

1

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

MUSIC

2

00:00:09,000 --> 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, girls.

6

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

Hi.

7

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

I'll get you some tea.

8

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

You see me?

9

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

We're two, Jamie.

10

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

To the hotel and step on it.

11

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

OK.

12

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

Jamie says step on it, I say.

13

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

Time to break out the drifting moves.

14

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

Because apparently, drifting is not just slicker.

15

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

It's quicker.

16

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

MUSIC

17

00:00:41,000 --> 00:00:45,000

MUSIC

18

00:00:45,000 --> 00:00:49,000

MUSIC

19

00:00:49,000 --> 00:00:53,000

MUSIC

20

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

MUSIC

21

00:00:55,000 --> 00:01:01,000

MUSIC

22

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

Here we are.

23

00:01:03,000 --> 00:01:10,000

MUSIC

24

00:01:10,000 --> 00:01:13,000

MUSIC

25

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

That was quick, but sloppy.

26

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

You could use some lessons.

27

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

OK.

28

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

Hold on.

29

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

I'm coming.

30

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

MUSIC

31

00:01:21,000 --> 00:01:25,000

MUSIC

32

00:01:25,000 --> 00:01:28,000

MUSIC

33

00:01:28,000 --> 00:01:33,000

MUSIC

34

00:01:33,000 --> 00:01:36,000

MUSIC

35

00:01:36,000 --> 00:01:40,000

MUSIC

36

00:01:40,000 --> 00:01:44,000

MUSIC

37

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

You know what drifting is, right, Jamie?

38

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

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

39

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

and are able to slide around corners going sideways.

40

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

Exactly.

41

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

You know, it's funny.

42

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

That's the one thing that I can think of

43

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

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

44

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

Well, that ends right now because this entire episode

45

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

is devoted to drifting.

46

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

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

47

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

But first, we have a myth on the docket

48

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

that drifting is actually faster than regular race driving.

49

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

Time to break out our racing gear.

50

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

Exactly.

51

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

MUSIC

52

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

The perfect drift requires a precisely timed sequence of moves.

53

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

The engines revved.

54

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

The handbrake momentarily engaged.

55

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

And the power applied.

56

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

Then by steering into the slide

57

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

and keeping the throttle floored,

58

00:02:31,000 --> 00:02:34,000

the kinetic friction of the spinning tires

59

00:02:34,000 --> 00:02:37,000

supplies the centripetal turning force.

60

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

But is it actually quicker,

61

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

or does it just look slicker?

62

00:02:41,000 --> 00:02:44,000

MUSIC

63

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

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

64

00:02:48,000 --> 00:02:50,000

MUSIC

65

00:02:50,000 --> 00:02:55,000

MUSIC

66

00:02:55,000 --> 00:02:58,000

MUSIC

67

00:02:58,000 --> 00:03:01,000

MUSIC

68

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

Our drifting instructor today is professional driver

69

00:03:04,000 --> 00:03:06,000

Conrad Grunwald.

70

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

He's been racing for 15 years,

71

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

the last 10 of them in the Formula Drift series.

72

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

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

73

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

about what's what when it comes to drifting.

74

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

Shotgun.

75

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

Okay.

76

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

Before the guys take the wheel,

77

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

the lesson begins with a demonstration

78

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

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

79

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

Cue the joyride of a lifetime.

80

00:03:30,000 --> 00:03:34,000

Conrad, I can tell already this is going to be pretty high

81

00:03:34,000 --> 00:03:36,000

on the brown pants index.

82

00:03:36,000 --> 00:03:37,000

Watching you come up here.

83

00:03:37,000 --> 00:03:38,000

I think you'll be fine.

84

00:03:38,000 --> 00:03:42,000

He's right about the brown pants though.

85

00:03:42,000 --> 00:03:44,000

MUSIC

86

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

All right, Jamie, you ready?

87

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

All right.

88

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

Okay, let's fly.

89

00:03:49,000 --> 00:03:52,000

MUSIC

90

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

Oh, here we go.

91

00:03:55,000 --> 00:03:58,000

Oh my God.

92

00:03:58,000 --> 00:04:00,000

Wow.

93

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

Holy s***.

94

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

MUSIC

95

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

Wow.

96

00:04:06,000 --> 00:04:10,000

MUSIC

97

00:04:10,000 --> 00:04:12,000

MUSIC

98

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

Yeah, baby.

99

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

That's what I'm talking about.

100

00:04:15,000 --> 00:04:17,000

MUSIC

101

00:04:17,000 --> 00:04:25,000

MUSIC

102

00:04:25,000 --> 00:04:28,000

That's a little taste of a drift car.

103

00:04:28,000 --> 00:04:29,000

What do you think?

104

00:04:29,000 --> 00:04:32,000

That is, that's insane.

105

00:04:32,000 --> 00:04:37,000

But I do think I need some ear plugs or something.

106

00:04:37,000 --> 00:04:38,000

What?

107

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

All right.

108

00:04:39,000 --> 00:04:41,000

MUSIC

109

00:04:41,000 --> 00:04:46,000

With Jamie suitably impressed and four tires already totaled,

110

00:04:46,000 --> 00:04:50,000

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

111

00:04:50,000 --> 00:04:52,000

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

112

00:04:52,000 --> 00:04:54,000

to how I move the steering wheel

113

00:04:54,000 --> 00:04:56,000

and what I'm doing with the gas pedal.

114

00:04:56,000 --> 00:04:58,000

All the movements are going to be quick but subtle.

115

00:04:58,000 --> 00:04:59,000

All right?

116

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

All right.

117

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

MUSIC

118

00:05:02,000 --> 00:05:04,000

MUSIC

119

00:05:04,000 --> 00:05:06,000

MUSIC

120

00:05:06,000 --> 00:05:08,000

MUSIC

121

00:05:08,000 --> 00:05:10,000

MUSIC

122

00:05:10,000 --> 00:05:12,000

MUSIC

123

00:05:12,000 --> 00:05:14,000

MUSIC

124

00:05:14,000 --> 00:05:16,000

MUSIC

125

00:05:16,000 --> 00:05:18,000

MUSIC

126

00:05:18,000 --> 00:05:19,000

Oh my God.

127

00:05:19,000 --> 00:05:20,000

Holy s***.

128

00:05:20,000 --> 00:05:21,000

MUSIC

129

00:05:21,000 --> 00:05:23,000

MUSIC

130

00:05:23,000 --> 00:05:24,000

MUSIC

131

00:05:24,000 --> 00:05:25,000

MUSIC

132

00:05:25,000 --> 00:05:26,000

MUSIC

133

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

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

134

00:05:28,000 --> 00:05:29,000

MUSIC

135

00:05:29,000 --> 00:05:30,000

MUSIC

136

00:05:31,000 --> 00:05:33,000

MUSIC

137

00:05:33,000 --> 00:05:34,000

This is awesome.

