

Cars on Call - Episode 8

Sat, 4/16 6:26PM • 53:25

SUMMARY KEYWORDS

car, hyundai, vehicles, brakes, seatbelt, gr, airbag, exhaust, corolla, collision, absolutely, buy, people, feature, big, sound, drive, integra, horsepower, bmw m

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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. Welcome to Cars on Call. I am Steve Schutz. And Stefan is here and we will be discussing some fun topics today. But Stefan I want to start right away with a GR Corolla it just hit the internet. It was just introduced. Not on sale yet or at least you can't get one yet. What do you think?

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I love hot hatches and this thing is unbelievable. And first of all, I gotta love the name GR Ganzhou racing. I think that's great. So that's what the GR stands for. And I've been watching the GR Yaris that is made a huge hit United Kingdom. That vehicle is just as it's the two door yours which GR did the same thing as they did with the Corolla? That thing is selling like hotcakes over there and apparently is a complete blast to drive. And I think it's super exciting that they're bringing the GR Corolla here that there's still some life besides the SUV. Hopefully not going to bring over a GR RAB a gravity you know, that'd be sacrilegious. But tell listeners a little bit more about it.

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Yeah, it's I agree. Like you I watched the launch of the GR Yaris in Europe probably two years ago, and I watched enviously thinking, I cannot believe they're getting such a cool car and it's such a bummer, we're not going to get it because there's no way they're going to do anything like that here. The Europeans are going to get this really fun, manual transmission cool car based on basically a rally car because Toyota successfully rallies in Europe and they're gonna get that and we're gonna get nothing. They're going to introduce a plug in hybrid Yaris over here I was just something irritating. It's 300 horsepower, three cylinder turbo as all wheel drive which is configurable. So you can do kind of a drift mode thing. six speed manual transmission automatic, at least the launch is not going to be available. The estimated price is \$37,000 and gets a Corolla so you would think it would be a sedan, but it's a hatchback.

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And four door hatchback. Yeah, and the other you know, it's also got tuner 75 foot pounds of torque and 3500 RPM 300 horsepower out of a little three cylinder motor. That's insanity. And it's the cool thing. It's got three exhaust pipes, one in the middle on one each side. You can go online and listen to it a word for three cylinder motor it sounds ridiculous. It

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Yeah, it's absolutely awesome. You know what it reminds me of? Stefan it reminds me of the BMW one and and that launch because engineers put it together just using different parts from different M cars. And then they sit you know, they did it after hours and weekends and stuff. And then they just took it as this project to the brass and said hey, we think this will sell and the brass that okay, and they just green lighted I bet the same thing happened at Toyota. But the these engineers who are involved in the rally team, and just are enthusiasts, they kind of made this thing. And then they took it to the brass and then Akio Toyoda who, who runs the company said, Yes, I bet that's what I

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raised her to Sydney. Yeah. And the technology, I guess a lot of it has to do with the technology has become affordable, I guess is the way to say because this has an amazing all wheel drive system, you can dial in front bias rear bias, you can turn into front wheel drive car, a four wheel or, or you can put it into drifting mode and it's all electronically controlled, amazing technology. They put a wide body package on the Corolla I think it looks great and still got that little bit angularity I like a little bit smoother, but

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it reminds me a lot of the fun of the WX STI, you know the Subaru the hot Subaru from like 10 or 20 years ago. And actually, as you know, it's interesting that, you know, if you look at the the SDI from 10 years ago, it's almost the same. It's a four door hatchback, just like that has is this high, strong turbo engine. It was a four cylinder engine and SDI. But the SDI had 305 horsepower. This has 300 It's almost like going back 10 years to the SDI except it's this new Corolla

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and it's gotta be blasted drive only comes right now. I mean, the manual transmission which I think is cool, it's gonna be a great car. It's gonna be a blast to see it.

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I cannot wait. And you know, I was I was alluding to you know, expecting another hybrid plug in hybrid all this kind of stuff. And it reminds me that you or I thought of like the STI this gr Corolla hatchback is like the This kind of anti Tesla Model y, you know, the Tesla Model y is this smood, contemporary, almost futuristic, beautiful vehicle. That is absolutely you know, it's, it's right up your alley with your 32 year old Yale grad and you're an architect, and you're successful. It's smooth, contemporary, urban. It's everything you want. And this gr Corolla is basically it. Fuck you. It's like, Fuck your Ivy League degree, fuck your job and fuck your Tesla.

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I guess I'll change it. Change it to explicit I'll check explicit on this episode.

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Good. Yes, it's like, it just it's like this, fuck you. And like, this is fun. It's loud. It's in your face. It's unsophisticated to Manos transmission. And it's just like a big fuck you and in the world of, you know, the electric car. That's what this is. And in, you know, I would say in a, in a world of Roger Federer is this is a John McEnroe.

06:00

Oh, yeah. I like that. You know, I also think it's also part of with the, you know, the coming of the electrification of the automotive industry that I think engineers are clamoring right now to the, to the marketing, the CEOs listening. They want everything they want to do and internal combustion engine car, they're doing it now because this is this is it in the next five to 10 years. They're not gonna exist anymore. So I think that's why we're seeing the sudden proliferation of amazing internal combustion engine cars that are that's the last dance. You know,

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last, I like that. I think your rights different. I think they're just saying, you know, we love these cars. And we're going to do it. And thank goodness, aka Toyota, or whoever said, yeah, you can do it, because they also recognize on the one hand, we have to look to the future on the other hand, damn, this is fun. And let's have some fun before this party is over. Actually, Stefan, did you know the 2023 Acura Integra just dropped in. And that's a very interesting vehicle. It's kind of the same thing. You know, manual transmission. In this one, you can get an automatic but the manual is,

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you know, what did you think about the automatic transmission, though?

