

1

00:00:00,000 --> 00:00:08,000

MUSIC

2

00:00:08,000 --> 00:00:11,000

MUSIC

3

00:00:11,000 --> 00:00:18,000

MUSIC

4

00:00:18,000 --> 00:00:19,000

Jamie!

5

00:00:19,000 --> 00:00:20,000

Hi, Dollars.

6

00:00:20,000 --> 00:00:21,000

Hi.

7

00:00:21,000 --> 00:00:22,000

I'll get you some food.

8

00:00:22,000 --> 00:00:23,000

Jamie!

9

00:00:23,000 --> 00:00:25,000

We're at your place.

10

00:00:25,000 --> 00:00:26,000

We're at your place, Jamie.

11

00:00:26,000 --> 00:00:28,000

To the hotel and step on it.

12

00:00:28,000 --> 00:00:29,000

Okay.

13

00:00:29,000 --> 00:00:31,000

Jamie says step on it.

14

00:00:31,000 --> 00:00:32,000

I say.

15

00:00:32,000 --> 00:00:34,000

Time to break out the drifting moves.

16

00:00:34,000 --> 00:00:37,000

Because apparently drifting is not just slicker.

17

00:00:37,000 --> 00:00:40,000

It's quicker.

18

00:00:40,000 --> 00:00:45,000

MUSIC

19

00:00:45,000 --> 00:01:01,000

MUSIC

20

00:01:01,000 --> 00:01:03,000

Here we are.

21

00:01:03,000 --> 00:01:13,000

MUSIC

22

00:01:13,000 --> 00:01:15,000

That was quick, but sloppy.

23

00:01:15,000 --> 00:01:16,000

You could use some lessons.

24

00:01:16,000 --> 00:01:17,000

Okay.

25

00:01:17,000 --> 00:01:18,000

Hold on.

26

00:01:18,000 --> 00:01:19,000

I'm coming.

27

00:01:19,000 --> 00:01:21,000

MUSIC

28

00:01:21,000 --> 00:01:26,000

MUSIC

29

00:01:26,000 --> 00:01:33,000

MUSIC

30

00:01:33,000 --> 00:01:42,000

MUSIC

31

00:01:42,000 --> 00:01:44,000

MUSIC

32

00:01:44,000 --> 00:01:46,000

You know what drifting is, right, Jamie?

33

00:01:46,000 --> 00:01:49,000

Yeah, it's a style of racing where they spin the rear wheels

34

00:01:49,000 --> 00:01:52,000

and are able to slide around corners going sideways.

35

00:01:52,000 --> 00:01:53,000

Exactly.

36

00:01:53,000 --> 00:01:54,000

You know, it's funny.

37

00:01:54,000 --> 00:01:56,000

That's the one thing that I can think of

38

00:01:56,000 --> 00:01:59,000

that we haven't actually been trained to do with cars.

39

00:01:59,000 --> 00:02:00,000

Well, that ends right now,

40

00:02:00,000 --> 00:02:03,000

because this entire episode is devoted to drifting.

41

00:02:03,000 --> 00:02:06,000

Later, we're going to power slide into a parking space.

42

00:02:06,000 --> 00:02:08,000

But first, we have a myth on the docket

43

00:02:08,000 --> 00:02:11,000

that drifting is actually faster than regular race driving.

44

00:02:11,000 --> 00:02:13,000

Time to break out our racing gear.

45

00:02:13,000 --> 00:02:14,000

Exactly.

46

00:02:14,000 --> 00:02:16,000

## MUSIC

47

00:02:16,000 --> 00:02:19,000

The perfect drift requires a precisely timed sequence of moves.

48

00:02:19,000 --> 00:02:21,000

The engines revved.

49

00:02:21,000 --> 00:02:24,000

The handbrake momentary engaged.

50

00:02:24,000 --> 00:02:26,000

And the power applied.

51

00:02:26,000 --> 00:02:29,000

Then by steering into the slide

52

00:02:29,000 --> 00:02:31,000

and keeping the throttle floored,

53

00:02:31,000 --> 00:02:33,000

the kinetic friction of the spinning tires

54

00:02:33,000 --> 00:02:37,000

supplies the centripetal turning force.

55

00:02:37,000 --> 00:02:39,000

But is it actually quicker,

56

00:02:39,000 --> 00:02:41,000

or does it just look slicker?

57

00:02:44,000 --> 00:02:48,000

To find out, it's driver training with a difference.

58

00:03:02,000 --> 00:03:05,000

Our drifting instructor today is professional driver

59

00:03:05,000 --> 00:03:06,000

Conrad Grunwald.

60

00:03:06,000 --> 00:03:08,000

He's been racing for 15 years,

61

00:03:08,000 --> 00:03:11,000

the last 10 of them in the Formula Drift series.

62

00:03:11,000 --> 00:03:14,000

And he's going to show Jamie and I a little bit

63

00:03:14,000 --> 00:03:17,000

about what's what when it comes to drifting.

64

00:03:17,000 --> 00:03:18,000

Shotgun.

65

00:03:18,000 --> 00:03:19,000

Okay.

66

00:03:19,000 --> 00:03:21,000

Before the guys take the wheel,

67

00:03:21,000 --> 00:03:24,000

the lesson begins with a demonstration

68

00:03:24,000 --> 00:03:27,000

to get a feel for what the drift is all about.

69

00:03:27,000 --> 00:03:30,000

Cue the joyride of a lifetime.

70

00:03:30,000 --> 00:03:32,000

Conrad, I can tell already,

71

00:03:32,000 --> 00:03:35,000

this is going to be pretty high on the brown pants index.

72

00:03:35,000 --> 00:03:37,000

Watching you come up here.

73

00:03:37,000 --> 00:03:39,000

I think you'll be fine.

74

00:03:39,000 --> 00:03:42,000

He's right about the brown pants though.

75

00:03:44,000 --> 00:03:46,000

All right, Jamie, you ready?

76

00:03:46,000 --> 00:03:47,000

All right.

77

00:03:47,000 --> 00:03:49,000

Okay, let's fly.

78

00:03:52,000 --> 00:03:55,000

Oh, here we go.

79

00:03:55,000 --> 00:03:57,000

Oh my God.

80

00:03:57,000 --> 00:03:59,000

Whoa!

81

00:03:59,000 --> 00:04:01,000

Holy s\*\*\*.

82

00:04:03,000 --> 00:04:05,000

Whoa!

83

00:04:12,000 --> 00:04:13,000

Yeah, baby.

84

00:04:13,000 --> 00:04:15,000

That's what I'm talking about.

85

00:04:26,000 --> 00:04:28,000

That's a little taste of a drift car.

86

00:04:28,000 --> 00:04:30,000

What do you think?

87

00:04:30,000 --> 00:04:33,000

That is, that's insane.

88

00:04:35,000 --> 00:04:38,000

But I do think I need some earplugs or something.

89

00:04:38,000 --> 00:04:39,000

What?

90

00:04:42,000 --> 00:04:47,000

With Jamie's suitably impressed and four tires already totaled,

91

00:04:47,000 --> 00:04:51,000

it's Adam's turn to calibrate the brown pants index.

92

00:04:51,000 --> 00:04:53,000

All right, Adam, do the best you can to pay attention

93

00:04:53,000 --> 00:04:55,000

to how I move the steering wheel

94

00:04:55,000 --> 00:04:57,000

and what I'm doing with the gas pedal.

95

00:04:57,000 --> 00:04:59,000

All the movements are going to be quick but subtle.

96

00:04:59,000 --> 00:05:00,000

All right.

97

00:05:18,000 --> 00:05:20,000

Oh my God!