138

00:05:34,000 --> 00:05:36,000

MUSIC

139

00:05:36,000 --> 00:05:37,000

MUSIC

140

00:05:37,000 --> 00:05:38,000

MUSIC

141

00:05:38,000 --> 00:05:39,000

MUSIC

142

00:05:39,000 --> 00:05:40,000

MUSIC

143

00:05:41,000 --> 00:05:42,000

MUSIC

144

00:05:42,000 --> 00:05:43,000

MUSIC

145

00:05:43,000 --> 00:05:44,000

MUSIC

146

00:05:44,000 --> 00:05:45,000

MUSIC

147

00:05:46,000 --> 00:05:47,000

MUSIC

148

00:05:48,000 --> 00:05:51,000

MUSIC

149

00:05:51,000 --> 00:05:53,000

MUSIC

150

00:05:53,000 --> 00:05:55,000

MUSIC

151

00:05:57,000 --> 00:05:58,000

MUSIC

152

00:05:58,000 --> 00:06:00,000

Wow!

153

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

That's a thing!

154

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

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

155

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

I was just sort of along for the ride.

156

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

That was crazy.

157

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

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

158

00:06:17,000 --> 00:06:21,000

Keeping your car from losing its tension with the road.

159

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

This is about maintaining that.

160

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

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

161

00:06:29,000 --> 00:06:34,000

With the demo done and dusted, first up for actual hands-on instruction is the Heinemann.

162

00:06:42,000 --> 00:06:47,000

About 20% of what we're going to do is with timing and that's with the steering wheel inputs

163

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

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

164

00:06:50,000 --> 00:06:54,000

Too much.

165

00:06:57,000 --> 00:07:00,000

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

166

00:07:01,000 --> 00:07:02,000

Steady.

167

00:07:04,000 --> 00:07:06,000

Way too much throttle, way too much.

168

00:07:06,000 --> 00:07:10,000

Keep your eyes focused where you want the car to end up, not necessarily where you're going.

169

00:07:10,000 --> 00:07:15,000

Even with intensive tuition, clutch handbrake and turn the wheel.

170

00:07:15,000 --> 00:07:18,000

It's an incredibly tricky technique to master.

171

00:07:20,000 --> 00:07:22,000

Ah, darn.

172

00:07:23,000 --> 00:07:28,000

Jamie's attempting to simultaneously lose traction but maintain momentum.

173

00:07:28,000 --> 00:07:29,000

I lost it.

174

00:07:29,000 --> 00:07:30,000

We're giving it another try.

175

00:07:30,000 --> 00:07:33,000

Through a full 90 degree turn.

176

00:07:34,000 --> 00:07:36,000

Brake, brake, brake, brake, brake.

177

00:07:37,000 --> 00:07:41,000

Spinning out and losing control is not ideal.

178

00:07:41,000 --> 00:07:42,000

Little more practice.

179

00:07:42,000 --> 00:07:44,000

This is intense.

180

00:07:45,000 --> 00:07:49,000

But our drifting debutaud eventually dials it in.

181

00:07:49,000 --> 00:07:51,000

And here's how.

182

00:07:53,000 --> 00:07:54,000

But what is the technique?

183

00:07:54,000 --> 00:07:55,000

Stick with it.

184

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

Nice, good.

185

00:07:57,000 --> 00:08:02,000

Basically as you approach a turn you drop the clutch and floor the throttle so you rev up the engine.

186

00:08:02,000 --> 00:08:03,000

Yeah.

187

00:08:03,000 --> 00:08:04,000

Nice work, Jamie.

188

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

That was a really nice turn.

189

00:08:07,000 --> 00:08:12,000

Then when you release the clutch there's a huge surge in power which makes the wheel spin so fast you lose traction

190

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

and the back end swings out.

191

00:08:15,000 --> 00:08:16,000

Hard on the gas, go.

192

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

That, believe it or not, is the easy part.

193

00:08:18,000 --> 00:08:21,000

The hard part is holding the drift rather than wiping out.

194

00:08:21,000 --> 00:08:23,000

Nice job, man, nice job.

195

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

That's what I'm talking about.

196

00:08:24,000 --> 00:08:29,000

And that needs a delicate combination of throttle, steering and a bit of a handbrake.

197

00:08:29,000 --> 00:08:30,000

And what can I say?

198

00:08:30,000 --> 00:08:31,000

It takes practice.

199

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

Back to Earth.

200

00:08:35,000 --> 00:08:37,000

I was in outer space.

201

00:08:37,000 --> 00:08:43,000

With Jamie looking like a pro, it's finally time for Adam to take a turn behind the wheel.

202

00:08:45,000 --> 00:08:46,000

Or is it?

203

00:08:48,000 --> 00:08:49,000

Well, things have changed.

204

00:08:49,000 --> 00:08:53,000

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

205

00:08:53,000 --> 00:09:02,000

The thing is that if Conrad's car is able to do what you just saw it do on dry pavement, on wet pavement where we've lost about 50% of our traction,

206

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

that 900 horsepower behaves more like 2,000 horsepower and it's going to be hard to control it.

207

00:09:08,000 --> 00:09:10,000

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

208

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

No, no, no.

209

00:09:11,000 --> 00:09:15,000

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

210

00:09:15,000 --> 00:09:19,000

and then to help us transfer that knowledge to a car we can do more myth-bustery things.

211

00:09:19,000 --> 00:09:24,000

We've always planned to bring our own car in and now it's just time to bring it up a little bit earlier.

212

00:09:26,000 --> 00:09:27,000

Alright.

213

00:09:28,000 --> 00:09:31,000

Oh, that was inauspicious.

214

00:09:33,000 --> 00:09:34,000

Hey, man.

215

00:09:34,000 --> 00:09:38,000

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

216

00:09:38,000 --> 00:09:39,000

Yeah, let's do it.

217

00:09:43,000 --> 00:09:45,000

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

218

00:09:48,000 --> 00:09:49,000

Wow.

219

00:09:49,000 --> 00:09:59,000

It may be a world away from Conrad's supercar, but to drift, this more myth-bustery motor requires the same technique, which is just as difficult.

220

00:09:59,000 --> 00:10:13,000

Part of what Conrad is teaching is you start going in a circle, gun the engine a little bit to break it free and then kind of feather it, keeping it exactly that same RPM.

221

00:10:15,000 --> 00:10:16,000

Too much.

222

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

You did everything right.

223

00:10:17,000 --> 00:10:19,000

Just the timing was off.

224

00:10:20,000 --> 00:10:28,000

And then if you don't control it just right, you go too far and you end up going backwards and stopping just like that.

225

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

There we go.

226

00:10:36,000 --> 00:10:37,000

Oh!

227

00:10:38,000 --> 00:10:40,000

It's a tricky task to master.

228

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

A little too much.

229

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

A little too much.

230

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

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

231

00:10:47,000 --> 00:10:48,000

That's it.

232

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

That's it.

233

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

Get it really good.

234

00:10:50,000 --> 00:10:51,000

Off the hamper.

235

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

Good.

236

00:10:53,000 --> 00:10:54,000

Aha.

