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A LEGENDARY FRANCHISE

When filming began on the first instalment of the *Fast & Furious* saga, no one could have imagined that it would become one of the most popular franchises in the history of cinema. Today, *Fast & Furious* is a mass phenomenon that brings together millions of fans from around the world, and not only due to the movies – the associated soundtracks, video games and toys also play a pivotal role in the saga's popularity.

Roaring engines, wheels on the starting line itching to burn rubber, focused drivers each with an air of defiance, possibly with an old score to settle, expressed by white-knuckled hands gripping the steering wheel. Headlights illuminate the night, which has been brought to life by the rhythms of rap and reggaeton. As the stakes are raised, so too are the adrenaline levels and the growing excitement dominates the spectators who have come to the meet-up. The race is about to begin and, with it, a wild torrent of feelings, overwhelmed by speed. This is *Fast & Furious*, a world of its own, filled with the smell of gasoline and engine noise where thrills and spills belong. It is a universe that captivates both those who love motor racing and the general public due to its compelling stories of family, loyalty and speed, its races, and also for its line-up of breathtaking vehicles. But how was *Fast & Furious* born?

A WAY OF LIFE

To understand how the saga originated, we need to go back to the beginning of 2000, when the director Rob Cohen had an idea for a movie set in the world of street racing. Responsible for such hits as *Dragon: The Bruce Lee Story* (1993), *Dragonheart* (1996) and *Daylight* (1996), an article by journalist Kenneth Li about underground street races being organised in cities across the United States caught Cohen's eye. 'It's a precise environment', the filmmaker commented. 'It's a world of its own,

As soon as Dominic Toretto's 1970 Dodge Charger R/T appears on screen, fans of *Fast & Furious* know that the action is about to begin. Speed, adventure and passion are the main ingredients behind this extraordinarily successful franchise.

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The acrobatics and the high-risk scenes that are devised for each movie mean that in every *Fast & Furious* shoot a large number of vehicles are totally written off.

full of protocols and initiation rites, with a language of its own, with heroes and villains, full of drama.'

Rob shared his growing fascination for this world with the producer Neal H. Moritz, with whom he had worked on the television movie *The Rat Pack* (1998), and who had stood out as a producer of blockbusters such as *I Know What You Did Last Summer* (1997) and *Blue Streak* (1999). They were joined by another famous cinema figure, Doug Claybourne, who had produced, among other titles, the classic movie by Francis Ford Coppola *Rumble Fish* (1983), based on the novel by S. E. Hinton. They all saw the project clearly and started working on it. Cohen began to go incognito to some night races that were held in the industrial zone of Los Angeles. 'It's a hobby and a way of life', the director concluded. 'It's a multicultural community that has become famous the world over through magazines and pages on the Internet, for the slang it has created and because putting yourself to the test in extreme situations is so attractive.'

BEHIND THE WHEEL OF ADVENTURE

Little by little, the architects of what would soon be known as *Fast & Furious* were enchanted by the culture that arose around the world of street racing, which, in some ways, was reminiscent of the legendary medieval jousts in which the bravest knights put their honour at stake. Despite bringing together people who lived outside of social norms, the movie's promoters quickly understood that there was something very special about them. This was a particular culture in which close friendships and permanent rivalries were forged side by side.

Rob Cohen, Neal H. Moritz and Doug Claybourne all agreed that the movie should be set in Los Angeles, not only because it is the real scene of many street races, but also because of its prominent role in American car culture. With the help of screenwriters Gary Scott Thompson, writer of the disturbing story of Hollow Man (2000); David Ayer, already known for the intense script of the war thriller

From the first feature film, Toretto's legendary Dodge Charger became the main icon of the *Fast & Furious* saga.



A symbol of freedom



Apart from its exhilarating action, the *Fast & Furious* saga is also a clear tribute to American cars. This was recognised by Rob Cohen, director of the first instalment *The Fast and the Furious* (2001), saying: 'A lot has been said and written about the role of the automobile in the development of American culture. The car is a symbol of freedom and mobility. There is a stage in your life in which you depend entirely on your parents to get around. And then, you finally get your driver's licence at 16. From that moment on, you're free. And you never forget the car that gave you that freedom.'

U-571 (2000), and debutant Erik Bergquist, the team began to build a fascinating story that pursued a clear objective: to put the viewers behind the wheel of an extraordinary adventure, to make them feel speed like never before and show them the fascinating world dedicated to stripping down, rebuilding and assembling engines to create dream vehicles.

'What we are doing with *The Fast and the Furious*', explained Rob Cohen during the filming of the first instalment, 'is, in a way, taking the Western and recreating it from a contemporary urban point of view. Our film deals with some of the most important themes in classic Westerns: loyalty, freedom, betrayal... But, instead of conventional horses, we have horsepower under the hood.'

'LET'S GO FOR A LITTLE RIDE...'