98

00:05:26,000 --> 00:05:28,000

Oh s\*\*\*, he's a crow.

99

00:05:29,000 --> 00:05:32,000

This is awesome!

100

00:05:59,000 --> 00:06:01,000

Wow, that's a thing.

101

00:06:01,000 --> 00:06:06,000

After admit I didn't pay attention to anything you said to pay attention to,

102

00:06:06,000 --> 00:06:09,000

I was just sort of along for the ride.

103

00:06:10,000 --> 00:06:11,000

That was crazy.

104

00:06:11,000 --> 00:06:17,000

All of my driving training is about not allowing to happen what this is all about.

105

00:06:18,000 --> 00:06:21,000

Keeping your car from losing its tension with the rug.

106

00:06:23,000 --> 00:06:25,000

This is about maintaining that.

107

00:06:25,000 --> 00:06:28,000

I absolutely can't wait to get behind the wheel.

108

00:06:29,000 --> 00:06:31,000

With the demo done and dusted,

109

00:06:31,000 --> 00:06:35,000

first up for actual hands-on instruction is the Heinemann.

110

00:06:42,000 --> 00:06:45,000

About 20% of what we're going to do is with timing

111

00:06:45,000 --> 00:06:47,000

and that's with the steering wheel inputs

112

00:06:47,000 --> 00:06:50,000

and what we're doing with our foot on the throttle and or the brake.

113

00:06:54,000 --> 00:06:55,000

Too much.

114

00:06:55,000 --> 00:07:00,000

The other 80% of what we're doing is really your eyesight.

115

00:07:00,000 --> 00:07:01,000

Steady.

116

00:07:03,000 --> 00:07:05,000

Way too much, you're on a way too much.

117

00:07:05,000 --> 00:07:06,000

All right.

118

00:07:06,000 --> 00:07:08,000

Keep your eyes focused where you want the car to end up,

119

00:07:08,000 --> 00:07:10,000

not necessarily where you're going.

120

00:07:10,000 --> 00:07:12,000

Even with intensive tuition.

121

00:07:12,000 --> 00:07:14,000

Clutch handbrake and turn the wheel.

122

00:07:14,000 --> 00:07:17,000

It's an incredibly tricky technique to master.

123

00:07:19,000 --> 00:07:20,000

Darn.

124

00:07:20,000 --> 00:07:23,000

Janey's attempting to simultaneously lose traction

125

00:07:23,000 --> 00:07:25,000

but maintain momentum.

126

00:07:25,000 --> 00:07:26,000

I lost it.

127

00:07:26,000 --> 00:07:27,000

We'll give it another try.

128

00:07:27,000 --> 00:07:29,000

Through a full 90 degree turn.

129

00:07:31,000 --> 00:07:33,000

Brake, brake, brake, brake, brake.

130

00:07:33,000 --> 00:07:37,000

Spitting out and losing control is not ideal.

131

00:07:38,000 --> 00:07:39,000

Little more practice.

132

00:07:39,000 --> 00:07:40,000

This is intense.

133

00:07:42,000 --> 00:07:46,000

But our drifting debutant eventually dials it in.

134

00:07:46,000 --> 00:07:47,000

And here's how.

135

00:07:47,000 --> 00:07:49,000

Okay, hard on the gas at this.

136

00:07:49,000 --> 00:07:50,000

But what is the technique?

137

00:07:50,000 --> 00:07:51,000

Stick with it.

138

00:07:51,000 --> 00:07:52,000

Nice.

139

00:07:52,000 --> 00:07:53,000

Good.

140

00:07:53,000 --> 00:07:55,000

Basically as you approach a turn,

141

00:07:55,000 --> 00:07:57,000

you drop the clutch and floor the throttle

142

00:07:57,000 --> 00:07:58,000

so you rev up the engine.

143

00:07:58,000 --> 00:07:59,000

Yeah.

144

00:07:59,000 --> 00:08:00,000

Nice work, Janey.

145

00:08:00,000 --> 00:08:02,000

That was a really nice turn.

146

00:08:02,000 --> 00:08:04,000

Then when you release the clutch,

147

00:08:04,000 --> 00:08:06,000

there's a huge surge in power,

148

00:08:06,000 --> 00:08:08,000

which makes the wheel spin so fast you lose traction

149

00:08:08,000 --> 00:08:10,000

and the back end swings out.

150

00:08:10,000 --> 00:08:11,000

Hard on the gas.

151

00:08:11,000 --> 00:08:12,000

That's it.

152

00:08:12,000 --> 00:08:14,000

That's what I'm talking about.

153

00:08:14,000 --> 00:08:16,000

And that needs a delicate combination of throttle,

154

00:08:16,000 --> 00:08:18,000

steering, and a bit of a handbrake.

155

00:08:18,000 --> 00:08:19,000

And what can I say?

156

00:08:19,000 --> 00:08:20,000

It takes practice.

157

00:08:23,000 --> 00:08:24,000

Back to Earth.

158

00:08:24,000 --> 00:08:26,000

I was in outer space.

159

00:08:26,000 --> 00:08:28,000

With Janey looking like a pro,

160

00:08:28,000 --> 00:08:31,000

it's finally time for Adam to show his skills.

161

00:08:31,000 --> 00:08:32,000

He's a great driver.

162

00:08:32,000 --> 00:08:33,000

He's a great driver.

163

00:08:33,000 --> 00:08:34,000

He's a great driver.

164

00:08:34,000 --> 00:08:35,000

He's a great driver.

165

00:08:35,000 --> 00:08:36,000

He's a great driver.

166

00:08:36,000 --> 00:08:37,000

He's a great driver.

167

00:08:37,000 --> 00:08:38,000

He's a great driver.

168

00:08:38,000 --> 00:08:39,000

He's a great driver.

169

00:08:39,000 --> 00:08:40,000

He's a great driver.

170

00:08:40,000 --> 00:08:44,000

And so it's finally time for Adam to take a turn behind the wheel.

171

00:08:44,000 --> 00:08:46,000

Or is it?

172

00:08:48,000 --> 00:08:50,000

Well, things have changed.

173

00:08:50,000 --> 00:08:51,000

It has started to rain,

174

00:08:51,000 --> 00:08:53,000

and the rain is going to cause us a real problem.

175

00:08:53,000 --> 00:08:56,000

The thing is that if Conrad's car is able to do what you just saw it do

176

00:08:56,000 --> 00:08:59,000

on dry pavement, on wet pavement,

177

00:08:59,000 --> 00:09:02,000

where we've lost about 50% of our traction,

178

00:09:02,000 --> 00:09:06,000

that 900 horsepower behaves more like 2,000 horsepower,

179

00:09:06,000 --> 00:09:09,000

and it's going to be hard to control it.

180

00:09:09,000 --> 00:09:11,000

But that doesn't mean we're totally done drifting.

181

00:09:11,000 --> 00:09:12,000

No, no, no.

182

00:09:12,000 --> 00:09:15,000

The plan all along was for Conrad to give Janey and I lessons in drifting in his car,

183

00:09:15,000 --> 00:09:18,000

and then to help us transfer that knowledge to a car,

184

00:09:18,000 --> 00:09:20,000

we can do more myth-bustery things.

185

00:09:20,000 --> 00:09:22,000

We've always planned to bring our own car in,

186

00:09:22,000 --> 00:09:25,000

and now it's just time to bring it up a little bit earlier.

187

00:09:27,000 --> 00:09:28,000

All right.

188

00:09:29,000 --> 00:09:31,000

Oh, that was inauspicious.

189

00:09:37,000 --> 00:09:38,000

Hey, man.

190

00:09:38,000 --> 00:09:42,000

You want to show me some ropes about how to do some drifting in this thing?