237

00:10:55,000 --> 00:10:57,000

Very good, Grasshopper.

238

00:10:57,000 --> 00:10:58,000

Nicely done.

239

00:10:59,000 --> 00:11:03,000

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

240

00:11:03,000 --> 00:11:05,000

Power and go.

241

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

Yeah!

242

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

That was the best one yet.

243

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

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

244

00:11:17,000 --> 00:11:21,000

That feels good, but the whole world changed shape there for a second, doesn't it?

245

00:11:21,000 --> 00:11:33,000

Maybe it's that when you get that 180 right because you've shifted into gear and you're starting to give the gas and the wheels start to spin out and you're looking at this spot to your left and you're spinning around and you're attached to it by a chain.

246

00:11:33,000 --> 00:11:35,000

What a show off.

247

00:11:36,000 --> 00:11:37,000

That was pretty good.

248

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

It's just, it's a rush.

249

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

Have I made that clear?

250

00:11:40,000 --> 00:11:41,000

Good speed.

251

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

Clutch, handbrake, turn the wheel.

252

00:11:43,000 --> 00:11:45,000

It's been a long, hard training day.

253

00:11:45,000 --> 00:11:48,000

Tough on the tires and tough on the trainees.

254

00:11:48,000 --> 00:11:51,000

Back off, back off, back off, back off.

255

00:11:51,000 --> 00:11:54,000

But after 12 hours of intense instruction.

256

00:11:54,000 --> 00:11:58,000

Oh, nicely done.

257

00:11:58,000 --> 00:12:00,000

Where did that come from?

258

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

Holy s***.

259

00:12:01,000 --> 00:12:03,000

Dude, that was great.

260

00:12:04,000 --> 00:12:07,000

Our dynamic duo are ready to delve into the myth.

261

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

We're going to get to the meat of this story and that is whether drifting is better than driving.

262

00:12:13,000 --> 00:12:20,000

We're going to have to deconstruct the drift, set up some courses and see if that is in fact looking like the case.

263

00:12:20,000 --> 00:12:22,000

Coming up.

264

00:12:22,000 --> 00:12:26,000

The car carnage reaches a crashing crescendo.

265

00:12:28,000 --> 00:12:33,000

And later, can you really powerslide a parallel part?

266

00:12:43,000 --> 00:12:53,000

Welcome to the dry part of our episode.

267

00:12:53,000 --> 00:12:58,000

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

268

00:12:59,000 --> 00:13:01,000

Yeah, nice work, Jamie.

269

00:13:01,000 --> 00:13:04,000

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

270

00:13:04,000 --> 00:13:11,000

So we have abandoned the runways of Alameda, California and come to California's central valley to this beautiful dry runway.

271

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

That's it.

272

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

This is a former NASA testing station.

273

00:13:16,000 --> 00:13:21,000

But right now, let's just call this Adam and Jamie's Mythbusters drift testing facility.

274

00:13:21,000 --> 00:13:22,000

How does that sound?

275

00:13:25,000 --> 00:13:27,000

Time to trash some more tires.

276

00:13:29,000 --> 00:13:37,000

In pursuit of the myth that drifting is the fastest technique for taking a corner, the guys set up for a time trial.

277

00:13:42,000 --> 00:13:44,000

Let me run you through our course.

278

00:13:44,000 --> 00:13:47,000

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

279

00:13:47,000 --> 00:13:49,000

The first and foremost being entry speed.

280

00:13:49,000 --> 00:13:54,000

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

281

00:13:54,000 --> 00:13:58,000

When the car crosses the start line, I click.

282

00:13:58,000 --> 00:14:03,000

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

283

00:14:03,000 --> 00:14:06,000

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

284

00:14:06,000 --> 00:14:08,000

And it's just that easy.

285

00:14:08,000 --> 00:14:13,000

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

286

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

Yep. First up with a consistent entry speed.

287

00:14:17,000 --> 00:14:20,000

There it comes. 45, 45.

288

00:14:20,000 --> 00:14:23,000

How fast can Adam get through 90 degrees?

289

00:14:23,000 --> 00:14:25,000

Oh!

290

00:14:25,000 --> 00:14:27,000

Without drifting.

291

00:14:28,000 --> 00:14:30,000

Well, that could have been better.

292

00:14:30,000 --> 00:14:32,000

You're going to have to back up.

293

00:14:34,000 --> 00:14:36,000

Oh, look. It's sprung right back.

294

00:14:36,000 --> 00:14:38,000

There's your problem.

295

00:14:41,000 --> 00:14:44,000

Well, that was not my best turn.

296

00:14:44,000 --> 00:14:46,000

But I got to dial into this.

297

00:14:46,000 --> 00:14:48,000

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

298

00:14:48,000 --> 00:14:51,000

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

299

00:14:52,000 --> 00:14:54,000

45.

300

00:14:54,000 --> 00:14:56,000

Oh, boom.

301

00:14:58,000 --> 00:15:00,000

Well, there goes our car.

302

00:15:00,000 --> 00:15:02,000

I'm actually a little surprised.

303

00:15:02,000 --> 00:15:05,000

I thought Adam would ease into it until he...

304

00:15:05,000 --> 00:15:07,000

Oh!

305

00:15:07,000 --> 00:15:11,000

...got the right feel for that corner, but it seems like he's not.

306

00:15:11,000 --> 00:15:13,000

Here I come.

307

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

It's an inauspicious start.

308

00:15:15,000 --> 00:15:17,000

Pull into the outside.

309

00:15:17,000 --> 00:15:19,000

But from there on in...

310

00:15:20,000 --> 00:15:22,000

Yeah!

311

00:15:22,000 --> 00:15:25,000

Adam dials it in and nails the corner.

312

00:15:25,000 --> 00:15:27,000

What was that?

313

00:15:27,000 --> 00:15:29,000

Four seconds.

314

00:15:29,000 --> 00:15:31,000

In a consistent time.

315

00:15:31,000 --> 00:15:33,000

Four seconds.

316

00:15:36,000 --> 00:15:39,000

Four seconds every time.

317

00:15:39,000 --> 00:15:43,000

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

318

00:15:43,000 --> 00:15:45,000

This might get interesting.

319

00:15:48,000 --> 00:15:50,000

Here we go. Let's drift again.

320

00:15:50,000 --> 00:15:53,000

Remember for the myth to be confirmed...

321

00:15:53,000 --> 00:15:56,000

40, 45, 45.

322

00:15:56,000 --> 00:15:59,000

Adam must rip through the right angle in less time.

323

00:15:59,000 --> 00:16:01,000

Initiating the drift.

324

00:16:05,000 --> 00:16:07,000

Oh!

325

00:16:07,000 --> 00:16:09,000

What happened?

326

00:16:09,000 --> 00:16:14,000

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

327

00:16:15,000 --> 00:16:18,000

I've got to choose a specific spot and at that spot...

328

00:16:18,000 --> 00:16:22,000

Pull on the e-brake just a little bit while pushing on the clutch...

329

00:16:22,000 --> 00:16:25,000

And then steering against the turn so that I slide into it...