And that horsepower, which powered the engines of the most dazzling vehicles, was undoubtedly one of the first masterstrokes of the saga. Many viewers were left open-mouthed when gazing upon such beauties as the famous 1970 Dodge Charger driven by Dominic Toretto, or other born racers thundering across the screen at full speed, like a 1995 Mitsubishi Eclipse RS 420A, a 1994 Toyota Supra and a 1993 Mazda RX-7.

The first movie of the franchise was shot in the autumn of 2000 with the relatively modest budget of $38 million. The cast was led by a charming actor, Paul Walker, in the role of Brian, along with a tough guy, Vin Diesel, playing Toretto. *The Fast and the Furious* (2001) premiered the following year without any of its creators being entirely sure of how it would be received. Their surprise, therefore, must have been palpable on seeing that the public flooded to enjoy the races and duels of the film, which earned more than $200 million in revenue worldwide. In the blink of an eye, the movie had a huge social impact, popularising a music genre which until then had been rather marginal, showing young people new fashions and styles of clothing, and causing a real stir around the world of 'tuning'- the modification of the appearance or the performance of the vehicles to personalise them to the maximum. The passion for this type of customisation even made it the focus of publications devoted to the subject, and formed the basis of some television programmes.

THE NEW INSTALMENTS

Due to the phenomenal success of the first movie, Universal promoted a sequel that hit the screens only two years later. *2 Fast 2 Furious* (2003) focused on the life of Brian O'Connor in Miami, following the events of the previous instalment. Rekindling the police plot around the world of street racing, this movie showed off a new assortment of high-powered vehicles that delighted the fans with their competitions, chases and impressive accidents.

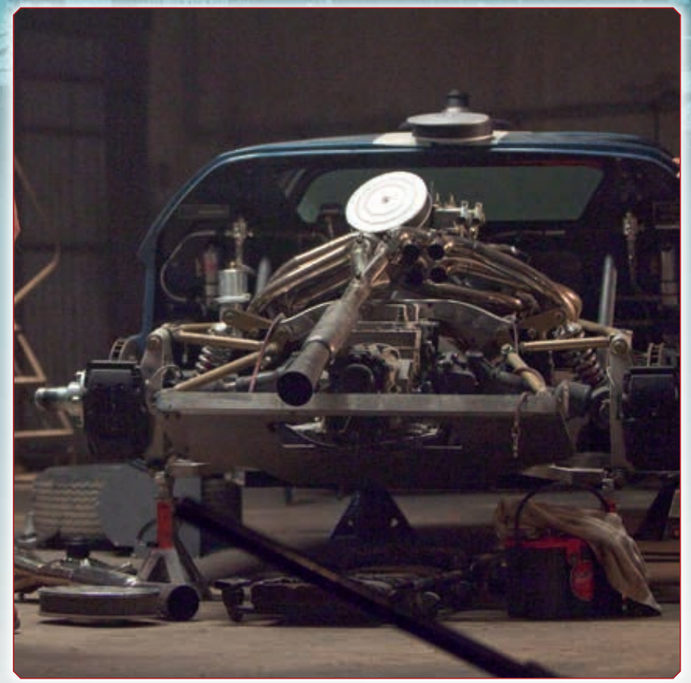
The third movie was set in Tokyo to include brand-new models from the Asian market and a completely new cast. *The Fast and the Furious: Tokyo Drift* (2006) ensured that fans of the series had the opportunity to learn more about the culture of street racing in Asia, before returning to the United States for the next movie,

A legendary franchise

Fast & Furious (2009), which reverted to the original cast of the series, turning them into the definitive protagonists of an electrifying series of adventures, marked by a clear global character.

A GLOBAL STORY

After eight feature films and three shorts, the success of *Fast & Furious* is unquestionable. Two more movies are already guaranteed, the second of which will coincide with the 20th anniversary of the start of this unique story. Despite this, today there are still people who are surprised by its great success. Why is *Fast & Furious* so popular? Perhaps there is not a single answer, but instead the combination of several factors: non-stop action, exotic settings that have allowed viewers to see the most beautiful cities in the world, moments full of suspense, romantic sub-plots and, above all, impressive vehicles that throw audiences into dizzying races and chases at breakneck speed. But what has made legions of spectators of all ages, and from all corners of the world, eagerly await the arrival of new titles of *Fast & Furious* is possibly its extraordinary fraternity of heroes, as diverse as they are loyal; heroes who have served for many as a true example of inspiration, authenticity and credibility on the streets. Because at one time or another, who has not dreamed of becoming another member of the Toretto crew?



One of the immediate effects of the success of the *Fast & Furious* movies was the attention that the world of 'tuning' received, since many fans hoped to emulate their heroes by customizing their own vehicles.

The complete saga

As it stands, eight feature films and three shorts have been made. Two more movies have been planned for release, the last of which will hit the big screens on April 2, 2021, coinciding with the 20th anniversary of the series.