191

00:09:42,000 --> 00:09:43,000

Yeah, let's do it.

192

00:09:47,000 --> 00:09:49,000

Just go ahead and give us some gas and look where you want it to go.

193

00:09:51,000 --> 00:09:52,000

Wow.

194

00:09:52,000 --> 00:09:55,000

It may be a world away from Conrad's supercar,

195

00:09:55,000 --> 00:10:00,000

but to drift, this more myth-bustery motor requires the same technique,

196

00:10:00,000 --> 00:10:02,000

which is just as difficult.

197

00:10:03,000 --> 00:10:07,000

Part of what Conrad is teaching is you start going in a circle,

198

00:10:07,000 --> 00:10:10,000

gun the engine a little bit to break it free,

199

00:10:10,000 --> 00:10:14,000

and then kind of feather it, keeping it exactly that same RPM.

200

00:10:16,000 --> 00:10:17,000

Too much.

201

00:10:17,000 --> 00:10:20,000

You did everything right, just that the timing was off.

202

00:10:21,000 --> 00:10:24,000

And then if you don't control it just right,

203

00:10:25,000 --> 00:10:29,000

you go too far and you end up going backwards and stopping just like that.

204

00:10:29,000 --> 00:10:30,000

Okay, there we go.

205

00:10:31,000 --> 00:10:32,000

What's that, man?

206

00:10:32,000 --> 00:10:33,000

Whoa.

207

00:10:37,000 --> 00:10:38,000

Whoa.

208

00:10:39,000 --> 00:10:41,000

It's a tricky task to master.

209

00:10:42,000 --> 00:10:43,000

A little too much.

210

00:10:43,000 --> 00:10:44,000

A little too much.

211

00:10:44,000 --> 00:10:47,000

Adam takes a while to get a grip on letting it slide.

212

00:10:48,000 --> 00:10:49,000

That's it, that's it.

213

00:10:49,000 --> 00:10:50,000

Get it really good.

214

00:10:51,000 --> 00:10:52,000

Off-amperage.

215

00:10:52,000 --> 00:10:53,000

Good.

216

00:10:54,000 --> 00:10:55,000

Aha.

217

00:10:56,000 --> 00:10:57,000

Very good, Grasshopper.

218

00:10:58,000 --> 00:10:59,000

Nicely done.

219

00:10:59,000 --> 00:11:04,000

I have to tell you this is one of the most fun things I have ever learned on this show.

220

00:11:04,000 --> 00:11:05,000

Power, go.

221

00:11:07,000 --> 00:11:08,000

Yeah!

222

00:11:09,000 --> 00:11:10,000

That was the best one yet.

223

00:11:11,000 --> 00:11:14,000

Maybe it's because it's so hard to get right.

224

00:11:18,000 --> 00:11:21,000

That feels good by the whole world to change shape there for a second, doesn't it?

225

00:11:22,000 --> 00:11:26,000

Maybe it's that when you get that 180 right because you've shifted it to gear

226

00:11:26,000 --> 00:11:29,000

and you're starting to give the gas and the wheels start to spin out

227

00:11:29,000 --> 00:11:31,000

and you're looking at this spot to your left and you're spinning around

228

00:11:31,000 --> 00:11:33,000

and like you're attached to it by a chain.

229

00:11:34,000 --> 00:11:36,000

What a show-off.

230

00:11:37,000 --> 00:11:38,000

That was pretty good.

231

00:11:38,000 --> 00:11:39,000

It's just, it's a rush.

232

00:11:39,000 --> 00:11:40,000

Have I made that clear?

233

00:11:41,000 --> 00:11:43,000

Good speed, clutch, handbrake, turn the wheel.

234

00:11:43,000 --> 00:11:46,000

It's been a long, hard training day.

235

00:11:46,000 --> 00:11:49,000

Tough on the tires and tough on the trainees.

236

00:11:52,000 --> 00:11:55,000

But after 12 hours of intense instruction...

237

00:11:56,000 --> 00:11:59,000

Oh, nicely done.

238

00:11:59,000 --> 00:12:01,000

Where did that come from?

239

00:12:01,000 --> 00:12:02,000

Holy s\*\*\*.

240

00:12:02,000 --> 00:12:04,000

Dude, that was great.

241

00:12:04,000 --> 00:12:08,000

Our dynamic duo are ready to delve into the myth.

242

00:12:09,000 --> 00:12:11,000

We're going to get to the meat of this story

243

00:12:11,000 --> 00:12:13,000

and that is whether drifting is better than driving.

244

00:12:13,000 --> 00:12:17,000

We're going to have to deconstruct the drift, set up some courses

245

00:12:17,000 --> 00:12:20,000

and see if that is in fact looking like the case.

246

00:12:21,000 --> 00:12:22,000

Coming up.

247

00:12:23,000 --> 00:12:26,000

The car carnage reaches a crashing crescendo.

248

00:12:28,000 --> 00:12:29,000

And later.

249

00:12:30,000 --> 00:12:33,000

Can you really powerslide a parallel part?

250

00:12:33,000 --> 00:12:35,000

Welcome to the dry part of our episode.

251

00:12:35,000 --> 00:12:40,000

Now, Jamie and I have gotten educated in the rudiments of drifting.

252

00:12:40,000 --> 00:12:41,000

Yeah!

253

00:12:41,000 --> 00:12:43,000

Die for it, Jamie.

254

00:12:43,000 --> 00:12:45,000

But now it's time to bump that ass.

255

00:12:45,000 --> 00:12:46,000

Come on.

256

00:12:46,000 --> 00:12:47,000

Come on.

257

00:12:47,000 --> 00:12:48,000

Come on.

258

00:12:48,000 --> 00:12:49,000

Come on.

259

00:12:49,000 --> 00:12:50,000

Come on.

260

00:12:50,000 --> 00:12:51,000

Come on.

261

00:12:51,000 --> 00:12:52,000

Come on.

262

00:12:52,000 --> 00:12:53,000

Come on.

263

00:12:53,000 --> 00:12:55,000

Come on.

264

00:12:55,000 --> 00:12:57,000

Come on.

265

00:12:57,000 --> 00:12:58,000

Come on.

266

00:12:58,000 --> 00:12:59,000

Come on.

267

00:12:59,000 --> 00:13:00,000

Come on.

268

00:13:00,000 --> 00:13:01,000

Come on.

269

00:13:01,000 --> 00:13:02,000

Come on.

270

00:13:02,000 --> 00:13:05,040

But now it's time to bump that up a level and do some actual testing.

271

00:13:05,040 --> 00:13:09,360

So we have abandoned the runways of Alameda, California, and come to California's central

272

00:13:09,360 --> 00:13:12,000

valley to this beautiful dry runway.

273

00:13:12,000 --> 00:13:13,000

That's it.

274

00:13:13,000 --> 00:13:16,160

This is a former NASA testing station.

275

00:13:16,160 --> 00:13:21,160

But for right now, let's just call this Adam and Jamie's Mythbusters Drift Testing Facility.

276

00:13:21,160 --> 00:13:23,160

How does that sound?

277

00:13:23,160 --> 00:13:30,560

Time to trash some more tires.

278

00:13:30,560 --> 00:13:35,520

In pursuit of the myth that drifting is the fastest technique for taking a corner, the

279

00:13:35,520 --> 00:13:42,960

guy set up for a time trial.

280

00:13:42,960 --> 00:13:43,960

Let me run you through our course.

281

00:13:43,960 --> 00:13:47,280

We're going to be trying to gather consistent timings with three metrics.

282

00:13:47,280 --> 00:13:49,640

The first and foremost being entry speed.