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I don't know much about I just I was focused in the manual. What's this? What's the deal with?

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It's a sport tune CVT, continuously variable transmission, which Oh, God, I hate those. Those are awful. And so I'm like, with paddles. I'm like, but you know, and the Integra I like it looks great, too. I owned an integral A long time ago. I'm hoping that they'll bring out our version. It's got more than 200 horsepower, I think 200 horsepower right now for a sporty hatchback. But I guess if that's our entry model, that's that's a decent amount of horsepower. But I'd like to see them up that ante a little bit with another type bar, which, you know, the Integra Type ours are bringing a ton of money right now.

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Yes, there was one that went for about \$100,000. It was from the 90s. And it was it was incredible. Bring a trailer I think and just big big money. Of course, it was low miles it was it was unmodified, which, for any Integra back in the day, none of them were unmodified, but the Integra as you know, it's been around since 86. And they dropped the name in the mid 2000s. I think 2005 2006 But it was basically you know, it was it was a Honda Civic. And you know, the this new Intego is based on the Civic Si and if they have a Type R it'll be based on the on the Civic R so it'll have 300 horsepower, manual transmission, all that. But I'm glad they brought the name back. I'm glad it has a manual. I'm a little disgusted that the other transmission is a CVT, but I'm psyched I'm psyched that this is this is back you know we were talking about Lexus couple weeks ago. And you know, the LS 400 was awesome and their their es 250 was just embarrassing. But what Acura launched we both remember that very well, it was it was 1986 they had the integrity the legend and legend which by the way, best car name ever. The legend was was good not as good as the Lexus LS. But the Integra was leagues better than the Lexus ES which was embarrassing. The Integra was fine. It was cool.

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It was a blast card of driving. And you and I grew up in hot hatches. And back in the day, we go to Europe and their Golf GTI is everywhere. And I love the way that French say JT is a GTI and my

favorite of all the GTI Which to me sounded the coolest was this says souped up 16 valve I just love JT says souped up. I mean that just sounds so cool to me. And so we had the our five turbos, the 205 the kleos and the Europeans have always had a thing for hot hatches and they're just a blast to drive. And you had a Golf GTI actually, I

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actually have a rabbit GTI so rad is first the first generation and I had the last year that car the 8485 and switched to golf and it was the mark to golf but it was so much fun to find it. We had very little power. I think zero to 60 was like 9.5 seconds or something, maybe nine seconds. But it was so much fun. Yeah, it was light and you can you could just turn on a dime, it really didn't understand it because the rear was so was so light it would kind of follow you around in a very neutral attitude. And it just the transmission and the engine was so well matched and it was fun. I had nothing but fun driving that car and then you'd think you'd go to the grocery store and you open the hatch and you put stuff back there it was very then you could rope you could put this the rear seats down, you'd have even more space it was very just it was useful. It wasn't just a lot of fun you so hot hatches are fun that are useful. And boy, I'm just glad they're not dead.

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Yet hatchback is like the perfect car. I prefer two door hatchback. But I mean from a practicality standpoint, you ready for the four doors where it's at? I understand that marketing, but a hatchback is an amazingly useful vehicle. I had several hatchback. And you know, Audi makes a seven, which is basically a hatchback that makes for a vehicle that is be used for all kinds of stuff.

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Or it's so cool. Honestly, I was thrilled when Toyota made that announcement. And as you know, the you know, the Subaru WX STI is on hiatus now. And they're actually they're rumors that they're going to come out with one later. That's like a hybrid, the STI I love that car. I've driven it. It is unsophisticated, you know, it has like nothing, until obviously get to like 3500 rpms. And the turbo really kicks in has a lot of turbo lag. And it's it was so unsophisticated and loud. And there's nothing more fun. I think the GR, the GR Corolla is gonna be the same. So yeah, it's great. Well, I want to talk about Hyundai, because Hyundai is something that is amazing. And I was thinking of like, what kind of question Would I come up with? And it's like, is Hyundai for real? Well, that's easy. Yeah, they're for real. Is Hyundai going to take over the world?

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Maybe? And on a on a roll? Yes. Yeah, hell

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yeah. You can't deny it. And, you know, the thing that prompted us to find is we were talking recently about the palisade and the Kia Telluride and how they came into the market, I think it was two or three years ago, and they just kicked ass. I mean, you had two established players, essentially, the Honda Pilot, and the Toyota Highlander. And those are those are the the incumbents, and they have just been sitting there especially the Highlander, with all its configurations, hybrid and that kind of thing. They just kick ass. And people buy him over and over and over again. It's worth noting, maybe the two most boring vehicles, you could drive but okay, you got a family, you gotta get him around, you know, who cares if it's boring, it's it's very high quality, both of those, and very, very big sellers. And, you know, I just like the Hyundai SUVs that they've had have been so just okay, they've been improving. Absolutely.