- *The Fast and the Furious,* 2001
- *The Turbo-Charged Prelude for 2 Fast 2 Furious*, 2003 (s)*
- *2 Fast 2 Furious*, 2003
- *The Fast and the Furious: Tokyo Drift*, 2006
- *Los Bandoleros*, 2009 (s)
- *Fast & Furious*, 2009
- *Fast & Furious 5*, 2011 (*Fast Five* in US)
- *Fast & Furious 6*, 2013
- *Fast & Furious 7*, 2015 (*Furious 7* in US)
- *Fast & Furious: Supercharged*, 2015 (s)
- *Fast & Furious 8*, 2017 (*The Fate of the Furious* in US)
- *Fast & Furious 9*, 2020
- *Fast & Furious 10*, 2021

* (s) = short film

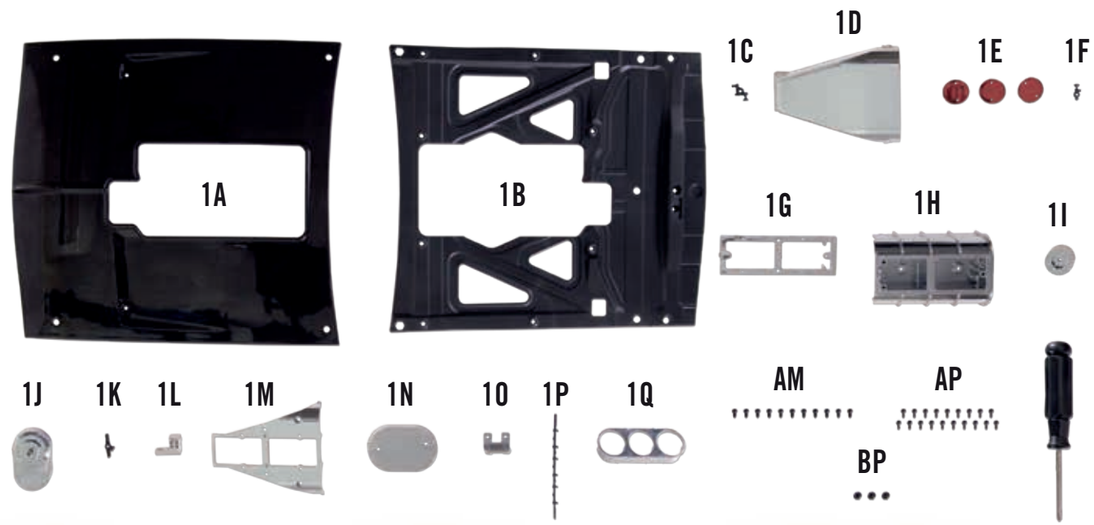




ASSEMBLING THE BONNET AND SUPERCHARGER

In this issue, you will assemble the bonnet, which has an opening for the impressive supercharger. This is one of the most distinctive and unique elements of the 1970 Dodge Charger R/T.

PIECES FOR THIS STAGE



Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

1A	Bonnet	1H	Blower case	1O	Blower cover bracket
1B	Bonnet reinforcement frame	1I	Blower drive pulley	1P	Butterfly spindle
1C	Right throttle lever	1J	Pulley spindle	1Q	Throttle body
1D	Air scoop top	1K	Throttle lever linkage	AM	2 × 4 mm screws, × 11*
1E	Butterfly flaps	1L	EFI fuel distributor	AP	1.7 × 4 mm screws,× 19*
1F	Left throttle lever	1M	Air scoop bottom	BP	1.7 × 3 × 5 mm screws, × 3*
1G	EFI adapter plate	1N	Blower front cover		Screwdriver