330

00:16:25,000 --> 00:16:28,000

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

331

00:16:29,000 --> 00:16:32,000

I need a couple more to get scientific about this.

332

00:16:32,000 --> 00:16:35,000

That's it. 43, 44, 45.

333

00:16:35,000 --> 00:16:38,000

I'm at 45 miles an hour. This is perfect.

334

00:16:38,000 --> 00:16:40,000

I'm going to do it!

335

00:16:40,000 --> 00:16:42,000

Down!

336

00:16:44,000 --> 00:16:45,000

Yeah!

337

00:16:45,000 --> 00:16:47,000

Adam, that feels good.

338

00:16:47,000 --> 00:16:48,000

Woo!

339

00:16:51,000 --> 00:16:52,000

What did I do?

340

00:16:52,000 --> 00:16:53,000

Four seconds.

341

00:16:53,000 --> 00:16:55,000

Excellent.

342

00:16:55,000 --> 00:16:57,000

While I've done my runs...

343

00:16:57,000 --> 00:16:59,000

Yeah!

344

00:16:59,000 --> 00:17:01,000

Woo!

345

00:17:01,000 --> 00:17:04,000

And while I had some mishaps here and there...

346

00:17:04,000 --> 00:17:06,000

I did get two really nice fast times.

347

00:17:06,000 --> 00:17:09,000

One in drifting, one without, and they were identical.

348

00:17:09,000 --> 00:17:12,000

So while I know it's too early to call the fact...

349

00:17:12,000 --> 00:17:15,000

Already seems that even though it looks cooler...

350

00:17:15,000 --> 00:17:18,000

It might not be looking good for drifting as a man.

351

00:17:18,000 --> 00:17:20,000

So far, not so good.

352

00:17:20,000 --> 00:17:22,000

But the Heinemann's up next.

353

00:17:26,000 --> 00:17:28,000

Can he beat his control time?

354

00:17:28,000 --> 00:17:30,000

Four seconds.

355

00:17:30,000 --> 00:17:32,000

Nicely done.

356

00:17:32,000 --> 00:17:35,000

When he tackles the turn with a perfectly timed drift...

357

00:17:38,000 --> 00:17:39,000

Here we go.

358

00:17:39,000 --> 00:17:42,000

He starts the turn there at the sanction and boom!

359

00:17:44,000 --> 00:17:46,000

Well, that didn't go as planned.

360

00:17:53,000 --> 00:17:56,000

Alright, so the goal is not to hit those things.

361

00:17:56,000 --> 00:17:57,000

Yeah, I understand.

362

00:17:57,000 --> 00:17:58,000

Okay, cool.

363

00:17:59,000 --> 00:18:05,000

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

364

00:18:05,000 --> 00:18:08,000

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

365

00:18:13,000 --> 00:18:18,000

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

366

00:18:19,000 --> 00:18:21,000

Yeah, that's bad right there.

367

00:18:21,000 --> 00:18:22,000

That's bad.

368

00:18:22,000 --> 00:18:24,000

We have a special technique for that.

369

00:18:24,000 --> 00:18:26,000

It's called the tape.

370

00:18:26,000 --> 00:18:30,000

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

371

00:18:33,000 --> 00:18:38,000

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

372

00:18:45,000 --> 00:18:47,000

That's bad.

373

00:18:47,000 --> 00:18:53,000

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

374

00:18:54,000 --> 00:18:57,000

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

375

00:18:58,000 --> 00:19:02,000

Wait a minute, I think you're confusing causality and result.

376

00:19:02,000 --> 00:19:04,000

Didn't you hit the thing right there?

377

00:19:04,000 --> 00:19:05,000

Oh, that could have been me.

378

00:19:05,000 --> 00:19:07,000

Could have been, it has to be you.

379

00:19:15,000 --> 00:19:19,000

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

380

00:19:21,000 --> 00:19:22,000

Never happened.

381

00:19:22,000 --> 00:19:24,000

And a new angle of attack.

382

00:19:26,000 --> 00:19:30,000

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

383

00:19:30,000 --> 00:19:35,000

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

384

00:19:36,000 --> 00:19:41,000

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

385

00:19:41,000 --> 00:19:44,000

But there's a tweak to the planned protocol.

386

00:19:44,000 --> 00:19:49,000

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

387

00:19:49,000 --> 00:19:53,000

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

388

00:19:53,000 --> 00:19:55,000

So, first up...

389

00:19:55,000 --> 00:19:58,000

Well, here we go. The 180, straight up.

390

00:19:58,000 --> 00:20:00,000

Let's log some data!

391

00:20:00,000 --> 00:20:03,000

Jamie lays down a series of controls.

392

00:20:03,000 --> 00:20:06,000

Into the turn, give a little goose out.

393

00:20:06,000 --> 00:20:08,000

Yes, that's it, that's it!

394

00:20:08,000 --> 00:20:10,000

And boom!

395

00:20:10,000 --> 00:20:12,000

Clocking a consistent benchmark.

396

00:20:12,000 --> 00:20:15,000

Eight seconds, like clockwork.

397

00:20:15,000 --> 00:20:18,000

Literally, like clock.

398

00:20:18,000 --> 00:20:21,000

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

399

00:20:21,000 --> 00:20:24,000

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

400

00:20:26,000 --> 00:20:28,000

All right, here I come, drifting 180.

401

00:20:28,000 --> 00:20:31,000

I'm looking for one really good one, that's what I want.

402

00:20:42,000 --> 00:20:44,000

Yeah!

403

00:20:44,000 --> 00:20:45,000

Woo-hoo!

404

00:20:45,000 --> 00:20:48,000

Yeah! Woo-hoo-hoo!

405

00:20:48,000 --> 00:20:50,000

Damn, that feels good!

406

00:20:50,000 --> 00:20:52,000

That felt beautiful!

407

00:20:52,000 --> 00:20:53,000

It looked good.

408

00:20:53,000 --> 00:20:54,000

How was it for time?

409

00:20:54,000 --> 00:20:55,000

Nine seconds.

410

00:20:55,000 --> 00:20:56,000

Nine seconds!

411

00:20:56,000 --> 00:20:58,000

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

412

00:20:58,000 --> 00:20:59,000

Dude.

413

00:20:59,000 --> 00:21:01,000

I think it was perfect.

414

00:21:01,000 --> 00:21:03,000

I felt like an action movie hero, man.

415

00:21:03,000 --> 00:21:05,000

That was awesome.

416

00:21:05,000 --> 00:21:08,000

It looked cool and felt great.

417

00:21:09,000 --> 00:21:12,000

But cold hard data doesn't lie.

418

00:21:12,000 --> 00:21:16,000

It appears that drifting is not faster.

419

00:21:16,000 --> 00:21:18,000

Which I'm frankly totally astonished by,

420

00:21:18,000 --> 00:21:20,000

because if you look at Jamie's 180 and regular driving

421

00:21:20,000 --> 00:21:26,000

and my drifting 180, I swear that mine looks like the faster run.