283

00:13:49,640 --> 00:13:54,720

We're always going to be crossing the starting line of our turn at 45 miles per hour.

284

00:13:54,720 --> 00:13:58,600

When the car crosses the start line, I click.

285

00:13:58,600 --> 00:14:03,520

We'll be doing two kinds of turns, one drifting and the other non-drifting.

286

00:14:03,520 --> 00:14:07,080

And when he crosses the finish line, I click again.

287

00:14:07,080 --> 00:14:09,080

And it's just that easy.

288

00:14:09,080 --> 00:14:14,880

Here we go, turn test in three, two, one.

289

00:14:14,880 --> 00:14:18,640

Yep, first up with a consistent entry speed.

290

00:14:18,640 --> 00:14:21,160

There comes 45, 45.

291

00:14:21,160 --> 00:14:27,640

How fast can Adam get through 90 degrees without drifting?

292

00:14:27,640 --> 00:14:30,840

Well, that could have been better.

293

00:14:30,840 --> 00:14:33,840

You're going to have to back up.

294

00:14:33,840 --> 00:14:37,440

Oh, look, it's sprung right back.

295

00:14:37,440 --> 00:14:40,440

There's your problem.

296

00:14:40,440 --> 00:14:45,320

Well, that was not my best turn.

297

00:14:45,320 --> 00:14:46,840

But I got to dial into this.

298

00:14:46,840 --> 00:14:47,840

This is the first time I've driven this thing.

299

00:14:47,840 --> 00:14:52,840

It's going to take me a few tries just to get the comfort and feel.

300

00:14:52,840 --> 00:14:53,840

45.

301

00:14:53,840 --> 00:14:54,840

Oh, boom.

302

00:14:54,840 --> 00:14:57,840

Well, there goes our car.

303

00:14:57,840 --> 00:15:03,040

I'm actually a little surprised.

304

00:15:03,040 --> 00:15:08,280

I thought Adam would ease into it until he got the right feel for that corner.

305

00:15:08,280 --> 00:15:12,920

But it seems like he's not.

306

00:15:12,920 --> 00:15:14,120

Here I come.

307

00:15:14,120 --> 00:15:15,920

It's an inauspicious start.

308

00:15:15,920 --> 00:15:17,720

Pull him to the outside.

309

00:15:17,720 --> 00:15:25,440

And from there on in, Adam dials it in and nails the corner.

310

00:15:25,440 --> 00:15:26,760

What was that?

311

00:15:26,760 --> 00:15:28,160

Four seconds.

312

00:15:28,160 --> 00:15:31,480

In a consistent time.

313

00:15:31,480 --> 00:15:37,720

Four seconds.

314

00:15:37,720 --> 00:15:40,480

Four seconds every time.

315

00:15:40,480 --> 00:15:44,880

So now it's time for Adam to try and do the course while drifting.

316

00:15:44,880 --> 00:15:49,080

This might get interesting.

317

00:15:49,080 --> 00:15:50,080

Here we go.

318

00:15:50,080 --> 00:15:51,080

Let's drift again.

319

00:15:51,080 --> 00:15:58,840

Remember, for the myth to be confirmed, 40, 45, 45, Adam must rip through the right angle

320

00:15:58,840 --> 00:16:00,440

in less time.

321

00:16:00,440 --> 00:16:09,680

Initiating the drift.

322

00:16:09,680 --> 00:16:15,720

There is a lot going on in order to drift through this 90-degree turn.

323

00:16:15,720 --> 00:16:20,880

I've got to choose a specific spot and at that spot, pull on the e-brake just a little

324

00:16:20,880 --> 00:16:25,840

bit while pushing on the clutch and then steering against the turn so that I slide into it and

325

00:16:25,840 --> 00:16:29,840

then give enough gas so I can come back out of it.

326

00:16:29,840 --> 00:16:32,520

I need a couple more to get scientific about this.

327

00:16:32,520 --> 00:16:33,520

That's it.

328

00:16:33,520 --> 00:16:34,520

43, 44, 45.

329

00:16:34,520 --> 00:16:37,520

I'm at 45 miles an hour.

330

00:16:37,520 --> 00:16:38,520

This is perfect.

331

00:16:38,520 --> 00:16:40,520

I'm going to do it now.

332

00:16:40,520 --> 00:16:41,520

Yeah!

333

00:16:41,520 --> 00:16:46,520

And that feels good.

334

00:16:46,520 --> 00:16:49,520

What did I do?

335

00:16:49,520 --> 00:16:51,520

Four seconds.

336

00:16:51,520 --> 00:16:52,520

Excellent.

337

00:16:52,520 --> 00:16:54,520

While I've done my run.

338

00:16:54,520 --> 00:16:55,520

Yeah!

339

00:16:55,520 --> 00:16:56,520

Woo!

340

00:16:56,520 --> 00:17:07,640

And while I had some mishaps here and there, I did get two really nice fast times.

341

00:17:07,640 --> 00:17:10,240

I've done drifting one without and they were identical.

342

00:17:10,240 --> 00:17:15,400

So while I know it's too early to call, the fact already seems that even though it looks

343

00:17:15,400 --> 00:17:19,920

cooler, it might not be looking good for drifting as a man.

344

00:17:19,920 --> 00:17:21,920

So far, not so good.

345

00:17:21,920 --> 00:17:27,240

But the Heinemann's up next.

346

00:17:27,240 --> 00:17:30,080

Can he beat his control time?

347

00:17:30,080 --> 00:17:31,080

Four seconds.

348

00:17:31,080 --> 00:17:32,880

Nicely done.

349

00:17:32,880 --> 00:17:36,600

And he tackles the turn with a perfectly timed drift.

350

00:17:36,600 --> 00:17:37,600

Go.

351

00:17:37,600 --> 00:17:43,080

He starts the turn there at the stench and boom!

352

00:17:43,080 --> 00:17:50,240

Well, that didn't go as planned.

353

00:17:50,240 --> 00:17:56,800

All right, so the goal is not to hit those things.

354

00:17:56,800 --> 00:17:57,800

Yeah, I understand.

355

00:17:57,800 --> 00:17:58,800

Okay, cool.

356

00:17:58,800 --> 00:18:05,960

Well, I have to say it's kind of strange to throw the car into a state of slide right

357

00:18:05,960 --> 00:18:14,120

when you're facing something that you're about to impact.

358

00:18:14,120 --> 00:18:18,920

It is something that you sort of naturally don't want to do.

359

00:18:18,920 --> 00:18:21,320

Yeah, that's bad right there.

360

00:18:21,320 --> 00:18:22,480

That's bad.

361

00:18:22,480 --> 00:18:24,480

We have a special technique for that.

362

00:18:24,480 --> 00:18:25,960

It's called tape.

363

00:18:26,440 --> 00:18:31,560

It's all happening so fast it's hard to say, like, okay, turn exactly now.

364

00:18:31,560 --> 00:18:38,480

Frankly, I think I would take a lot of practice before I could get through this at a maximum

365

00:18:38,480 --> 00:18:39,480

speed.

366

00:18:39,480 --> 00:18:40,480

Wow.

367

00:18:40,480 --> 00:18:41,480

That's bad.

368

00:18:41,480 --> 00:18:52,640

The right hand suspension arm is totally bent, like an inverted V, where the other one's

369

00:18:52,640 --> 00:18:53,760

totally straight.

370

00:18:54,760 --> 00:18:57,560

Well, maybe that's why I can't make it through those curves.

371

00:18:57,560 --> 00:18:58,560

No!

372

00:18:58,560 --> 00:18:59,880

Wait, wait a minute.