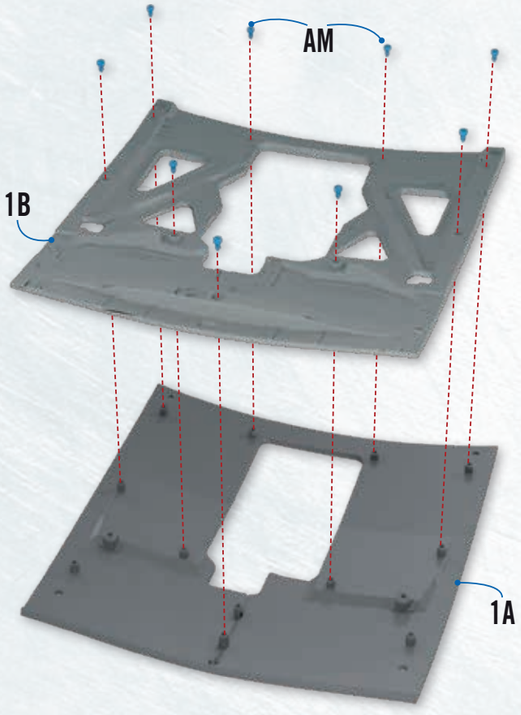
*Including spares

ASSEMBLY AREA



BONNET AND SUPERCHARGER

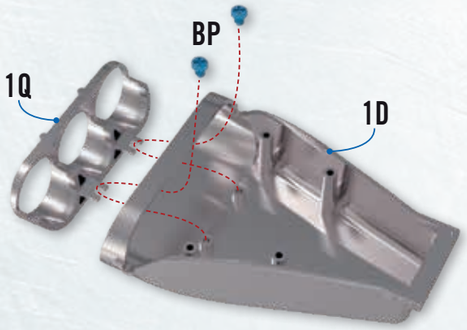
Assembling the bonnet and supercharger



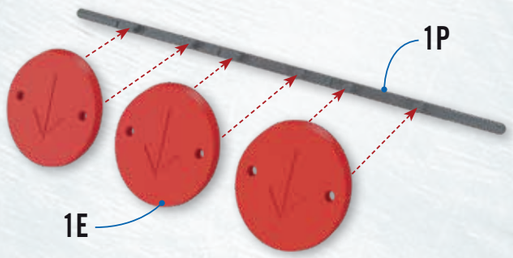
HELPFUL HINT
When assembling the body parts, it is advisable to take precautions to protect the paint layer from possible scratches. The key is to have a clean, clear, flat and stable work surface ready. For best results, you can carry out the assembly on a cutting mat, a sheet of cardboard or a piece of soft cloth.

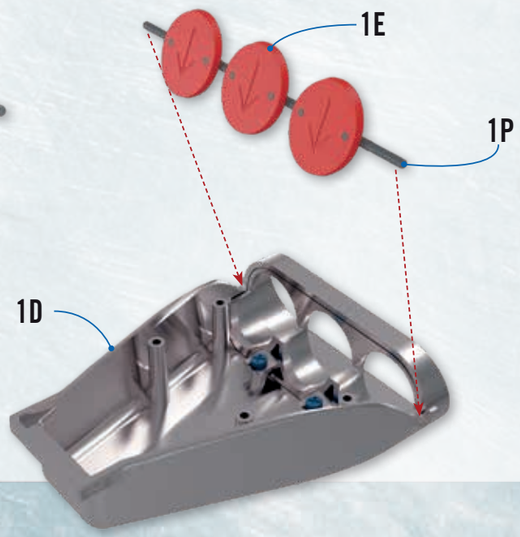
1.1 **START THE ASSEMBLY** by placing the bonnet **1A** on the table with the top facing downwards. Align the holes on the bonnet reinforcement frame **1B** with the screw posts on the bonnet **1A**. Fix the two parts together using nine **AM** screws. ◀

1.2 **ATTACH THE THROTTLE BODY** **1Q** to the front of the air scoop top **1D**. Fix the two pieces together using two **BP** screws. ▼



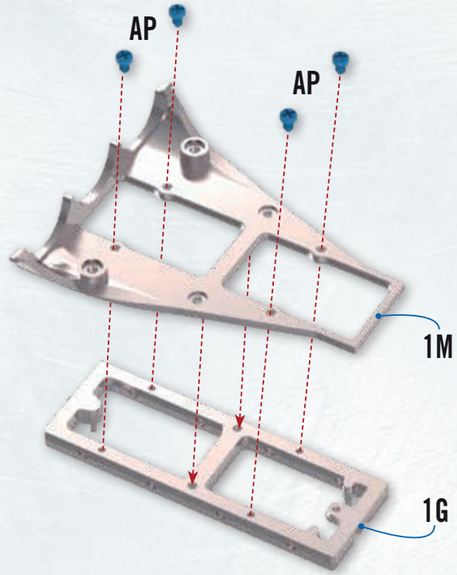
1.3 **PRESS THE BUTTERFLY FLAPS** **1E** onto the pins on the spindle **1P** ensuring that the three arrows all point in the same direction. ▼



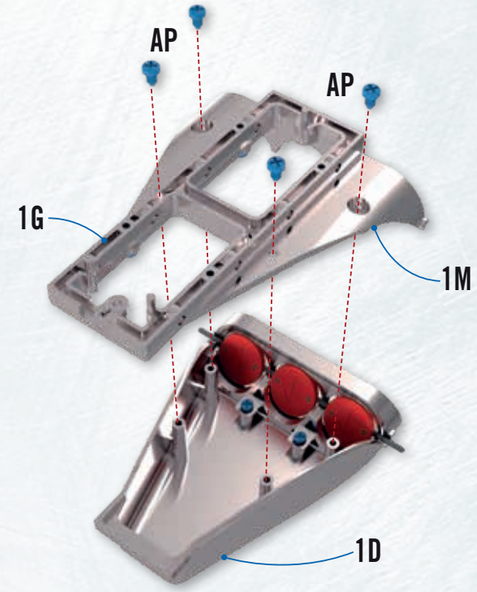


1.4 **POSITION THE BUTTERFLY SPINDLE** **1P** in the side slots of the air scoop **1D**, with the arrows pointing towards the inside of the housing. ▶

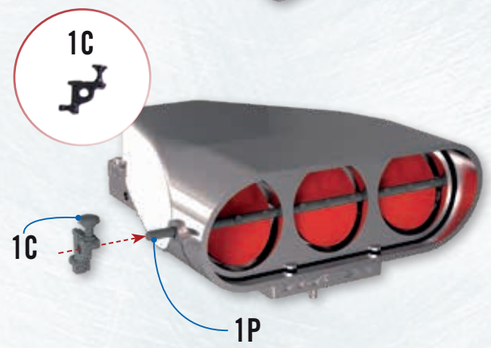
1.5 **PLACE THE BOTTOM** of the air scoop **1M** over the EFI adapter plate **1G**. Align the two central holes of the two parts, and fix the assembly together with four **AP** screws. ▼