But it's amazing that they got to this point, because right now, the best in that class. The best vehicles are the the Hyundai palisade and the Kia Telluride. They're the best

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thing to say. And they started from very humble beginnings. Yeah,

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what you want to get to, and I read a quote that I want to share because it says to be it really emphasizes where we are. I looked it up and Hyundai was It was founded in Seoul, Korea in 1967. And famously, or infamously, or notoriously, their first export to the US was in 1986. And it was the Hyundai Excel. And I mentioned earlier that the legend is maybe the best car name as far as I'm concerned. It's my favorite car name ever. It's such a great name. Excel was the most completely wrong name for a car. It was completely This is like the worst shell that nothing, it excelled it yet it excelled at being mediocre. And they sold 168,882 in 1986. The reason was the price was 4995. So it was very cheap. And it was absolutely terrible. So there's two things I will say about the Excel. Number one I Googled Hyundai Excel problem and I immediately got 273,000 results. Number two, in case you don't read the truth about cars, it's a very good blog site and I think it's I really like it. Murli Martin is probably my favorite guy who writes on there and he goes to junkyards and he talks about different cars and different junkyards and he recently wrote about an Excel he saw an excel in the junkyard and he wrote about it and this is what he said, quote, The 1986 1989 Excel was so incredibly terrible. In my opinion, even worse than the Yugo that just about every example in North America was dead and crushed by about 9095 In fact, in recent years I've seen more Crusher bound Mitsubishi corneas than earlier excels and if you remember that needs to be she Cordia it was just weird strange looking card from the thick early 90s maybe late 80s and it just didn't sell well at all nothing like the Excel the Excel so like, like hotcakes until people realize this how terrible it was. So it was just awful. Remember that? Of course you remember the car? Yeah.

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It was terrible. Excellent. Nothing that fell apart in it kind of ruined. kind of ruin the whole image and what was the thing that Kia came out with about the same time the car was so awful. I can't remember what the key it was. And of course key went bankrupt, I think in 1986 and then were bought by Hyundai. And now they follow the ownership of Hyundai though. They do platform sharing, but they each have it kind of different design philosophy on their T vehicles that they're they're very similar.

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It's like the same it's a little weird. I don't even I mean, I guess I get it, you know, they have a little bit of a different design. And take you know, the Telluride looks a little bit more adult ish and the palisade looks maybe a little bit sporty er, but even though they're the same vehicle,

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the key is tend to be a little sporty. Er, I mean, they've got the Stinger, of course, and they're sedans, sporty sedans. So they do definitely try to well, the that image,

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the XL was a terrible car. It was actually based on Mitsubishi. And one thing I didn't realize, so I, I look into this.

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Well, that can never be good.

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Yeah, I know. Exactly. So Hyundai did not actually have or sell a vehicle with their own homemade engine and transmission until 1991. It was all Mitsubishi based. And I think that if you're going to base a car on a Japanese car, go with Toyota, Honda, do not go with Mitsubishi. Mitsubishi quality has never been as good. It's as simple as that. But it all turned in 1999. And you remember this as well as I do. I they just had a terrible reputation. This is now 15 years after the Excel, they still had a very bad reputation. They were bottom feeders, people bought them for price alone. And the quality was very suspect. And I remember 9099 It was like, Whoa, they came out with 100,000 mile warranty in the US and had these ads that supported it. And all of a sudden you're like crap. I mean, all right. Even if it's a crappy car, if it breaks down it's warranted for 100,000 miles. Well, it's it's no longer really a risk.

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Yeah. First industry first five years 60,000 mile bumper to bumper and then 10 Year 100,000 mile bond powertrain.

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It was cool. So I looked this up. And this is the growth that we're talking about. And you know, I mentioned that 168,882 vehicle sales in the first year it dropped after that, because you know the quality but it gradually been inching their way up. Last year 2021 Hyundai sold 100 Or I'm sorry, 738,000 vehicles in the US 2021. And that the add on to that 49,621 Genesis is of course they would have they probably could have doubled the number of Genesis as if they had enough vehicles. So I went back and I looked upon and in 1999 Hyundai sold the accent, the allotter, the Sonata and the Tiburon. That's

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a 10 year on with. Yeah.

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It was a weird lucky two door, sporty car that had the same engine as the Sonata.

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Yeah, it was a strange one. So fast forward. Now.

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You've got in 2019. So again, for vehicles in 1999. The year they came out with that warranty, and then and then now when they sell 700 and whatever, 1000 vehicles, some 50 or so accent ALLATRA allotter GT, kona Santa Fe, Tucson, Sonata velociter. Love the velociter model. And by the way, we're talking about hot hatches. That is that is one of the best it is and then the Ionic, and of course, Genesis is now separate. So just really amazing, amazing growth, and they're legit. They're totally

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legit legit. And you know when you when I've mentioned it before, but like the onic five, like the Tellurian the palisade is their new vehicles that they're bringing to that specific class of the market. They have nailed the design completely. The audit five is spectacular EV. So they're really would their design team

is on a roll, and they're bringing out vehicles that look fabulous, and come with an unbelievable warranty and they're put together to the highest standard. They're hitting it all marks. I would say that they're run on eight cylinders, rather Yeah,

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rather than a solders Yeah. Did the velociter bottle and is fantastic and there's there's an a launch model and that's either out or coming soon. They're really legit. And what they did was they hired a guy named Albert Biermann who used to run BMW M. And they brought him over, they hired and they said, do your thing. And they gave him money. And they gave him freedom. And he came out with these supercars. He was heavily involved in the stinger. And then of course, the velociter model. And so what I find interesting, Stefan is GM mostly had a very bad reputation for quality, you could probably say Chrysler to back in the 80s. And if they had just done what Hyundai did, they might be in a much better situation. I mean, a Hyundai No, Hyundai grew and got better vehicles. And GM just sat there and then went bankrupt. And, you know, the emergent of bankruptcy and they're making better cars now. But what Hyundai did was they went from a crappy one car in the United States. And then they applied what I would say is the Lexus philosophy, the relentless pursuit of perfection, and emphasis on the word relentless. And now they have, like I said, the best in class, large slash midsize SUV in the in the Telluride of Palestine. And that was through relentless, relentless focus on work.