373

00:18:59,880 --> 00:19:03,080

I think you're confusing causality and result.

374

00:19:03,080 --> 00:19:04,600

Didn't you hit the thing right there?

375

00:19:04,600 --> 00:19:05,600

Oh, that could have been me.

376

00:19:05,600 --> 00:19:16,480

It could have been, it has to be you.

377

00:19:16,480 --> 00:19:22,520

That's the cue for more less than subtle running repairs.

378

00:19:22,520 --> 00:19:23,520

Never happened.

379

00:19:23,520 --> 00:19:27,360

A new angle of attack.

380

00:19:27,360 --> 00:19:31,040

With the 90-degree left hand turned under our belt, it's now time to add a real wrinkle

381

00:19:31,040 --> 00:19:37,280

to this and that is a 180-degree turn inside of Tulane Road.

382

00:19:37,280 --> 00:19:42,320

A complete reversal of the direction of momentum is the ultimate turning test.

383

00:19:42,320 --> 00:19:46,040

But there's a tweak to the planned protocol.

384

00:19:46,040 --> 00:19:50,680

Before we destroy that little car, we figure I'll just take over the straight driving.

385

00:19:50,680 --> 00:19:54,120

Adam will do the drifting and we'll do our comparisons that way.

386

00:19:54,120 --> 00:19:55,120

So first up.

387

00:19:55,120 --> 00:19:56,120

Well, here we go.

388

00:19:56,120 --> 00:19:57,120

The 180, straight up.

389

00:19:57,120 --> 00:20:01,120

Let's log some data.

390

00:20:01,120 --> 00:20:03,400

Jamie lays down a series of controls.

391

00:20:03,400 --> 00:20:06,920

Into the turn, give a little goose out.

392

00:20:06,920 --> 00:20:09,600

Yes, that's it, that's it.

393

00:20:09,600 --> 00:20:11,080

And boom!

394

00:20:11,080 --> 00:20:15,800

Clocking a consistent benchmark.

395

00:20:15,800 --> 00:20:21,240

Eight seconds, like clockwork.

396

00:20:21,240 --> 00:20:24,480

Literally, like clock.

397

00:20:24,480 --> 00:20:27,640

Well Jamie's done his straight runs on the 180-degree turn.

398

00:20:27,640 --> 00:20:30,640

I'm about to try and drift the same thing.

399

00:20:30,640 --> 00:20:34,000

All right, here I come.

400

00:20:34,000 --> 00:20:35,000

Drifting 180.

401

00:20:35,000 --> 00:20:36,000

I'm looking for one really good one.

402

00:20:36,000 --> 00:20:37,000

That's what I want.

403

00:20:37,000 --> 00:20:38,000

Yeah!

404

00:20:38,000 --> 00:20:39,000

Woo!

405

00:20:39,220 --> 00:20:40,220

Yeah!

406

00:20:40,220 --> 00:20:41,220

Woo!

407

00:20:41,220 --> 00:20:42,220

Yeah!

408

00:20:42,220 --> 00:20:43,220

Woo!

409

00:20:43,220 --> 00:20:44,200

Damn, that feels good!

410

00:20:44,200 --> 00:20:45,360

That felt beautiful!

411

00:20:45,360 --> 00:20:46,360

It looked good.

412

00:20:46,360 --> 00:20:48,360

How was it for time?

413

00:20:48,360 --> 00:20:49,360

Nine seconds.

414

00:20:49,360 --> 00:20:50,360

Nine seconds.

415

00:20:50,360 --> 00:20:53,560

I don't think I'm going to do much better than that.

416

00:20:53,560 --> 00:20:54,560

Dude.

417

00:20:54,560 --> 00:20:55,560

I think it was perfect.

418

00:20:55,560 --> 00:20:56,560

I felt like an action movie hero, man.

419

00:20:56,560 --> 00:20:57,560

That was awesome.

420

00:20:57,560 --> 00:20:58,560

It looked cool and felt great.

421

00:20:58,560 --> 00:20:59,560

The next time I get on the 180 I'm going to drift, and I'm going to drift.

422

00:20:59,560 --> 00:21:00,560

So, we look forward to the next time.

423

00:21:00,560 --> 00:21:01,560

And the next time I get on the 180, I'm going to drift.

424

00:21:01,560 --> 00:21:02,560

And I'm going to drift.

425

00:21:02,560 --> 00:21:03,560

So I'm going to drift.

426

00:21:03,560 --> 00:21:04,560

That's all right.

427

00:21:04,560 --> 00:21:05,560

You're going to drift.

428

00:21:05,560 --> 00:21:06,560

I'm going to drift.

429

00:21:06,560 --> 00:21:07,560

That's all right.

430

00:21:07,560 --> 00:21:16,200

great. But cold hard data doesn't lie. It appears that drifting is not faster.

431

00:21:17,080 --> 00:21:21,640

Which I'm frankly totally astonished by because if you look at Jamie's 180 and regular driving

432

00:21:21,640 --> 00:21:29,800

and my drifting 180, I swear that mine looks like the faster run, but it's not. It was slower by

433

00:21:29,880 --> 00:21:32,040

a half second in my best of all runs.

434

00:21:37,560 --> 00:21:43,240

It's not looking very good for this story. But drifting's not done and busted just yet.

435

00:21:43,240 --> 00:21:50,040

Coming up, Adam and Jamie go head to head. Street racer style.

436

00:22:00,200 --> 00:22:05,320

At this point, we've established a foundation of knowledge about what exactly drifting is.

437

00:22:05,320 --> 00:22:07,720

Holy s\*\*\*. And how it works.

438

00:22:10,120 --> 00:22:15,000

But the one thing that we haven't done is take the car through a regular driving course.

439

00:22:15,560 --> 00:22:17,480

And so that's what we're going to do next.

440

00:22:22,760 --> 00:22:23,560

All right, let's go.

441

00:22:24,440 --> 00:22:31,080

Now we want to put all of our experience into a full and complete test.

442

00:22:31,720 --> 00:22:33,080

This is our starting line.

443

00:22:37,080 --> 00:22:40,920

A sort of an urban driving environment full of twists and turns.

444

00:22:44,040 --> 00:22:47,160

Both hard and soft, easy and difficult.

445

00:22:49,080 --> 00:22:49,960

I love this game.

446

00:22:50,680 --> 00:22:53,320

And put drifting to the test against regular driving.

447

00:23:05,080 --> 00:23:10,760

This is our course that we feel provides a really good balance of twists and turns and both

448

00:23:10,760 --> 00:23:16,200

standard and exciting driving maneuvers to make this test fun, but also experimentally valid.

449

00:23:17,000 --> 00:23:22,040

Now there's nothing to do but to drive. Jamie's up first.

450

00:23:24,440 --> 00:23:28,360

Now it's time for me to run the course with straight driving as fast as I can.

451

00:23:29,400 --> 00:23:34,600

We'll take my best time and compare it to Adam's best time while he's drifting.

452

00:23:38,520 --> 00:23:41,800

And three, two, one, go.

453

00:23:46,600 --> 00:23:49,080

Sounds exactly like that when Jamie leaves for work every morning.

454

00:23:52,600 --> 00:24:01,800

To clock his fastest time, Jamie will take as many laps as he needs.

455

00:24:16,360 --> 00:24:18,040

Two minutes, go.

456

00:24:21,240 --> 00:24:25,400

Using more traditional racing techniques in direct contrast with drifting.

457

00:24:29,960 --> 00:24:30,920

That was beautiful.

458

00:24:33,240 --> 00:24:41,080

Jamie maintains traction, clips each apex, and accelerates through the corners. Fast and smooth is the goal.