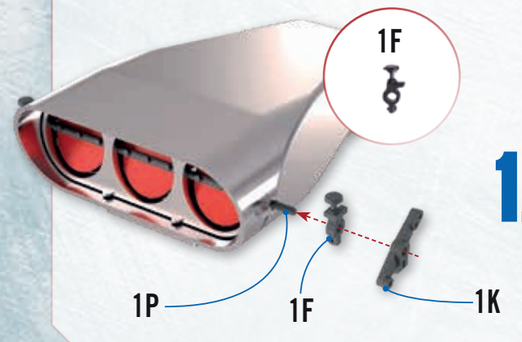


1.6 **TURN THE ASSEMBLY** over and place it above the air scoop top **1D**, aligning the screw holes on the air scoop bottom **1M** with the four screw posts on the air scoop top **1D**. Complete the step by joining them together using four **AP** screws. ▼



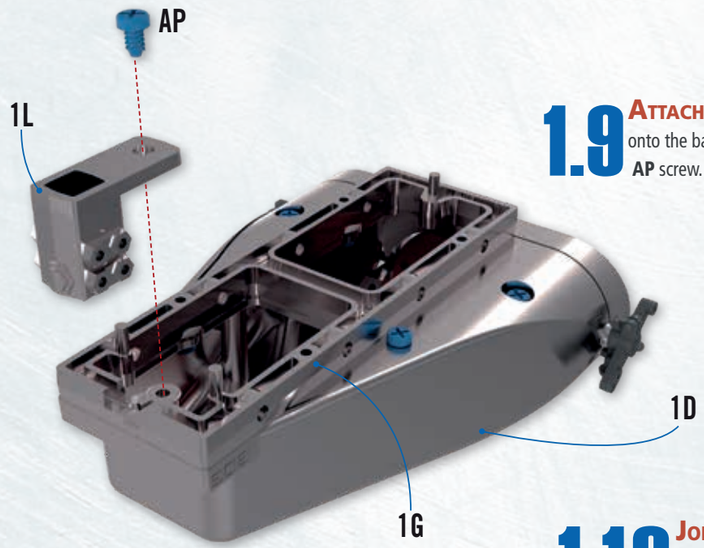
1.7 **AS SHOWN IN** the picture, push the right throttle lever **1C** onto the shaft of the butterfly spindle **1P** protruding from the assembly. ▶





1.8 **HOLD THE RIGHT** end of the butterfly spindle **1P** with one finger (to keep it from turning) and, at the other end, push the left throttle lever onto the spindle **1F** first, followed by the throttle lever linkage **1K**. ◀

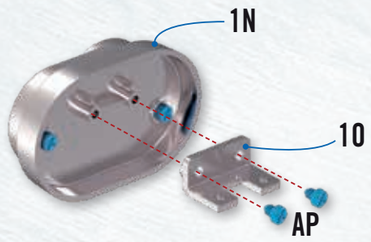
Assembling the bonnet and supercharger

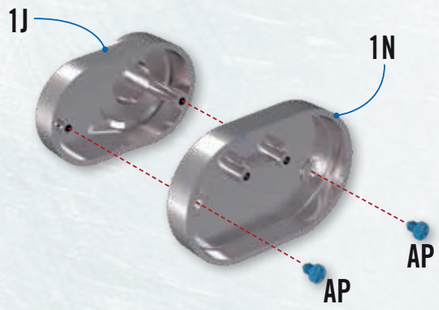


1.9 **Attach the EFI fuel distributor 1L** onto the back of the EFI adapter plate **1G** using an **AP** screw. ◀

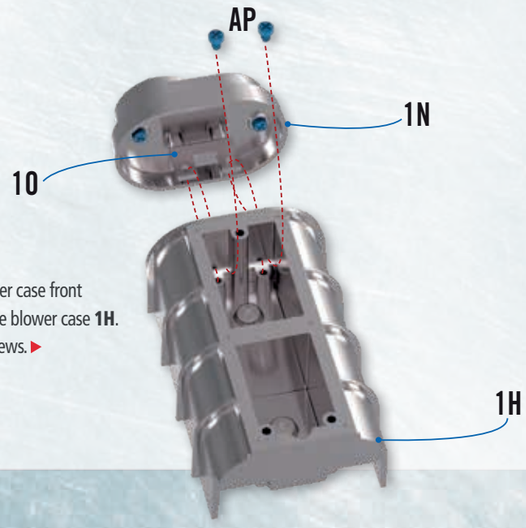
1.10 **Join the pulley spindle 1J** to the blower front cover **1N**. Fix both parts together using two **AP** screws. ▼

1.11 **Align the blower cover bracket 1O** with the lugs on the blower front cover **1N**, and secure them with two **AP** screws. ▼