422

00:21:26,000 --> 00:21:27,000

But it's not.

423

00:21:27,000 --> 00:21:31,000

It was slower by a half second than my best of all runs.

424

00:21:34,000 --> 00:21:36,000

Yeah!

425

00:21:36,000 --> 00:21:39,000

It's not looking very good for this story.

426

00:21:39,000 --> 00:21:42,000

But drifting's not done and busted just yet.

427

00:21:42,000 --> 00:21:46,000

Coming up, Adam and Jamie go head to head.

428

00:22:00,000 --> 00:22:02,000

At this point, we've established a foundation of knowledge

429

00:22:02,000 --> 00:22:04,000

about what exactly drifting is.

430

00:22:04,000 --> 00:22:06,000

Holy s***!

431

00:22:06,000 --> 00:22:08,000

And how it works.

432

00:22:08,000 --> 00:22:11,000

But the one thing that we haven't done

433

00:22:11,000 --> 00:22:14,000

is take the car through a regular driving course.

434

00:22:14,000 --> 00:22:17,000

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

435

00:22:21,000 --> 00:22:23,000

All right, let's go.

436

00:22:25,000 --> 00:22:27,000

Now we want to put all of our experience

437

00:22:27,000 --> 00:22:30,000

into a full and complete test.

438

00:22:30,000 --> 00:22:32,000

This is our starting line.

439

00:22:35,000 --> 00:22:38,000

A sort of an urban driving environment

440

00:22:38,000 --> 00:22:40,000

full of twists and turns.

441

00:22:43,000 --> 00:22:46,000

Both hard and soft, easy and difficult.

442

00:22:48,000 --> 00:22:50,000

I love this game.

443

00:22:50,000 --> 00:22:53,000

And put drifting to the test against regular driving.

444

00:22:54,000 --> 00:22:56,000

Yee-haw!

445

00:23:04,000 --> 00:23:08,000

This is our course that we feel provides a really good balance

446

00:23:08,000 --> 00:23:10,000

of twists and turns and both standard

447

00:23:10,000 --> 00:23:13,000

and exciting driving maneuvers to make this test fun

448

00:23:13,000 --> 00:23:16,000

but also experimentally valid.

449

00:23:17,000 --> 00:23:20,000

Now there's nothing to do but to drive.

450

00:23:20,000 --> 00:23:22,000

Jamie's up first.

451

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

Now it's time for me to run the course

452

00:23:25,000 --> 00:23:28,000

with straight driving as fast as I can.

453

00:23:28,000 --> 00:23:32,000

We'll take my best time and compare it to Adam's best time

454

00:23:32,000 --> 00:23:34,000

while he's drifting.

455

00:23:37,000 --> 00:23:41,000

In three, two, one, go!

456

00:23:45,000 --> 00:23:47,000

Sounds exactly like that one.

457

00:23:47,000 --> 00:23:49,000

Jamie leaves for work every morning.

458

00:23:51,000 --> 00:23:53,000

To clock his fastest time,

459

00:23:53,000 --> 00:23:56,000

Jamie will take as many laps as he needs.

460

00:24:02,000 --> 00:24:04,000

Two minutes.

461

00:24:04,000 --> 00:24:06,000

Go!

462

00:24:08,000 --> 00:24:10,000

Using more traditional racing techniques

463

00:24:10,000 --> 00:24:12,000

in direct contrast with drifting,

464

00:24:12,000 --> 00:24:14,000

come on!

465

00:24:14,000 --> 00:24:16,000

Yee-haw!

466

00:24:16,000 --> 00:24:18,000

That was beautiful!

467

00:24:20,000 --> 00:24:22,000

Jamie's up first.

468

00:24:22,000 --> 00:24:24,000

Jamie's up first.

469

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

Jamie's up first.

470

00:24:26,000 --> 00:24:28,000

Jamie's up first.

471

00:24:28,000 --> 00:24:30,000

Jamie's up first.

472

00:24:30,000 --> 00:24:32,000

That was beautiful!

473

00:24:33,000 --> 00:24:36,000

Jamie maintains traction, clips each apex,

474

00:24:36,000 --> 00:24:38,000

and accelerates through the corners.

475

00:24:38,000 --> 00:24:41,000

Fast and smooth is the goal.

476

00:24:42,000 --> 00:24:45,000

Trying to race like this is actually a new experience for us

477

00:24:45,000 --> 00:24:50,000

and in this case, with my skill and with that car,

478

00:24:50,000 --> 00:24:53,000

I'm as fast as I'm going to get.

479

00:24:55,000 --> 00:24:57,000

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

480

00:24:58,000 --> 00:25:00,000

That's what I'm talking about.

481

00:25:00,000 --> 00:25:02,000

Now, if this myth is true,

482

00:25:02,000 --> 00:25:05,000

drifting should allow me to ride this course much faster.

483

00:25:05,000 --> 00:25:07,000

I'm not talking like one or two seconds.

484

00:25:07,000 --> 00:25:10,000

I'm talking like five to ten seconds.

485

00:25:10,000 --> 00:25:12,000

That's what we're looking for,

486

00:25:12,000 --> 00:25:15,000

a nice big difference between these two types of runs.

487

00:25:22,000 --> 00:25:26,000

Three, two, one, go!

488

00:25:28,000 --> 00:25:31,000

Unlike Jamie, Adam is all about the drift.

489

00:25:33,000 --> 00:25:36,000

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

490

00:25:38,000 --> 00:25:40,000

and powers through the slide.

491

00:25:43,000 --> 00:25:44,000

Or not.

492

00:25:44,000 --> 00:25:46,000

He did a 360. That's not good.

493

00:25:46,000 --> 00:25:49,000

Not unless you want to do a 360.

494

00:25:51,000 --> 00:25:53,000

See, that's the thing.

495

00:25:57,000 --> 00:25:59,000

You start to slide. You lose traction.

496

00:26:04,000 --> 00:26:06,000

If you're not really good,

497

00:26:08,000 --> 00:26:10,000

you lose control.

498

00:26:15,000 --> 00:26:17,000

That's the problem. Go!

499

00:26:21,000 --> 00:26:23,000

Despite dialing in the drifting,

500

00:26:28,000 --> 00:26:32,000

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

501

00:26:34,000 --> 00:26:36,000

To accurately test the myth,

502

00:26:36,000 --> 00:26:40,000

he needs one mistake-free run to compare with Jamie's control.

503

00:26:44,000 --> 00:26:46,000

All right, sir, I'm in place.

504

00:26:46,000 --> 00:26:49,000

Starting in three, two, one, go!

505

00:26:57,000 --> 00:27:01,000

MUSIC

506

00:27:21,000 --> 00:27:23,000

Woo!

507

00:27:24,000 --> 00:27:26,000

Woo!

508

00:27:26,000 --> 00:27:29,000

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

509

00:27:29,000 --> 00:27:31,000

That was one fifty-four and a half.

510

00:27:31,000 --> 00:27:33,000

Dude, I matched your time!