459

00:24:41,320 --> 00:24:47,480

Trying to race like this is actually a new experience for us. And in this case, with my skill

460

00:24:47,480 --> 00:24:51,880

and with that car, I'm as fast as I'm going to get.

461

00:24:53,880 --> 00:24:55,880

Here it comes. It's going to be a good time.

462

00:24:57,880 --> 00:24:59,480

That's what I'm talking about.

463

00:25:00,360 --> 00:25:05,400

Now, if this myth is true, drifting should allow me to ride this course much faster.

464

00:25:05,400 --> 00:25:09,960

I'm not talking like one or two seconds. I'm talking like five to 10 seconds.

465

00:25:11,400 --> 00:25:15,480

That's what we're looking for, a nice big difference between these two types of runs.

466

00:25:23,720 --> 00:25:26,920

Three, two, one, go.

467

00:25:29,480 --> 00:25:32,360

Unlike Jamie, Adam is all about the drift.

468

00:25:34,760 --> 00:25:37,480

As he hits each corner, he flicks out his rear end

469

00:25:38,440 --> 00:25:41,080

and powers through the slide.

470

00:25:44,440 --> 00:25:45,560

Or not.

471

00:25:45,560 --> 00:25:50,360

He did a 360. That's not good. Not unless you want to do a 360.

472

00:25:52,440 --> 00:25:53,400

See, that's the thing.

473

00:25:58,040 --> 00:25:59,960

You start to slide. You lose traction.

474

00:26:05,240 --> 00:26:06,520

If you're not really good,

475

00:26:08,360 --> 00:26:10,440

you lose control.

476

00:26:15,960 --> 00:26:17,640

That's the problem. Go.

477

00:26:22,200 --> 00:26:23,800

Despite dialing in the drifting,

478

00:26:29,720 --> 00:26:33,720

Adam makes at least one major time-sapping error on every lap.

479

00:26:34,360 --> 00:26:41,640

To accurately test the myth, he needs one mistake-free run to compare with Jamie's control.

480

00:26:45,000 --> 00:26:46,200

All right, sir, I'm in place.

481

00:26:46,200 --> 00:26:50,760

Starting in three, two, one, go.

482

00:27:03,720 --> 00:27:05,720

Woo!

483

00:27:27,080 --> 00:27:30,680

I bet that was good. I just bet that was good.

484

00:27:30,680 --> 00:27:32,600

That was 154.5.

485

00:27:32,600 --> 00:27:34,200

Dude, I matched your time.

486

00:27:34,200 --> 00:27:35,080

You did.

487

00:27:35,080 --> 00:27:35,400

Boom!

488

00:27:37,800 --> 00:27:40,840

So Adam completed his stylish sideways lap,

489

00:27:40,840 --> 00:27:44,280

but in the final analysis simply failed to go faster,

490

00:27:45,000 --> 00:27:48,200

meaning the myth is dead and buried unless

491

00:27:49,160 --> 00:27:54,680

QR professional race driver. If Conrad can't, no one can.

492

00:27:54,680 --> 00:27:56,840

Adam and Jamie, count it down. I'm ready to go.

493

00:27:57,480 --> 00:27:59,880

Three, two, one, go.

494

00:28:03,480 --> 00:28:05,640

That sound just makes me so happy.

495

00:28:12,360 --> 00:28:15,560

What's immediately clear is that Conrad's killing it.

496

00:28:17,560 --> 00:28:20,440

His drifts are bigger, better, and louder.

497

00:28:22,840 --> 00:28:24,680

He's squealing a little more than you were.

498

00:28:26,680 --> 00:28:27,560

That is as it should be.

499

00:28:28,360 --> 00:28:32,360

But how does this more talented technique time out?

500

00:28:43,880 --> 00:28:44,680

How do we do?

501

00:28:45,880 --> 00:28:47,320

Two minutes flat.

502

00:28:47,320 --> 00:28:49,960

So you think that's about as fast a drifting run as you can do?

503

00:28:49,960 --> 00:28:51,240

I think that's about it.

504

00:28:51,240 --> 00:28:52,920

I don't know if I can push any harder than that.

505

00:28:52,920 --> 00:28:54,280

That was a pretty sideways run.

506

00:28:54,280 --> 00:28:55,960

Dude, that's a result.

507

00:28:56,040 --> 00:28:57,800

That's a result. That's beautiful.

508

00:28:57,800 --> 00:28:58,360

Yeah.

509

00:28:58,360 --> 00:28:59,160

Thanks Conrad.

510

00:28:59,160 --> 00:29:00,200

Thanks guys. Appreciate it.

511

00:29:00,200 --> 00:29:00,760

Thanks.

512

00:29:01,480 --> 00:29:04,840

Conrad couldn't have completed a classier lap than that.

513

00:29:04,840 --> 00:29:08,040

And he was six seconds slower than the straight driving control.

514

00:29:08,600 --> 00:29:12,200

It's a conclusive result, but there's an anomaly.

515

00:29:13,480 --> 00:29:14,120

You're right about now.

516

00:29:14,120 --> 00:29:18,360

You're probably wondering why my best drifting time was actually faster than Conrad's.

517

00:29:18,360 --> 00:29:21,880

And simply put, it's because Conrad is a better drifter.

518

00:29:21,960 --> 00:29:25,400

He spent more of his time with his talent swinging out,

519

00:29:25,400 --> 00:29:29,960

moving sideways into the turns the way you're supposed to when you're properly drifting.

520

00:29:29,960 --> 00:29:31,960

Strangely, that meant that I went faster.

521

00:29:36,120 --> 00:29:37,960

All right. It's time to call it where.

522

00:29:37,960 --> 00:29:43,000

Do we stand on the myth that drifting provides a significant speed advantage over race drive?

523

00:29:43,640 --> 00:29:46,840

Well, it didn't look good in the beginning and it doesn't look good now.

524

00:29:46,840 --> 00:29:47,960

I'd say it's busted.

525

00:29:47,960 --> 00:29:50,680

I think it's handily, cleanly and every way it busted.

526

00:29:51,640 --> 00:29:52,280

Like our car.

527

00:29:54,280 --> 00:29:55,800

How much further we got to go?

528

00:29:55,800 --> 00:29:59,400

Just up till the commercial break.

529

00:29:59,400 --> 00:30:00,280

Yes, there we go.

530

00:30:03,240 --> 00:30:04,440

Oh, here comes the commercial break.

531

00:30:12,040 --> 00:30:16,760

On the other side of this break, the mythbusters break out the movie moves.

532

00:30:16,760 --> 00:30:18,040

Oh, so close!

533

00:30:18,040 --> 00:30:21,240

To test Hollywood's idea of parallel parking.

534

00:30:22,440 --> 00:30:23,640

I think I might have hit something.

535

00:30:29,320 --> 00:30:33,240

Now that we've shown that drifting is not necessarily a faster way to race,

536

00:30:33,240 --> 00:30:37,880

I had an idea that maybe there is something that is quicker to do with drifting.

537

00:30:37,880 --> 00:30:39,960

What's that? Parallel parking.

538

00:30:40,840 --> 00:30:42,440

Parallel parking.

539

00:30:42,440 --> 00:30:45,400

You mean like with real cars on either side of the parking space?

540

00:30:45,400 --> 00:30:46,040

Yeah.

541

00:30:46,040 --> 00:30:48,440

Dude, that could get expensive.

542

00:30:48,440 --> 00:30:54,440

Yeah.

543

00:30:54,440 --> 00:30:59,640

Now, no clear investigation of the slipping and sliding and racing and speeding can be

544

00:30:59,640 --> 00:31:03,240

replete without an investigation of parallel parking.