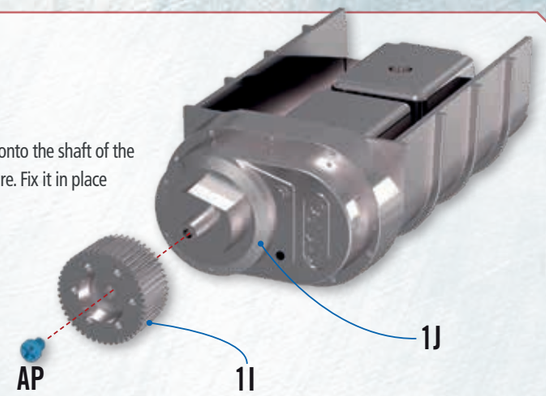


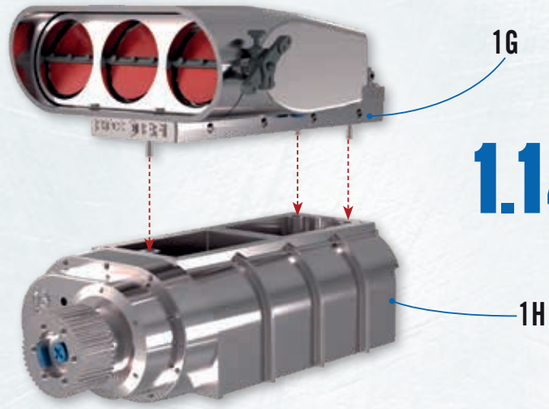


1.12 **Insert the two** lugs of the blower case front bracket **1O** into the slots in the end of the blower case **1H**. Fix both parts together using two **AP** screws. ▶



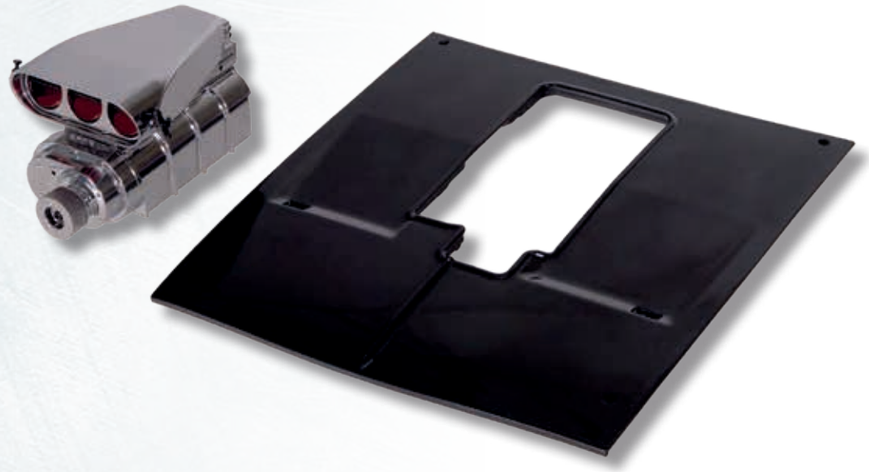
1.13 **Position the blower** drive pulley **1I** onto the shaft of the pulley spindle **1J**, oriented as shown in the picture. Fix it in place using an **AP** screw. ▶





1.14 **To complete the assembly,** press the three lugs on the EFI adapter plate **1G** into the holes on the blower case **1H**. ◀

STAGE 1 FINAL RESULT



This is the result of stage 1 of the assembly: the bonnet attached to its reinforcement frame and the supercharger with the air scoop. A fantastic start to your very own scale model of the Dodge Charger R/T!

THE ORIGINS OF TUNING



What do we mean by car tuning? Where does it come from? What do the changes and modifications that are made consist of? These questions could be very useful to us when we begin our long journey through the spectacular world of customised cars. Throughout this collection we will learn about the birth, the characteristics and the development of this fascinating phenomenon that excites millions of people.

Open bodywork, an extra-large engine, chrome-plated exhaust pipes, gigantic rear wheels, flames painted on the sides ... This magnificent hot rod has the main features of this kind of automobile.

The huge success of the *Fast & Furious* franchise has given rise to, among other things, a new interest in car tuning and the customisation of mass-produced cars. But what exactly does it consist of? Is it a recent trend or has it existed for some time? Is it as popular as it seems?

Nowadays, tuning has millions of fans all over the world, whether major celebrities, like some Hollywood stars, or young guys from the local neighbourhood. Without doubt, it may be said that this practice emerged as a result of a genuine passion for cars, always understood as a symbol of freedom and independence, and also as an expression of your own identity. A car like this thus becomes the expression of a way of being, a philosophy of life.