511

00:27:33,000 --> 00:27:35,000

You did. Boom!

512

00:27:35,000 --> 00:27:37,000

Ha ha ha ha ha ha!

513

00:27:37,000 --> 00:27:40,000

So, Adam completed his stylish sideways lap,

514

00:27:40,000 --> 00:27:44,000

but in the final analysis, simply failed to go faster.

515

00:27:44,000 --> 00:27:46,000

Meaning the myth is dead and buried,

516

00:27:46,000 --> 00:27:48,000

unless...

517

00:27:48,000 --> 00:27:50,000

Q, our professional race driver.

518

00:27:50,000 --> 00:27:53,000

If Conrad can't, no one can.

519

00:27:53,000 --> 00:27:55,000

Adam and Jamie, count it down.

520

00:27:55,000 --> 00:27:57,000

I'm ready to go.

521

00:27:57,000 --> 00:27:59,000

Three, two, one, go!

522

00:28:03,000 --> 00:28:05,000

That sound just makes me so happy.

523

00:28:11,000 --> 00:28:15,000

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

524

00:28:16,000 --> 00:28:20,000

His drifts are bigger, better and louder.

525

00:28:22,000 --> 00:28:24,000

He's squealing a little more than you were.

526

00:28:25,000 --> 00:28:27,000

That is as it should be.

527

00:28:28,000 --> 00:28:32,000

But how does this more talented technique time out?

528

00:28:37,000 --> 00:28:40,000

Ha ha ha ha ha ha!

529

00:28:43,000 --> 00:28:45,000

How do we do?

530

00:28:45,000 --> 00:28:47,000

Two minutes flat.

531

00:28:47,000 --> 00:28:50,000

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

532

00:28:50,000 --> 00:28:51,000

I think that's about it.

533

00:28:51,000 --> 00:28:53,000

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

534

00:28:53,000 --> 00:28:55,000

That was a pretty sideways run.

535

00:28:55,000 --> 00:28:57,000

Dude, that's a result. That's beautiful.

536

00:28:57,000 --> 00:28:58,000

Yeah.

537

00:28:58,000 --> 00:28:59,000

Thanks Conrad.

538

00:28:59,000 --> 00:29:00,000

Thanks guys. Appreciate it.

539

00:29:00,000 --> 00:29:04,000

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

540

00:29:04,000 --> 00:29:08,000

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

541

00:29:08,000 --> 00:29:10,000

It's a conclusive result.

542

00:29:10,000 --> 00:29:12,000

But there's an anomaly.

543

00:29:13,000 --> 00:29:15,000

Right about now, you're probably wondering why

544

00:29:15,000 --> 00:29:18,000

my best drifting time was actually faster than Conrad's.

545

00:29:18,000 --> 00:29:21,000

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

546

00:29:21,000 --> 00:29:24,000

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

547

00:29:24,000 --> 00:29:27,000

moving sideways into the turns the way you're supposed to

548

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

when you're properly drifting.

549

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

Strangely, that meant that I went faster.

550

00:29:35,000 --> 00:29:37,000

Alright, it's time to call it where.

551

00:29:37,000 --> 00:29:39,000

Do we stand on the myth that drifting

552

00:29:39,000 --> 00:29:42,000

provides a significant speed advantage over race drive?

553

00:29:42,000 --> 00:29:44,000

Well, it didn't look good in the beginning,

554

00:29:44,000 --> 00:29:46,000

and it doesn't look good now.

555

00:29:46,000 --> 00:29:47,000

I'd say it's busted.

556

00:29:47,000 --> 00:29:50,000

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

557

00:29:51,000 --> 00:29:52,000

Like our car.

558

00:29:53,000 --> 00:29:55,000

How much further we gotta go?

559

00:29:55,000 --> 00:29:58,000

Just up till the commercial break.

560

00:29:58,000 --> 00:30:00,000

Yes, there we go.

561

00:30:02,000 --> 00:30:04,000

Oh, here comes the commercial break.

562

00:30:11,000 --> 00:30:13,000

On the other side of this break,

563

00:30:13,000 --> 00:30:16,000

the mythbusters break out the movie moves

564

00:30:16,000 --> 00:30:21,000

Oh, so close to test Hollywood's idea of parallel parking.

565

00:30:21,000 --> 00:30:23,000

I think I might have hit something.

566

00:30:28,000 --> 00:30:32,000

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

567

00:30:32,000 --> 00:30:37,000

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

568

00:30:37,000 --> 00:30:38,000

What's that?

569

00:30:38,000 --> 00:30:39,000

Parallel parking.

570

00:30:39,000 --> 00:30:41,000

Parallel parking?

571

00:30:41,000 --> 00:30:44,000

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

572

00:30:44,000 --> 00:30:45,000

Yeah.

573

00:30:45,000 --> 00:30:47,000

Dude, I can get expensive.

574

00:30:47,000 --> 00:30:48,000

Yeah.

575

00:30:53,000 --> 00:30:58,000

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

576

00:30:58,000 --> 00:31:02,000

can be replete without an investigation of parallel parking.

577

00:31:02,000 --> 00:31:04,000

The bane of everybody's driver's test.

578

00:31:04,000 --> 00:31:06,000

You gotta pull up alongside the car and turn the wheel.

579

00:31:06,000 --> 00:31:08,000

According to some formula, your mom told you,

580

00:31:08,000 --> 00:31:12,000

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

581

00:31:12,000 --> 00:31:15,000

They drive at speed towards the parking space,

582

00:31:15,000 --> 00:31:20,000

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

583

00:31:21,000 --> 00:31:24,000

Now Jamie has been practicing out on the open tarmac.

584

00:31:28,000 --> 00:31:29,000

That was really cool.

585

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

And he feels like he's got it dialed in.

586

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

Yeah.

587

00:31:32,000 --> 00:31:33,000

Yeah.

588

00:31:33,000 --> 00:31:34,000

There we go.

589

00:31:34,000 --> 00:31:36,000

So we've got a little parking space right here,

590

00:31:36,000 --> 00:31:39,000

and he's going to put his practice to the test to see if it works.

591

00:31:40,000 --> 00:31:41,000

All right.

592

00:31:42,000 --> 00:31:43,000

Here we go.

593

00:31:43,000 --> 00:31:45,000

I don't know how this is supposed to be done,

594

00:31:45,000 --> 00:31:48,000

but what I'm doing is getting up to the right speed,

595

00:31:48,000 --> 00:31:51,000

throwing the wheel over, pulling the handbrake.

596

00:31:51,000 --> 00:31:53,000

Oh, so close.

597

00:31:53,000 --> 00:31:56,000

Breaking free of the real wheels with that handbrake.

598

00:31:56,000 --> 00:31:57,000

That was better.

599

00:31:57,000 --> 00:32:01,000

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

600

00:32:01,000 --> 00:32:04,000

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

601

00:32:04,000 --> 00:32:05,000

Rush hour.

602

00:32:05,000 --> 00:32:07,000

You want this space before anyone else steals it.