545

00:31:03,240 --> 00:31:05,320

The bane of everybody's driver's test.

546

00:31:05,320 --> 00:31:09,480

You got to pull up alongside the car and turn the wheel according to some formula your mom told

you.

547

00:31:09,480 --> 00:31:13,400

No, no, no, the action movie hero has a totally different way of parallel parking.

548

00:31:13,400 --> 00:31:15,960

They drive at speed towards the parking space.

549

00:31:15,960 --> 00:31:21,000

Slam on the brakes and power slide perfectly right into the space they want.

550

00:31:22,200 --> 00:31:25,080

Now Jamie has been practicing out on the open tarmac.

551

00:31:28,920 --> 00:31:32,040

That was really cool and he feels like he's got it dialed in.

552

00:31:32,600 --> 00:31:33,160

Yeah.

553

00:31:33,160 --> 00:31:33,960

Yeah.

554

00:31:33,960 --> 00:31:35,240

There we go.

555

00:31:35,240 --> 00:31:39,560

So we've got a little parking space right here and it's going to put his practice to the test

556

00:31:39,560 --> 00:31:40,200

to see if it works.

557

00:31:41,160 --> 00:31:41,640

All right.

558

00:31:42,760 --> 00:31:43,320

Here we go.

559

00:31:44,600 --> 00:31:49,640

I don't know how this is supposed to be done, but what I'm doing is getting up to the right speed,

560

00:31:49,640 --> 00:31:52,120

throwing the wheel over, pulling the handbrake.

561

00:31:52,120 --> 00:31:54,440

Oh, this is so close.

562

00:31:54,440 --> 00:31:57,320

Breaking free of the rear wheels with that handbrake.

563

00:31:57,320 --> 00:31:58,200

That was better.

564

00:31:58,200 --> 00:32:02,680

But then stopping with the foot brake at exactly the right time.

565

00:32:02,680 --> 00:32:04,760

Oh, there's no room for error on this thing.

566

00:32:05,960 --> 00:32:06,760

Rush hour.

567

00:32:06,760 --> 00:32:08,920

You want this space for anyone else feels it.

568

00:32:08,920 --> 00:32:09,880

It's going to be yours.

569

00:32:09,960 --> 00:32:10,680

You're going to take it.

570

00:32:10,680 --> 00:32:11,960

You're going to own it.

571

00:32:11,960 --> 00:32:12,360

Own it.

572

00:32:12,360 --> 00:32:12,920

Here it comes.

573

00:32:23,960 --> 00:32:24,520

Yeah.

574

00:32:25,080 --> 00:32:25,800

Beautiful.

575

00:32:27,240 --> 00:32:28,120

Yes.

576

00:32:28,120 --> 00:32:31,400

You are literally like kissing the crones on the other side.

577

00:32:31,400 --> 00:32:32,760

That is what I'm talking about.

578

00:32:33,000 --> 00:32:42,200

I'd say the evidence is pretty clear that this car was not parked in a normal fashion.

579

00:32:42,840 --> 00:32:48,760

You can tell by the linear black marks on the pavement that the driver must have brought this

580

00:32:48,760 --> 00:32:56,120

in at speed and hit the rear brakes, swinging the rear end of the car exactly into position

581

00:32:56,120 --> 00:32:58,920

against the curb if you catch my drift.

582

00:32:59,400 --> 00:33:00,760

That's a great start.

583

00:33:00,760 --> 00:33:03,960

And it's seemingly as simple as the movies would suggest.

584

00:33:03,960 --> 00:33:07,400

But at 90 degrees, they're only halfway there.

585

00:33:09,400 --> 00:33:10,200

Here we go.

586

00:33:10,200 --> 00:33:11,720

Three, two, one.

587

00:33:15,720 --> 00:33:16,520

And he's off.

588

00:33:17,320 --> 00:33:21,560

Hollywood would have us believe the full 180 is just as easy.

589

00:33:28,920 --> 00:33:31,160

Well, there's a reason they called them bumpers, right?

590

00:33:32,040 --> 00:33:32,840

Maybe not.

591

00:33:32,840 --> 00:33:34,440

But Adam ain't done yet.

592

00:33:35,000 --> 00:33:35,880

There we go.

593

00:33:35,880 --> 00:33:37,480

40 miles an hour.

594

00:33:37,480 --> 00:33:38,760

40 miles an hour.

595

00:33:38,760 --> 00:33:39,320

There we go.

596

00:33:39,320 --> 00:33:40,040

There we go.

597

00:33:40,040 --> 00:33:40,520

There we go.

598

00:33:42,600 --> 00:33:45,000

Oh, oh, so close.

599

00:33:45,000 --> 00:33:45,880

So close.

600

00:33:46,840 --> 00:33:48,760

Now I feel like I'm making progress.

601

00:33:48,760 --> 00:33:50,840

Now I feel like I'm making some progress.

602

00:33:50,840 --> 00:33:51,080

Good.

603

00:33:54,040 --> 00:33:54,360

Oh.

604

00:33:54,360 --> 00:33:54,920

Oh.

605

00:34:05,800 --> 00:34:08,040

Hey, beautiful.

606

00:34:09,480 --> 00:34:10,280

Good job.

607

00:34:10,280 --> 00:34:10,760

Awesome.

608

00:34:12,280 --> 00:34:13,000

Give me some.

609

00:34:13,720 --> 00:34:14,120

Awesome.

610

00:34:17,400 --> 00:34:20,360

Oh, if only there was a horn, I would honk in celebration.

611

00:34:20,360 --> 00:34:21,320

Here, sound guys.

612

00:34:21,320 --> 00:34:22,120

Could you give me a horn?

613

00:34:24,520 --> 00:34:25,240

Thank you very much.

614

00:34:26,520 --> 00:34:28,520

It was a thing of beletic beauty.

615

00:34:29,960 --> 00:34:32,360

But it's time for a dose of reality.

616

00:34:37,000 --> 00:34:42,520

Well, it's one thing to try and do a 180 parallel parking job with cones surrounding you.

617

00:34:42,520 --> 00:34:47,080

It's another thing to do it into a real parking space with real cars around you.

618

00:34:47,080 --> 00:34:52,680

For Adam to get in here at speed doing a 180, well, if he makes it,

619

00:34:52,680 --> 00:34:54,840

it's only going to be by a hair.

620

00:34:54,840 --> 00:34:57,160

So it's almost a guaranteed impact.

621

00:34:57,160 --> 00:35:00,760

Without in mind, we're going to have him in a helmet with a neck guard.

622

00:35:01,400 --> 00:35:09,240

Like going into battle with four-point harness with shin guards, snug as a bug in a rug.

623

00:35:09,240 --> 00:35:11,800

Everything that we can possibly do to keep him safe.

624

00:35:13,560 --> 00:35:18,440

Not only will a mistake mean a major impact, the space itself is tighter.

625

00:35:18,440 --> 00:35:24,200

Now, how will this nonchalant movie maneuver stand up to this level of real-world detail?

626

00:35:26,200 --> 00:35:28,600

Okay, Adam, on your mark.

627

00:35:28,600 --> 00:35:29,400

Here we go.

628

00:35:43,960 --> 00:35:44,840

I'm fine.

629

00:35:44,840 --> 00:35:46,120

So close.

630

00:35:46,120 --> 00:35:46,600

Rats.

631

00:35:49,400 --> 00:35:52,760

That wasn't quite the slide rule slide Adam was after.

632

00:35:55,480 --> 00:36:00,760

But unlike his car, he's undamaged and raring to go again.

633

00:36:03,400 --> 00:36:04,920

All right, Adam, on your mark.