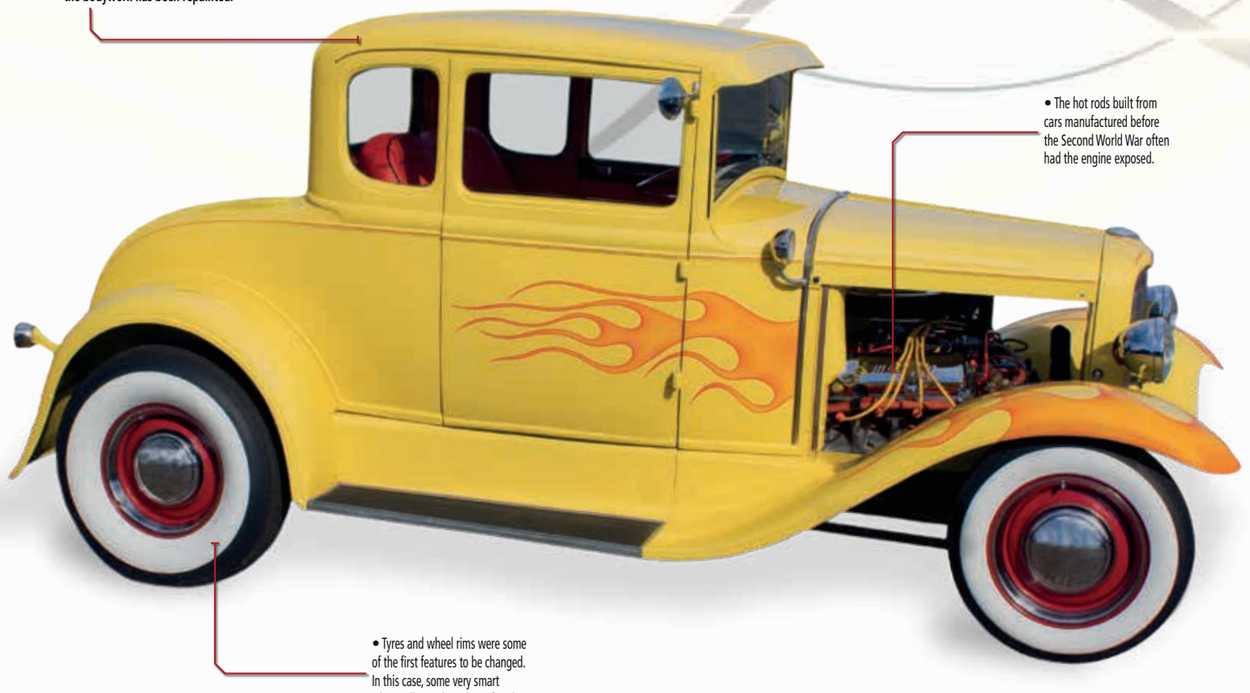
WHEN DID TUNING BEGIN?

Tuning, understood as a way of owning a unique, unmistakable car, goes right back to the early days of driving. For many people, it's not enough to own a car: they want it to be exceptional. For many years now vehicle body builders have been creating a sort of tailor-made suit for each model according to the owner's wishes. In fact, the first cars were unique models: the manufacturing company would build a rolling chassis with the best possible mechanics, and when it was ready it was sent to a coachbuilder, where different craftsmen finished the job guided by visionary designers capable of seeing, in metal, the shapes of the future. They were very skilful technicians – you only have to see the work of the upholsterers in the interiors – heirs to a long tradition that goes back to the building of carriages for wealthy aristocratic customers. With the expansion of the automobile industry, however, cars became increasingly standardised products, inevitably subjected to a growing process of aesthetic and technical standardisation. In this respect, it all began with the Ford Model T, the first car to be produced on an assembly line, after Henry Ford had the idea of standardising the design and manufacturing criteria in order to simplify production and bring down the sale price. Every Model T Ford was the same. Between 1908 and 1927 over 15 million units were produced that were hugely popular. In 1945, after World War II, there were still thousands of them in the United States. It is therefore no surprise that this, Henry Ford's creation, was the first car to be customised. In some ways, it is the forerunner of all the cars tuned since then.

FROM THE HOT ROD TO THE MUSCLE CAR

The origins of tuning, as an aesthetic makeover in the first place, coincided with the hot rod boom, cars that were modified to go very fast. All you had to do was take an old car, strip it of everything considered superfluous – the bumpers, for example – to lighten the load, paint it in loud colours, and mount an engine on it that was far more powerful than the original one. In these cases people used to resort to Ford V8 Flathead or Chevrolet Small Block V8 engines, which were cheap and easy to find during the two decades after the war, the period considered to have been the golden age of these cars. Back then, young Americans did not have many options, since manufacturers were concentrating on the production of family saloon cars, and they had no choice but to spend a few dollars on an old Model T Ford that had been left in a barn, often miles out in the countryside, and tune it up at home.

This is how the tuning craze came into being: starting with an old car abandoned in a barn that, with certain modifications, was turned into a fantastic hot rod with great features and a surprising look.





The Ford Model T, the first automobile to be mass-produced, became the ideal starting point for the first hot rods. After World War II, there were a lot of them in the USA, and they were sold for very affordable prices.