603

00:32:07,000 --> 00:32:08,000

It's going to be yours.

604

00:32:08,000 --> 00:32:09,000

You're going to take it.

605

00:32:09,000 --> 00:32:10,000

You're going to own it.

606

00:32:10,000 --> 00:32:11,000

Own it.

607

00:32:11,000 --> 00:32:12,000

Here it comes.

608

00:32:21,000 --> 00:32:22,000

Oh!

609

00:32:22,000 --> 00:32:23,000

Yeah.

610

00:32:23,000 --> 00:32:24,000

Beautiful.

611

00:32:24,000 --> 00:32:26,000

Yes.

612

00:32:26,000 --> 00:32:29,000

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

613

00:32:29,000 --> 00:32:31,000

That is what I'm talking about.

614

00:32:35,000 --> 00:32:39,000

I'd say the evidence is party clear that this car was not parked

615

00:32:39,000 --> 00:32:41,000

in a normal fashion.

616

00:32:41,000 --> 00:32:45,000

You can tell by the linear black marks on the pavement

617

00:32:45,000 --> 00:32:48,000

that the driver must have brought this in at speed

618

00:32:48,000 --> 00:32:52,000

and hit the rear brakes, swinging the rear end of the car

619

00:32:52,000 --> 00:32:56,000

exactly into position against the curb

620

00:32:56,000 --> 00:32:58,000

if you catch my drift.

621

00:32:58,000 --> 00:33:00,000

That's a great start,

622

00:33:00,000 --> 00:33:03,000

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

623

00:33:03,000 --> 00:33:07,000

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

624

00:33:09,000 --> 00:33:10,000

Here we go.

625

00:33:10,000 --> 00:33:12,000

Three, two, one.

626

00:33:15,000 --> 00:33:17,000

And he's off.

627

00:33:17,000 --> 00:33:22,000

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

628

00:33:28,000 --> 00:33:31,000

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

629

00:33:31,000 --> 00:33:34,000

Maybe not, but Adam ain't done yet.

630

00:33:34,000 --> 00:33:35,000

There we go.

631

00:33:35,000 --> 00:33:36,000

40 miles an hour.

632

00:33:36,000 --> 00:33:37,000

40 miles an hour.

633

00:33:37,000 --> 00:33:40,000

There we go. There we go. There we go.

634

00:33:41,000 --> 00:33:45,000

Oh, oh, so close. So close.

635

00:33:45,000 --> 00:33:47,000

Now I feel like I'm making progress.

636

00:33:47,000 --> 00:33:50,000

Now I feel like I'm making some progress. Good.

637

00:33:56,000 --> 00:33:58,000

Oh.

638

00:33:58,000 --> 00:34:01,000

Come on.

639

00:34:01,000 --> 00:34:03,000

How do we make this move?

640

00:34:04,000 --> 00:34:07,000

Hey! Beautiful!

641

00:34:07,000 --> 00:34:09,000

Good job.

642

00:34:09,000 --> 00:34:11,000

Awesome.

643

00:34:11,000 --> 00:34:12,000

Give me some.

644

00:34:12,000 --> 00:34:14,000

Awesome.

645

00:34:16,000 --> 00:34:19,000

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

646

00:34:19,000 --> 00:34:21,000

Here, sound guys, could you give me a horn?

647

00:34:23,000 --> 00:34:25,000

Thank you very much.

648

00:34:25,000 --> 00:34:28,000

It was a thing of beletic beauty.

649

00:34:28,000 --> 00:34:31,000

But it's time for a dose of reality.

650

00:34:34,000 --> 00:34:38,000

Well, it's one thing to try and do a 180 parallel parking job

651

00:34:38,000 --> 00:34:40,000

with cones surrounding you.

652

00:34:40,000 --> 00:34:43,000

It's another thing to do it into a real parking space

653

00:34:43,000 --> 00:34:45,000

with real cars around you.

654

00:34:45,000 --> 00:34:49,000

For Adam to get in here at speed doing a 180,

655

00:34:49,000 --> 00:34:52,000

well, if he makes it, it's only going to be by a hair.

656

00:34:52,000 --> 00:34:54,000

So it's almost a guaranteed impact.

657

00:34:54,000 --> 00:34:57,000

Without any mind, we're going to have him in a helmet

658

00:34:57,000 --> 00:34:59,000

with a neck guard.

659

00:34:59,000 --> 00:35:02,000

Like going into battle with a four-point harness.

660

00:35:02,000 --> 00:35:04,000

With shin guards.

661

00:35:04,000 --> 00:35:06,000

Snug as a bug.

662

00:35:06,000 --> 00:35:08,000

And a rug.

663

00:35:08,000 --> 00:35:11,000

Everything that we can possibly do to keep him safe.

664

00:35:11,000 --> 00:35:14,000

Not only will a mistake mean a major impact,

665

00:35:14,000 --> 00:35:16,000

the space itself is tighter.

666

00:35:16,000 --> 00:35:19,000

Now, how will this nonchalant movie maneuver

667

00:35:19,000 --> 00:35:23,000

stand up to this level of real-world detail?

668

00:35:23,000 --> 00:35:26,000

Okay, Adam, on your mark.

669

00:35:26,000 --> 00:35:28,000

Here we go.

670

00:35:32,000 --> 00:35:34,000

I'm fine.

671

00:35:34,000 --> 00:35:36,000

So close.

672

00:35:36,000 --> 00:35:38,000

Rats!

673

00:35:38,000 --> 00:35:42,000

That wasn't quite the slide-rule slide Adam was after.

674

00:35:42,000 --> 00:35:45,000

But unlike his car, he's undamaged

675

00:35:45,000 --> 00:35:48,000

and raring to go again.

676

00:35:48,000 --> 00:35:50,000

I'm going to go in.

677

00:35:50,000 --> 00:35:52,000

I'm going to go in.

678

00:35:52,000 --> 00:35:54,000

I'm going to go in.

679

00:35:54,000 --> 00:35:56,000

I'm going to go in.

680

00:35:56,000 --> 00:35:58,000

I'm going to go in.

681

00:35:58,000 --> 00:36:00,000

I'm going to go in.

682

00:36:01,000 --> 00:36:04,000

All right, Adam, on your mark.

683

00:36:04,000 --> 00:36:07,000

This is your last journey, little baby.

684

00:36:07,000 --> 00:36:09,000

Here we go.

685

00:36:09,000 --> 00:36:11,000

Give it everything. Let's go!

686

00:36:11,000 --> 00:36:13,000

Yeah!

687

00:36:31,000 --> 00:36:34,000

I kept seeing the cars

688

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

and I was not steering towards them

689

00:36:36,000 --> 00:36:39,000

as like a natural survival mechanism.

690

00:36:39,000 --> 00:36:42,000

Because really, you don't want to steer into cars.

691

00:36:42,000 --> 00:36:45,000

So I thought on this run,

692

00:36:45,000 --> 00:36:47,000

I just got to ignore the cars.

693

00:36:47,000 --> 00:36:49,000

Ignore that the cars are there.