634

00:36:05,960 --> 00:36:08,040

This is your last journey, little baby.

635

00:36:08,040 --> 00:36:08,680

Here we go.

636

00:36:09,640 --> 00:36:10,760

Give it everything.

637

00:36:10,760 --> 00:36:11,480

Let's go.

638

00:36:18,440 --> 00:36:40,520

I kept seeing the cars and I was not steering towards them as like a natural survival mechanism.

639

00:36:40,520 --> 00:36:43,320

Because really, you don't want to steer in the cars.

640

00:36:44,120 --> 00:36:47,400

So I thought on this run, I just got to ignore the cars.

641

00:36:47,400 --> 00:36:48,680

Ignore that the cars are there.

642

00:36:51,320 --> 00:36:53,240

And I totally succeeded at that part.

643

00:36:53,240 --> 00:36:54,440

Well, that's a good thing.

644

00:36:55,800 --> 00:36:57,800

You got a little more of the car in the slide.

645

00:36:57,800 --> 00:36:59,800

I'd say you were up to about 50%.

646

00:36:59,800 --> 00:37:01,640

I can't park this car, dude.

647

00:37:01,640 --> 00:37:02,760

Yeah, it's tight.

648

00:37:02,760 --> 00:37:03,800

I don't blame you.

649

00:37:03,800 --> 00:37:08,920

This movie-inspired parking procedure was purportedly a pushover.

650

00:37:09,240 --> 00:37:12,520

In fact, it's more like an accident waiting to happen.

651

00:37:13,800 --> 00:37:20,360

But that's not going to stop our high rollers from taking this myth to ridiculous lengths.

652

00:37:23,400 --> 00:37:28,360

Back at Crow's Landing, the course deserves a fitting finale.

653

00:37:28,360 --> 00:37:30,440

A drifting masterclass.

654

00:37:31,720 --> 00:37:33,400

For your viewing pleasure, ladies and gentlemen.

655

00:37:33,400 --> 00:37:36,280

Conrad Greenbaugh.

656

00:38:04,280 --> 00:38:30,280

With the course marked out in cones.

657

00:38:31,080 --> 00:38:32,040

Yeah.

658

00:38:32,120 --> 00:38:35,480

Jamie and Adam were clearly on course for a confirmation.

659

00:38:36,760 --> 00:38:42,840

Although with a smaller space and cars in place, it wasn't nearly as simple.

660

00:38:45,480 --> 00:38:49,000

I have to say, as the skilled collectors, Jamie and I have been all our lives.

661

00:38:49,000 --> 00:38:50,920

This episode holds a special place in my heart.

662

00:38:50,920 --> 00:38:52,600

This is one of the coolest things we've ever-

663

00:38:52,600 --> 00:38:54,200

Hey, I think it's time to bump it up a little.

664

00:38:55,560 --> 00:38:56,440

What do you mean, Jamie?

665

00:38:57,720 --> 00:38:59,080

Time to raise the stakes.

666

00:38:59,720 --> 00:39:00,920

Raise the stakes, Hap.

667

00:39:02,600 --> 00:39:03,320

Oh, no.

668

00:39:04,040 --> 00:39:06,600

Let's see a parallel park this beast.

669

00:39:10,040 --> 00:39:12,200

Okay, it just got real.

670

00:39:13,560 --> 00:39:17,640

Well, the bad news is that big old cars like that are basically like driving boats.

671

00:39:18,200 --> 00:39:19,880

They got crap for suspension.

672

00:39:19,880 --> 00:39:21,080

They're spongy.

673

00:39:21,080 --> 00:39:22,280

They're all over the place.

674

00:39:22,280 --> 00:39:24,920

They're anything but a precision driving machine.

675

00:39:25,400 --> 00:39:30,040

But the good news is that things like any lock brakes and stop-

676

00:39:30,040 --> 00:39:35,960

Things like any lock brakes and stability control and electronics didn't exist when they made that car.

677

00:39:36,600 --> 00:39:43,560

So between the two of those things, I'd say it's a toss-up whether Adam hits the mark spot on or not.

678

00:39:44,280 --> 00:39:50,600

Because the guys are not allowed to damage the vintage limo, the parked cars are played by foam cutouts.

679

00:39:50,600 --> 00:39:51,800

Okay, Adam, are you ready?

680

00:39:53,640 --> 00:39:55,080

I was ready as I'll ever be.

681

00:39:55,080 --> 00:39:57,960

Three, two, wish me luck.

682

00:40:01,000 --> 00:40:05,960

Oh, he's going too fast.

683

00:40:11,000 --> 00:40:12,040

Told ya.

684

00:40:12,040 --> 00:40:14,440

I think I might have had something like another car.

685

00:40:22,760 --> 00:40:23,800

Good as new.

686

00:40:23,800 --> 00:40:24,760

Time for take two.

687

00:40:24,920 --> 00:40:25,420

Oh.

688

00:40:28,920 --> 00:40:33,320

Well, a few attempts in and I'm doing abysmally.

689

00:40:33,320 --> 00:40:36,920

I just hope the limo lasts long enough for me to get this right.

690

00:40:36,920 --> 00:40:37,480

Too fast.

691

00:40:44,280 --> 00:40:45,640

Like I said, too fast.

692

00:40:49,720 --> 00:40:53,640

Well, after the last crash, we've reset as best we can.

693

00:40:53,640 --> 00:40:55,320

We're gonna give him one more try.

694

00:40:57,800 --> 00:40:59,160

Okay, Adam, one more time.

695

00:41:01,720 --> 00:41:02,680

You can do it, buddy.

696

00:41:11,320 --> 00:41:12,280

That was terrible.

697

00:41:12,280 --> 00:41:13,320

That was terrible.

698

00:41:14,760 --> 00:41:16,200

Did you order a limo?

699

00:41:16,200 --> 00:41:16,680

I'm here.

700

00:41:20,120 --> 00:41:21,880

I think it's time we brought in an expert.

701

00:41:22,520 --> 00:41:23,480

Conrad, you're up.

702

00:41:23,640 --> 00:41:24,760

All right, Jamie, I'll give it a shot.

703

00:41:28,520 --> 00:41:30,120

I call this maneuver prom night.

704

00:41:33,480 --> 00:41:34,120

Wow.

705

00:41:35,960 --> 00:41:37,160

That was amazing.

706

00:41:40,600 --> 00:41:42,280

That was astonishing.

707

00:41:43,880 --> 00:41:44,920

That was beautiful.

708

00:41:45,560 --> 00:41:46,200

Thanks, Adam.

709

00:41:46,200 --> 00:41:46,920

Amazing.

710

00:41:46,920 --> 00:41:47,640

Nice work.

711

00:41:47,640 --> 00:41:48,520

Thanks, Jamie.

712

00:41:48,520 --> 00:41:49,320

Can't be done.

713

00:41:49,320 --> 00:41:50,440

Nope, it can be done.

714

00:41:50,440 --> 00:41:52,040

I just can't do it, but it can be done.

715

00:41:53,800 --> 00:42:05,000

And so concludes the Mythbusters crash course in street racing.

716

00:42:07,880 --> 00:42:10,440

Two cameras, \$600.

717

00:42:11,160 --> 00:42:14,200

18 tires, \$3,600.

718

00:42:15,160 --> 00:42:18,520

One secondhand car, \$3,000.

719

00:42:18,920 --> 00:42:20,120

Oh!

720

00:42:20,120 --> 00:42:21,240

Yeah!

721

00:42:21,240 --> 00:42:22,760

Spending all day drifting.

722

00:42:24,840 --> 00:42:25,240

Christ.

723

00:42:25,960 --> 00:42:27,160

Give me some.