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Yep, working hard. And I think the turning point for them was the warranty change that allowed them to sell more vehicles, get flushed with cash, improve slowly, and then hire in some big guns to come in and make changes in the company is on a roll. It's exciting to see a company that's progressive new product. And knowing the old Hyundai and the new Hyundai is just cool to see. And they're doing it with the Genesis, they're not spinning off the separate showrooms. But you know, they're bringing that new model line. And I think with the way people are buying cars today, you don't have to have a separate, completely separate site for your luxury line. I think people just people know what they want over the internet. And then they go in to just finalize a deal. I think, you know, you still like to see cars, but up close and personal. But I think the whole industry has changed so much that

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yeah, Genesis has claimed the fame. Now Genesis is, you know, thing that they're doing now is they're saying you don't have to come to the dealership, period, you want to buy a car, we'll do it online, you can test drive, if you want, we'll bring the car to you to test drive. And then when you need service, we'll drop off a loaner and pick up your car, I've actually had that same experience with Janet with Lexus and BMW at what I do is like, make the appointment over the phone. And then I leave the key to my car, at the front desk in my office and someone picks it up in the morning. And it comes back serviced and washed. And my the key is on my desk, it's it's a great reason to spend extra for a luxury brand. Because as you know, no one's going to do that. You know, Hyundai is not going to do that. But Genesis will. It's very, very nice. If you're busy like I am, the ability to not go to the dealership is great. A Genesis is really a leader there. They're doing it more than anybody else. So all right, well, let's move on. I want to talk about features. And, you know, probably the main focus, or main purpose of this podcast is to talk about safety, from the standpoint of a trauma surgeon just given your vast experience and research and all that. And this is something that I've been thinking about because we have all these features. And I actually got a question from the listener. Hey, Estefan, we have all these safety features, how have they actually affected the patients you've seen in the operating room? How they affect the safety overall? What's your opinion about some of these safety features? And I know we both

decided, hey, let's talk about it. You know, a fun feature that we talked about a few weeks ago was the dark panel on Assad that made everything dark except for this phenomenon. But there's some other ones too stubborn and wants you to talk about some of the features that you think are cool or uncool or kind of striking.

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You're kind of like our Fia, and Formula One episode. Before we get to the meat of it. Let's talk about what are some of the worst car features and options that you can think of? This might sound a little fun with this kind of like a goat list here. For me, I'll start it off. I think spoilers on the back of any car. And even worse, an aftermarket wing on the on the back of a car just was one of my features options that I just hate the most. And the spoiler delete, unless it's SuperBetter. Curse, Plymouth Superbird from the 70 that that more the wing. Well, but I think I think that's a feature an option on a car that I just wouldn't delete automatically.

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Yeah, I think if you're at a racetrack where you're going very fast and downforce is important, because as you know, at very high speeds on a racetrack, you get a lot of lift, and lift is the enemy of cornering speed. So it actually makes a lot of sense. You need downforce, but on the road, you do not need downforce, and then the wings look kind of stupid. I think there's a reason that Porsche buyers who buy a GT three, which is a track car, they really gravitated toward the option of the GT three with a Torian package was the same car they just delete the wing and people pay a lot of money for that and it while they pay a lot for the GT three also, but yeah wings is stupid spoilers are stupid, they don't do anything and a lot of times they just they ruin the purity of the design. Yep. And then

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I think going along this polar is fake anything fake hood scoops, fake vents on the fender and then even even to me even the worst of all Stevo a fake exhaust so a car that's they put dual exhaust on the back but there's only really one pipe back there and they mold it in the mother I think that's ludicrous,

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almost extreme example of that was the Lexus IS F where it looked like it had these really cool rectangular exhausts and actually it wasn't even connected. It wasn't even connected to them any tips and it was it was just for looks and it was also for wind streaming, I guess but it just was like are you serious? This Ferrari you know, BMW M is famous for their their four symmetrical tell tailpipes and they look great. And then there's this ISF which is a legit car because legit competitor, the M three had these stupid looking? Yeah, fake tail tailpipes. Oh, it's embarrassing.

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And I think squares steering wheels are pretty stupid looking to view Tesla. Oh, they got they put the yo. Yeah, the plan. But anything square steering wheels. And then, you know, we've all gotten used to, you know, touching our phones and touching our iPads in any car that you get in it's got a screen that isn't a gesture screen means that you reach out and you touch it. Nothing happens. That stupid. I think voice recognition in cars my Fords have had sync in them. And I never used that. I hate that. I hate that voice recognition.