694

00:36:51,000 --> 00:36:53,000

And I totally succeeded at that part.

695

00:36:53,000 --> 00:36:55,000

Well, that's a good thing.

696

00:36:55,000 --> 00:36:58,000

You got a little more of the car in the slide.

697

00:36:58,000 --> 00:37:00,000

I'd say you were up to about 50%.

698

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

I can't park this car, dude.

699

00:37:02,000 --> 00:37:04,000

Yeah, it's tight. I don't blame you.

700

00:37:04,000 --> 00:37:07,000

This movie-inspired parking procedure

701

00:37:07,000 --> 00:37:10,000

was purportedly a pushover.

702

00:37:10,000 --> 00:37:14,000

In fact, it's more like an accident waiting to happen.

703

00:37:14,000 --> 00:37:18,000

But that's not going to stop our high rollers

704

00:37:18,000 --> 00:37:22,000

from taking this myth to ridiculous lengths.

705

00:37:24,000 --> 00:37:26,000

Back at Crow's Landing,

706

00:37:26,000 --> 00:37:29,000

the course deserves a fitting finale.

707

00:37:29,000 --> 00:37:32,000

A drifting masterclass.

708

00:37:32,000 --> 00:37:35,000

For your viewing pleasure, ladies and gentlemen,

709

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

Conrad Grinball.

710

00:38:27,000 --> 00:38:30,000

With the course marked out in cones,

711

00:38:30,000 --> 00:38:34,000

Jamie and Adam were clearly on course for a confirmation.

712

00:38:34,000 --> 00:38:36,000

Hey!

713

00:38:36,000 --> 00:38:39,000

Although with a smaller space and cars in place,

714

00:38:39,000 --> 00:38:42,000

it wasn't nearly as simple.

715

00:38:44,000 --> 00:38:46,000

I have to say, as the skilled collectors,

716

00:38:46,000 --> 00:38:48,000

Jamie and I have been all our lives.

717

00:38:48,000 --> 00:38:50,000

This episode holds a special place in my heart.

718

00:38:50,000 --> 00:38:52,000

This is one of the coolest things we've ever...

719

00:38:52,000 --> 00:38:54,000

Man, I think it's time to bump it up a little.

720

00:38:54,000 --> 00:38:56,000

What do you mean, Jamie?

721

00:38:56,000 --> 00:38:58,000

Time to raise the stakes.

722

00:38:58,000 --> 00:39:00,000

Raise the stakes, half.

723

00:39:03,000 --> 00:39:05,000

Oh, no.

724

00:39:05,000 --> 00:39:08,000

Let's see a parallel park this beast.

725

00:39:11,000 --> 00:39:14,000

Okay. It just got real.

726

00:39:14,000 --> 00:39:17,000

Well, the bad news is that big old cars like that

727

00:39:17,000 --> 00:39:19,000

are basically like driving boats.

728

00:39:19,000 --> 00:39:21,000

They got crap for suspension.

729

00:39:21,000 --> 00:39:23,000

They're spongy. They're all over the place.

730

00:39:23,000 --> 00:39:26,000

They're anything but a precision driving machine.

731

00:39:26,000 --> 00:39:29,000

But the good news is that things like anally lock brakes

732

00:39:29,000 --> 00:39:32,000

and stability control and electronics

733

00:39:32,000 --> 00:39:34,000

didn't exist when they made that car.

734

00:39:34,000 --> 00:39:37,000

So between the two of those things,

735

00:39:37,000 --> 00:39:42,000

I'd say it's a toss-up whether Adam hits the mark spot on or not.

736

00:39:42,000 --> 00:39:45,000

Because the guys are not allowed to damage the vintage limo,

737

00:39:45,000 --> 00:39:48,000

the parked cars are played by foam cutouts.

738

00:39:48,000 --> 00:39:50,000

Okay, Adam, are you ready?

739

00:39:50,000 --> 00:39:53,000

I was ready as I'll ever be.

740

00:39:53,000 --> 00:39:56,000

Three, two, wish me luck.

741

00:40:02,000 --> 00:40:04,000

Oh, he's going too fast.

742

00:40:09,000 --> 00:40:10,000

Told ya.

743

00:40:10,000 --> 00:40:13,000

I think I might have had something like another car.

744

00:40:21,000 --> 00:40:22,000

Good as new.

745

00:40:22,000 --> 00:40:24,000

Time for take two.

746

00:40:28,000 --> 00:40:32,000

Well, a few attempts in and I'm doing abysmally.

747

00:40:32,000 --> 00:40:35,000

I just hope the limo lasts long enough for me to get this right.

748

00:40:35,000 --> 00:40:37,000

Too fast.

749

00:40:40,000 --> 00:40:42,000

Ah, f***.

750

00:40:43,000 --> 00:40:45,000

Like I said, too fast.

751

00:40:45,000 --> 00:40:49,000

Well, after the last crash, we've reset as best we can.

752

00:40:49,000 --> 00:40:52,000

We're gonna give him one more try.

753

00:40:53,000 --> 00:40:55,000

Okay, Adam, one more time.

754

00:40:57,000 --> 00:40:59,000

You can do it, buddy.

755

00:41:06,000 --> 00:41:09,000

That was terrible. That was terrible.

756

00:41:10,000 --> 00:41:12,000

Did you order a limo?

757

00:41:12,000 --> 00:41:13,000

I'm here.

758

00:41:16,000 --> 00:41:18,000

I think it's time we brought in an expert.

759

00:41:18,000 --> 00:41:19,000

Conrad, you're up.

760

00:41:19,000 --> 00:41:21,000

All right, Jamie, I'll give it a shot.

761

00:41:24,000 --> 00:41:26,000

I call this maneuver prom night.

762

00:41:29,000 --> 00:41:30,000

Wow!

763

00:41:31,000 --> 00:41:33,000

That was amazing!

764

00:41:36,000 --> 00:41:38,000

That was astonishing.

765

00:41:38,000 --> 00:41:40,000

That was beautiful.

766

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

Thanks, Adam.

767

00:41:41,000 --> 00:41:42,000

Amazing.

768

00:41:42,000 --> 00:41:43,000

Nice work.

769

00:41:43,000 --> 00:41:44,000

Thanks, Jamie.

770

00:41:44,000 --> 00:41:45,000

Can't be done.

771

00:41:45,000 --> 00:41:46,000

No, it can be done.

772

00:41:46,000 --> 00:41:48,000

I just can't do it, but it can be done.

773

00:41:55,000 --> 00:42:00,000

And so concludes the Mythbusters Crash Course in Street Racing.

774

00:42:03,000 --> 00:42:06,000

Two cameras, one camera, and one camera.

775

00:42:06,000 --> 00:42:09,000

Two cameras, \$600.

776

00:42:09,000 --> 00:42:13,000

18 tires, \$3,600.

777

00:42:13,000 --> 00:42:17,000

One second-hand car, \$3,000.

778

00:42:19,000 --> 00:42:24,000

Spending all day drifting, priceless.