was an empire that wasn't supposed to be and the American whatever BMW North America said Come on, give us a sim three and BMW reluctantly said all right, but it's not gonna have the same engine. And BMW USA said don't worry, we'll make it good. And they did. So it wasn't it was kind of not really an M car just like the one M was not really an M car and yep they were great. Or it

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kind of is somewhat the same thing about the like the M Coupe of the clown shoe of the of the time and that I mean, I think it's it's funny looking, they didn't sell well, but by now it's you know, they're astronomical money.

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Yeah. Yeah. Which, which actually, I'm glad you mentioned the clown shoe. When I think about most underappreciated M car. I'm not thinking at the time it came out. I'm thinking of now. And now the clown shoes the three coupe is loved and the 36 M three is loved and the one Amer love. I'll tell you one that I think now gets no love. You don't see it on auctions, and if you do, it doesn't sell for much money. And that's the Z three convertible. True to the 3am. Everyone, everyone forgets about it. They're also psyched about the clown show.

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Yeah, and the I mean, they they made a ton of Z threes, but I mean, I see morality just like oh, wow, that the styling is really really aged well, and and they're, they're, they're cheap.

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They're cheap. Alright and most most overrated M car. This is going to be controversial, I'm sure so

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I, I think it's the E 30 and three in my view I love the styling, but I just think that the the horsepower wasn't what it was the the handling was almost matched by, you know, just a, the like a regular three series. And so I just think that those are maybe made out to be more than what they really are granted, I have not driven one and I think you you have, but I gotta say I am not completely sold on it.

35:27

Yeah, I will just say that we did not discuss our answers before the show. I have not driven one. No, my answer was e 30. M three. And actually, everything you said was right. And I agree with all of that. And again, you know, I was around then. And so I looked this up at 8am. Three, when for \$35,000, the 325. I s went for \$29,000. It was 21% More, and it had almost as well a little bit of horsepower. 168 versus 192. But 21% premium for a car with that, oh, by the way, instead of an inline six, which everyone associates with BMW back in this era, it was a four cylinder engine. So it was very picky. You couldn't get to the power till your way up in the rev range. I just I just at the time was like, Oh, this is too much money.

36:21

It's crazy. It's crazy. And now I mean, everyone, everybody wants one there. And they they just keep going for more and more and more and more. More money.

36:30

Yeah, I it's not that the you know, the reasons is controversial. It's like, oh, yeah, that you're saying it's a bad car. It's not a bad car. It's a great car. But I think it's over I think I think it's overrated. So alright, what's your favorite BMW M engine, just the Euro the car, whatever.

36:48

I think it's to be honest, the the AES 62 V eight and in my five I think it's a very versatile engine, obviously, they put it in the in the Z eight. And granted the Z eight was a it's a different spirit of a car more of a grand tour than it was a true M car. But they also I mean, we went racing with the ES 62 And it proved to be reliable. I think it's overall proved to be reliable. For for the e 39. And five and, and for mine. I mean, you know, I've got 134,000 miles on it still going strong. And I just I love love love the engine.

37:25

Yeah, that's a great answer. The reliability is critical. That's a very durable engine. And the next five these 60 with the V 10 is known for being you know, ready to detonate

37:38

the bomb. Yep. Ready to go? Yeah,

37:41

it's it's it's explosive literally. So the the the s 62 from that M five again that's another reason why we love that year and I think it's the apex is because of durability.

37:57

And somewhat simplicity.

37:59

Simplicity. Yeah, yeah. Not trying to do too much like the new ones, you know, twin turbo and exhaust node through the audio and just almost trying too hard. My answer is the ma da 3.5 liter that's the the OG and the M Baron and the M five and the M six or the M 635 Odd that's the one that I just you know, it's so smooth buttery smooth. Good torque through the range. Just a really really nice nice engine and understated it's to me that's what that's what M is so that was mine All right, moving on the worst am vehicle oops.

38:42

I I was watching YouTube and this new x m that is that is coming out I think it's absolutely atrocious. i There's to me there's the i x angle. Yeah, I XM, XM Excuse me. There's there's really no good angles to it. The it's just like somebody just hacked it with with only straight edges and what it's supposed to have, I think seven or 50 horsepower total and I just look at it like this. Obviously it's competing with the the Cayenne Turbo the Lambo, juris, and for this hyper SUV kind of title and I'm just looking at him like Where where are we going here your BMW and this is what was highlighted in there 50 years of of BMW M. And I know that's where the world is going is towards electrification and SUVs, but this just seems over the top even by you know, giant Kenny grille

39:35

standards. Yeah. The word I'm looking for is wrong. It's wrong. It's just it's wrong. I don't want to you know, I think it's probably an overstatement to say crime against humanity. But it's wrong. It's just It's just wrong. I have worse than vehicle for me as any SUV and Yeah, back before they did the the x five M, which was the first one. There were some I think it was the head engineer of BMW M said no, we're not going to do an SUV. And I betcha he and a number of other engineer just said no, we're going to retire the Mr. Porsche 911. Now a guy named Dr. Frank Wallace or he has very famously said, If I'm forced to make the 911 electric, I'll retire. I won't, I won't do it. And I think there's probably some BMW guys who just once they said, We're gonna get the x five and and they're like, Alright, we're done. And those are, you know, internal combustion engine, vehicles with lots of power. The AI XM is is all electric and I just feel like,

you know, it's time if your BMW seriously, move on, call it something else. Say we had our time, we had our M, and it's time to move on. That's why when I started this and look back at 50 years of em, I just wanted to kind of eulogize it because even if they persist, and calling these M cars, which I think they're going to do, I will no longer think of them as that.