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I've used it a little bit, but not much. And I look at voice recognition like alright, I'm glad it's circuits. It's one other way to control things. But I don't like I go to work. And I talked to people all day long. And when I'm done with work, I want to

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I don't want to talk to a car. I don't want to talk to my car too. I'm

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like, just let me push a button and then you can do what I want. And oh my gosh, I don't want to say hey, you know do this and a lot of times it gets it wrong. And I agree it doesn't bother me because there's it's just purely redundant. But I don't know. It's just it's just dumb. I'll tell you one that happened that came along and I thought all right. This seems like this just seems like a gimmick. And now I absolutely will not buy a car without it. Never say absolutely but I mean it's awesome. That is a heated steering wheel so heated seats on like Absolutely. I

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gotcha. I got to be on that. I heard I fall on your seats. Do I have to have a ball coolers in my car? air conditioned seats man I live in Alabama. Those are a godsend. The only problem with air conditioned seats is you have to get leather because it has to be perforated so you can't get cloth or out contract but I love ball cooler seats.

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Yeah, and oh by the way, it adds another layer to the seat so I've heard it said that on long distance trips. Maybe it's a little bit more tiring. Maybe a little more firm or whatever. I don't know if that's true. I whenever I've had them I have not noticed a difference in the seat. It seems pretty comfortable. But that's that is a knock on them is the baby for long trips are not as good. But this the heated steering wheel even if you live in a warmer place is absolutely awesome. Love it. That's my whole day.

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Yeah, my Bullitt Mustang has it. The only thing about the Ford they put the control for the steering wheel on your user interface screen up there on the audio the home screen is not a button. I think that's I don't get that. It took me a while to figure out where that was. But the heated steering wheel is a true luxury even down south on cold days. It is nice to have toasty fingers especially you know and I'm using my credit card to scrape off that little bit of frost on my windshield because I don't have a skyscraper but then your hands are freezing you get in the car and bone Heated steering well

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yes he is there was great and you know you were talking about exhaust, exhaust pipes and that kind of thing. How about the feature of BMW M does this and other performance brands and Mustang of course has a little tube but how about augmenting the sound of the exhaust? I think with the Mustangs sound too because it brings the actual sound directly into the cabinet. I think that's okay, but having like a microphone that listens to your car's exhaust and plays it through the stereo even if you have the stereo turned off that which is you know BMW M does that other other brands Audi does it. Ah, come on.

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If I want to hear my exhaust and my Mustang, it's got active exhaust, which I think is a fabulous feature as well you can program it so the car starts up in quiet mode. Then you can go to normal exhaust board exhaust and track exhaust so if I want to hear my exhaust, I'm just going to flip the button and change the tune of the exhaust how loud I want it. So I think that's a great feature. But yeah, I didn't know

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the M three I had the F ADM three had the same thing. And it was really really good turn on sports exhaust. I loved it, it augmented this out. I know it part of it was artificial, but I don't care. I liked it. So I like sports exhaust. And I love by the way, it's different. If you have a Porsche, you can get sports access to it all the gas \$3,000

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everything on a Porsche is more expensive. I mean, you see the base price of Porsche and you start adding your options as you will know that goes crazy. But you know, you were talking about options. The one is not really an option B you know, everybody has got you know, you push your button now and the window goes down. I hate it when if you pull the button up once it doesn't go all the way up. I mean, because they're training you to one click down. Well, it should be one click up so that drives me crazy vehicles that don't have the one click up. I don't understand that. The other option that I will always delete is a sunroof. You know if I want to have open roof, I'm gonna drive my convertible, but I've had cars that came with sunroof, I couldn't didn't couldn't delete them at the time. But I find I find sunroof a completely worthless option. I'm just I'm not a fan. Forget it. You leave it open and Alabama next you come out we had an afternoon thunderstorm your car's trash. So maybe if I lived that West, it would be a different story but where I live, I just I don't like sunroof.

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i It's a personal thing. I always buy car with no sunroof. I always delete the sunroof I've never got I never order a car with a sunroof. And that's just the way it is. But I did hear this thought about sunroofs at least as far as glass sunrooms go. And there was a YouTuber, Nick Murray, who I like listening to and he made a very good point which I'll pass along and that is he said I always get the sunroof, you know, the moonroof. What they used to call the moonroof, but a glass sunroof, he said, I always get it. And he said, I never open it. But I liked it. It lets light in. And it gives a cabin a little more of an airy feel. And I think he has a point. So like I said, it's it's interesting to have him say I never open it. Because I would never open a senator if I don't like the noise. I don't like the buffeting. But he does have a point it made me think for a second I didn't get it anyway, on my latest car. But you know it does. It's true. It lets light in it. There's a plus there.

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You know, when you mentioned exhaust Devo that reminded me that always check the box for the best sound system you have your car is the best acoustically designed room that you're gonna listen to music, and they tune the stereos for the cars and the high end systems. And you're not going to get a better sound experience than in your car with the sounds I like. I get the top line sound system if it's an option. And on that note.

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Yeah, I think it's Audi that charges up to \$12,000 Fu

32:56

I may not check. Yeah, bang and all of

32:59

a sudden it's got a subwoofer and a tweeter and all these things. And, you know, Bang and Olufsen, of course is spectacular. So it's going to be expensive. So yeah, you could go a little crazy. I think the Burmeister in a Porsche is around eight grand. So but you know, Bose system for 2500 or 3000. Yeah, yeah, absolutely. What about safety stuff? Because, you know, I know we're gonna talk about safety. But I guess I'll start with the one safety thing that I think is fantastic. And I love it is the backup camera was the Japanese that first had those. I absolutely love them. backup cameras is now mandatory is not a son an option anymore, but they're absolutely, absolutely great. But there's some that I don't like I know you got to talk about it. And I think a lot of these safety ones. I just say no to, but I know they're good.