 41:15

Right? Because you were I mean, we're putting an end badges on on everything and that I mean, the when I see like an X 5x 6am going down the road I just or I just shake my head or you know, you see somebody with putting the the M stripes on a regular three series are on their five series and kind of lifted GT whatever that that it is I just, I just put my do a Faceball it's it's it's awful. And I think that we separate the the end division into the cars in the SUV a different terminology. Okay, great. But I know that they have to put an M badge on it just for the the marketing standpoint in the in the legacy that it carries. But I think unfortunately, I think it just tarnishes it tarnishes the brand.

 42:03

Yeah, I think so too. Hey, before we leave this, you know, we were kind of wondering out loud, what's the difference? Historically, even between M Mercedes AMG and Audi R. S? How do they kind of compare against each other? What's your take on that?

 42:21

Yeah, I think in my view, what I when I think about that, as M to me means balanced. It's just a balanced athletic car. That's well done. I mean, like the the 5050 weight distribution and I think when I when I think of Mercedes AMG I think of a very loud Jeremy Clarkson driving a the AMG VA just smoking the tires hasn't unfortunately, is an automatic transmission, which just wasn't wasn't for me. And just the the balance and the handling wasn't what wasn't there with a with a Mercedes. And obviously, the Mercedes, especially say the Black Series was, I mean, just totally over the top huge wheel arches and things that really end hasn't done to the extent that Mercedes has and then I think with with Audi and the having all wheel drive, and that's that's nice, but they're heavier cars tend to understeer and just don't have the same motorsports background I view as as the the BMW M division does. That being said, I mean, these are all great cars, and I highly respect their performance. But I just think that M to me is the is the pinnacle of

 43:34

it. Yeah, it's a very different thing. When I think of AMG, I think of big V eight. Of course, that's no longer available. We've talked about that. But, but I think of a big VA, and it's it's all all engine and then everything else comes second. That's kind of the same for Audi RS, although it's almost like with the Audi RS. It's all quattro and all interior. With everything else coming next, you know, the engine seems not to matter. But it's all about four wheel drive and luxury and sophistication. I liked the Audi RS is I need to Yeah, that's not the same. It's not the same and

 44:14

then obviously like Audi has the the rally history with the with the quattro but I don't know that that always translate, say into the streetcar with the Rs.

 44:25

Yeah, yeah, I think it's different. And BMW M is just balanced. I like I like that word. I hadn't actually thought of that exact word, but it's true. They they integrate the the engine, the transmission and the suspension, and they all matter. And they matter equally. And they bring them all together. It's not all engine like, like, AMG and it's not all you know, four wheel drive and then elegant interior like LDRs so it's, it's it is different in that way. And I think that's what we all love about it so well that's it. We're gonna we're gonna eulogize what? You know, even if even if M doesn't actually die, we all or at least car guys know that it's it's really sort of dead so yeah, it's a shame. But we both have one that that's great and I'll have mine forever

 45:17

you know I gotta say mine i I've loved it it there will probably come a point in time in the future when all when I will sell it but I don't know when the when that is obviously I'm gonna you know, my my wife will have a say in that. But we shall see I get as Jerry Seinfeld would say as a I got mine from it was actually my former middle school teacher who unfortunately passed away and wow. And so that's how I came to get my car so it has a sentimental value to it. And so I don't you know, I always think back to you know, when we went to a road course up in Montana and he was driving the the five that I now own and having those memories together. So that's I mean, all kind of wrapped up in the in the car for me. So we'll, we'll see when the time comes.

 46:12

Yeah, that makes it special. Mine I picked up new and 2013. So it was really the last the line. I picked it up in Munich at the BMW velt. So that makes mine special. Like they drive on special occasions. Like you said, Saturday nights and Sunday mornings. And I'm sure I'll have that forever. Yeah, you never know. But I'm sure we have a forever so. All right. Well, that wraps it up. And that wraps up this episode. Jeff, thank you so much. No one can take Stefan's plays but a great substitute.

 46:41

Hey, well, thanks. It was a fun fun conversation. I look forward to being back on in the in the future but look forward to more conversations and you know, obviously don't have the safety background that Stefan does. But I'll look forward to more of those. And I've been learning a lot from both you guys listen to podcasts.



46:59

Yeah, Stefan, we'll be back soon. As he would always add, continue to Like and Follow until your friends will continue to do our stuff and he'll be back soon. That's it for this episode. Thanks.



47:12

Thanks, everybody.