33:47

You mentioned the backup camera. There's actually a mandated by NHTSA in 2018. You know, we talked about some numbers, about 50 kids a week or run over, backed up over which is sad and about two and 32 deaths a year. But NHTSA realized this isn't a real issue. And they brought the backup camera and of course, our automotive insurance companies are very happy about backup cameras because of property damage.

34:13

Oh, that reminds me. Yeah, I didn't know the numbers were that high. I'm not surprised. And I'll tell you a story of my son Peter, my youngest son, he would have been probably six years old or something like that. And I had a Lexus LX 470 with a backup camera. And Peter knew Peter was you know, mischievous son. Anyway, Peter would have been six years old or something, maybe five. And he knew there was a backup camera. So I'm in the garage and not the backup. I don't know where I was going and Peter ran out and then kind of scrunched down behind the car. He knew where the camera was, and he's just smiled and waved and I'm looking at the monitor. St. Peter rush. I was horrified because if I hadn't actually looked, I would have backed over him. Yeah. Oh, it was I couldn't believe the fright I put it in park. And I went, I got out of the car and I gave it like I said, Peter, I love you very much. Don't ever do that. Again it was, it was kind of funny and horrified at the same time.

35:21

Remember on my previous podcast I talked about, you know, trucks the blind spot in the front. So if you drive an SUV, sit in the driver's seat, have your rear view mirror, look at your rearview mirror and then have somebody bring a box or a bicycle or a flowerpot, whatever is about the height of a kid. Have them start at the bumper and slowly move it out until you can first see it through your through your rearview mirror and you will be you will be abused to use the word horrified, horrified at how big your rear blind spot is even bigger than the front. And so the backup cameras a wonderful thing and but you know the the one safety device option that absolutely is done the most is the three point seatbelt that was invented by Niels Bolin and Volvo in 1959. And the interesting thing about Volvo is they chose to not patent the seatbelt. They wanted everybody to use the three point belt. I love that in that and that fabulous. They figure from 1975 When seatbelt became started become more mandatory to 2017 375,000 lives were saved by the seatbelt. That is a tremendous saving of life. Yeah, I didn't even count the city. Yeah, exactly. I didn't even count injuries.

36:37

Exactly. And there was resistance to any type of seatbelt and I know the resistance because I remember there would have been 19 My dad had a 1972 also be a cutlass. And that was the first vehicle where if you didn't have the seatbelt fastened, there would be a buzzing sound and it would just go this is you know the it wasn't like sophisticated sounds we have now just as buzzing and it's very annoying. And my dad he didn't like that at all. So he thought well I got the sound of you know the seatbelt so I better do the smart thing which is fasten the seat belt and then sit on top of it. Exactly. I couldn't pull any you know, come on just wear the Dempsey

37:24

bathroom. Yeah, they and then they sell they get actually buy the things that would click in there that acted like the seatbelt was attached. But now they actually have sensors in the seat. Because at modified the reason you have sensors in your seats for the amount of weight is variable airbags, the airbag will deploy to different velocity and strength depending on we're not deployed all you know if you've got a kid in the front, but 1968 isn't when seatbelts became mandatory. And they figure that your odds of dying as a front seat passenger decreased by 50% wearing a seatbelt. So good thing 99 By the

38:01

way, speaking of airbags, which of course are the probably the biggest safety feature that has helped I'll say very quickly, I bought a 1988 Acura Legend of the elite car in my life that ever bought that I really regretted. But this is true story in 1988. When I bought that accurate if I had gotten a higher level trim, it came with an airbag. The base model didn't have an airbag, so you had to pay extra for an airbag.

38:28

Yeah, they became mandatory 1999. And the interesting thing about airbags, they don't have the same effect in terms of saving lives and injury as the seatbelt, but they do have an additive effect to the seatbelt. But there's an interesting thing about an airbag is how it changed the injury profile of patients. So you can think about it you're driving with the three point seatbelt, no airbag, your chest and your face are going to hit the steering wheel and hit the windshield and your hips are gonna stay you're gonna hit aren't going to move quite as much and your legs are with the airbag. Now you strike the airbag and your hips, your legs and your feet rotate underneath the airbag into the floorboard underneath the dash. So it changes the injury patterns change with airbags. But you know, I'd rather I'd rather break a leg and ankle than smash my face or break my neck against the steering wheel or the windshield so but it did change it did change our injury patterns that we saw. Next big change that came out with 2000 was anti lock brakes. And when you remember when a block brakes came out, they were they were not mechanically as soft and as nice as they are today when you smash on the brakes and the original intellect breaks that brake pedal itself would pulsate back and forth and kind of scary and and they actually found that people would let up and the antilock brakes did not have the desired effect that they thought there would be in decreasing and decreasing crashes because of the way that they felt against the foot that has since changed. And they don't do that anymore. But the biggest advantage with anti lock brakes is actually a steering. It allows you to not lose control, braking and strain. At the same time. I'm sure he remembers, I remember as a kid brace gets slammed on next thing the car is sideways. I mean, it was, it was really bad, you know, he had front desk and rear drums. And the next big thing that came out was 2002, which is the latch. And for the those of you that have kids or grandkids and putting car seats in a men's stands for lower anchors and tethers for children, and that kind of standardize the way that you put a car seat in the back, which is great. Remember, the Ford Explorer and all the tire pressure and the rollovers Well, 2007 is where when tire pressure monitoring

became mandatory. That helps you know, if you're getting a flat tire, you got one low tire, all your tires are low,

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you still see people driving around with low inflation tires. And sometimes it's amazing how people let it be really low. I see. You know, every once in a while I'll see in my parking lot at work someone is really, the tire is really low. And I'll let people let somebody know Come on did. And I'm not kidding. Now it's like low. I know. It's really low. And you see a lot of people who let their air pressure go low. And I was wondering, don't you even look at the tires when you walk to your car? Of course the answer is no.

41:13

Wait a minute. When's the last time you got in your wife's car? Hey, honey, how long has that light been on? What lights? You got? Me? So come on. Yeah, so it's the light? What? Oh, that light?

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Yes, that we're gonna go trouble yourself. Ah,

41:30

it's the truth. Okay, I'm just speaking truth. I do checklist and I have this mental checklist. I mean, I noticed things like that. But you know, that's the big thing. And then 2011 was traction control. And that uses that as an add on to the analog braking centers in the rear. So that that helps you from spinning your tires 2012 as Electronic Stability Control became important. And one, this is also pigging back on the anti lock brakes strategy. But that's why you know, you never ever had replace your rear brakes. But now with all these new anti lock brakes and the sensors, traction control, your rear brakes are going on and off automatically all the time to help balance your car, keep it in line. So that's why you have to replace rear brake pads more often than you'd think. 2018 We talked about the backup camera now we're getting into the new era of are called advanced driver assistance systems A Das. And this involves cameras on your car radars on your car, or LIDAR on your car. So your car now has become aware of its environment. So your car's thinking, when you're not, you know, when you're texting the wheel, your car is thinking about what you're doing. Now, hey, this isn't supposed to be happening. So that's when you get in to the collision prevention safety features. And what I absolutely love. And my wife's car hasn't my Mustang has his blind spot monitoring, I think that I liked that, you know, you go, you look over to your left to see if you want to pull over and pass them but and you got a little it a yellow light or red light card and have different things on the side mirrors, I do like blind spot monitoring, I think that's very helpful. You don't have to turn your head to the back. And remember the old days, we put those little extra mirrors on our mirror because Europeans have very different style side mirrors. And we do I think there's a better than ours. But blind spot monitoring is a good one. And that's that standard on most vehicles these days, or at least their first end model or you don't have to. Typically it's not only on the higher end models. Brake Assist is an interesting one. And what the car is doing is it's sensing an impending collision. And Mercedes had it they called it pre safe, they actually would bring the pads to the disk to get the pads and the disk warmed up if there's water on them. So the minute you did slam on the brakes, you're already there. So a brake assist does is it senses the impending collision and starts breaking the car before your foot gets to the brake pedal. I mean, I think those I mean how many times you almost rear ended somebody and I think the brake assist along with Forward Collision Warning is a fabulous feature. I mean, when you're your passenger who shouldn't act like your copilot is gonna be like, hey, stop, and you slam on brakes, either you didn't see it you weren't paying attention to. I think those four

44:15

manufacturers or manufacturers are also doing something, think about what you were talking about earlier, which is people for whatever reason, in a panic situation, don't brake as hard as they should they don't press the pedal as as hard as they should. And what these these advanced brake systems now do is they actually apply maximum braking, even if you don't,

44:36

yeah, so I think you know, you mentioned a good point there that you ought to practice in your car, go out to a parking lot somewhere, wherever it's safe, and take your car, you can do it at 30 miles an hour and slam that brake pedal to the floor. And you can even take your hands off the wheel you'll come to the straight stop then that's but you're right a lot of people Don't hit the brakes hard enough. And there are some systems for collision systems that if you're on the brake, and you're not braking hard enough, it will go ahead and go to emergency braking. And that's a fabulous feature. I think those are really good. And the insurance companies like those two because we're in collisions are huge. And that's a lot of money. I mean, you know, you, you were in somebody's at five miles an hour these days and Miles aren't, you're looking at three 5000 bucks to replace the fascia on the bumper, because then you start breaking the radars, you start breaking the sensors, your airbag sensors, all that, you know, really

45:34

close liability. You know, the guy gets out of the car, it says, I can't feel my legs of where I have whiplash. I mean, there's liability to write you. You had somebody in it five miles an hour, it's not gonna happen, be it somebody at 20 miles an hour, they're probably going to have some kind of, you know, legal claim.

45:50

Yeah. And hopefully this will help put some of the ambulance chasers on business as well. Let me go back to Ford collision that's expected to be mandated in the next couple of years by they realized that benefits Ford collision, that that should that'll probably be mandated here in the next couple of years by NHTSA. Then you can have rear collision or they call it rear cross traffic alert. And they pair that with the blind spot monitoring visit, right? So you're parked on a fairly busy road, you're parked in a when you go to back down, you're parked next to suburb and you can't see anything in these systems help warn you that they're looking around the corner right off the bumper, I think those are great. My Mustang has rear cross traffic alert. I like it a lot. I think it's a great system

46:30

allows you to experience that. And it's great I, I will say this related to that as the Backup Collision Warning, or I don't know what they call it. But I experienced and I was driving an Audi a4 Press car recently. And I was backing into I was parallel parking. And I I hit some there was nothing there. So I get out of the car on what did I hit. And I go back, there was nothing there. The car had just stopped because it said something that wasn't there. And it absolutely slammed on the brakes. And it did it so abruptly that I thought I had hit something. So that was no good. I'm like, All right, that thought I don't want to run into something. But at the same time, I don't want the car to think something's there and slam on the brakes and scare the crap out of me. And there was nothing there. That was that was not good.

47:16

Yeah. Now like we're gonna get into the one that you're alluding to earlier, Steve Oh, about one we don't like and I am no fan of the lane departure warning and the Lane Keeping Assist. So this is where you're going down the road. And it's reading the lines and you go to change lanes without using your blinker or you get a little too close and the thing buzzes vibrates, the steering wheel vibrates, it moves you back center, I hate those. And my wife's car has it, we turn it off, she couldn't stand it. I couldn't stand it. I think if we had perfectly lived in area where the highways were perfectly marked, and everything and the country we are we live a lot of the roads don't have lines on in the middle or the size. I don't like that one. But I can say that it's a good feature for some people. But if you're going to be an active participant in vehicle driving, the least you can do is stay in your own lane. But there's probably out there people out there that it's a good thing for but I don't I don't like that one. And it is turned off pretty frequently by a lot of owners.

48:13

But I find it irritating and almost insulting. like listen, I know what I'm doing. I'm paying attention stop, just leave me alone. And it bothers me I never specify that at any car that I buy. And I don't I always turn it off on a press car.

48:29

And then the next step up, we talked about former collision is pedestrian detection. I think Volvo was the first relay to come to market with this. This is really big in Europe, because they have so many more pedestrians than we do in the US and just the way that you live in Europe. But that requires a little fancier cameras and radar to process the information. But I think that is very important. And you know in in previous podcasts, I'm talking about pedestrian deaths. So I think that is something that if you can get that option, I would highly recommend that. But I think

48:59

it's worth pointing out the irony that the only autonomous vehicle that has struck and killed a pedestrian was the Uber autonomous vehicle and in Phoenix about in Arizona. Yes. Yeah, the car was a Volvo.

49:14

Right? And they it was a Volvo but you know they had modified it off. Yeah, yes, they had modified the software on that and the Volvo software would have detected it but they had modified in such that it wasn't detected another one that uses all these centers Wells is adaptive cruise control I've never owned a vehicle that that adaptive cruise control I know you've talked about it. You don't do you like it?

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I'm kind of ambivalent on the open highway I don't like it because I like to change speeds based on conditions and play have used it in my and my ways One way

49:49

is your way that Exactly, yeah.

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But in cities I have driven it in cities are driven cars with it in cities where you know it's set Your your thing is set at 55 miles an hour and traffic's going between 20 miles an hour and 40 miles an hour. And it's really nice to not have to use your feet, you just sit there and steer. And that the modern versions

that are very sophisticated, the braking is smooth, the acceleration is smooth. So it's very nice and bumper to bumper traffic.

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I think that would work. You're right open highway would drive me crazy because I'm trying to maintain a certain speed. And then if it's a sophisticated system, you may slow down unbeknownst to you. And like I said, Why didn't I just pass this guy? And I've been cruising at 62. And I've been wondering you send me too. So. But I think there's places for it that it'd be nice to have a couple of things. adaptive headlights. Yeah. And I think one is important. If you're you got grandkids or kid is rear occupant alert. This is an available option that lets you know when you get out of the car, hey, there's somebody in the backseat, prevent kids deaths and hot vehicles. A couple of other things. There's some active head restraints that Volvo has and other manufacturers have done as well.

51:03

As a lot of cool stuff, I have to say it's, it's amazing. It's cool. And you know, this is all software and as software gets better stuff, and there's more and more things that keep us safer.

51:11

Yeah. So let's finish up with DTS work. Well, if you look at the vehicles with ADA systems, advanced systems, there's been about a 25% reduction in bodily injury claims. And about 19% in property claims. So does work. Blind Spot cameras, we know there's about 14% fewer crashes. But interesting, like, like I said, about 11% of people turn off the Forward Collision Warning and about 17%, turn off the automated emergency braking like you because of what you experienced. But I think as software improves, that technology improves, will no longer be gaining the beta versions of the software's and this is really all about software is the software reading the environment, you can say it's a complex environment. So we'll finish up with that. So I think if you're buying a new vehicle, I would definitely go with it. Typically, these all come as part of a package and advanced safety package. So you can't pick and choose one. But I would pick the greatest amount of safety options available for your vehicle. If you if you've got that option. Don't skimp on that. I mean, it's your life, somebody else's life. You know, that's the last thing you want to do is be involved in a crash that could have been prevented. Had you spent the extra 1000 bucks on the forward collision warning.

52:24

Yeah, those are wise words to find, just just get them and and maybe the life was the Save will be your, your son Peter, or whoever, you know, our kids are, you know, so valuable and important and to keep them safe is nothing more important. So yeah, I appreciate that. All right, well, we'll wrap it up. There's more features and stuff. And we'll talk about these over time just because I find them interesting as they develop and evolve. So anyway, yeah, that that wraps up this episode. We appreciate you listening very much. keep the comments coming. And as defined said, you know, tell your friends, tell your neighbors and keep downloading and liking and following and we will see you next week. Take care