The rest of the budget was spent on everything needed for the car to be fast and unique: a new engine, thick wheels, chrome-plated exhaust pipes … The bodywork was often cut to lower the height of the cabin and obtain bolder and more aggressive proportions from an aesthetic point of view, an effect that was enhanced with flames painted on by hand. After completing the transformation, its owner could put his talent as a driver to the test, challenging other similar cars to a brief quarter-mile race. The hot rod craze, which began in post-war America and became one of the most important trends among young people, declined rapidly in the late 1960s. There were essentially two reasons for this: the growing problems with finding some "vintage tin", as cars manufactured before the war were often called, and the appearance of relatively cheap American sports models, which were known as muscle and pony cars.

With the possibility of buying high-performance sports models such as the Dodge Charger or the Ford Mustang for an affordable price, many young Americans abandoned hot rods, which were far more complicated to make.

Nevertheless, this decline did not affect the desire for customization. From then on, it would be enough to begin with more modern and powerful models. And, as we shall see later, the masters of tuning were given the chance to create absolute masterpieces, taking maximum advantage of the most advanced technologies.

Not just America: tuning in Europe and Japan

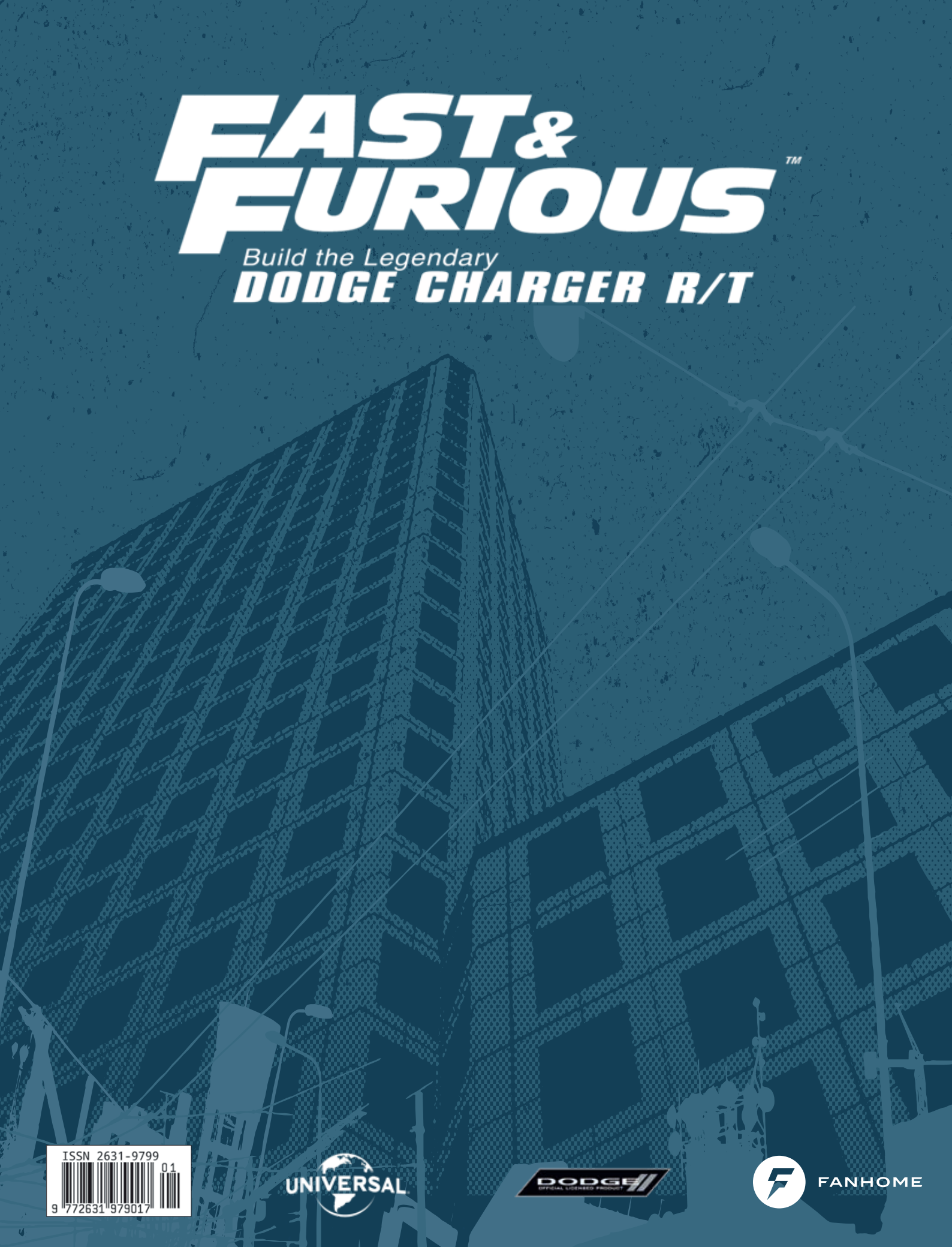
During the 1970s, tuning spread quickly among fans who were looking for something more than mass-production offered. It very quickly ceased to be a strictly American phenomenon and crossed over to Europe and Japan, places with a long car-making tradition. Here, tuning found fertile ground thanks to both the interest of the youngsters and the existence of cars suitable for this purpose. The most popular and affordable models underwent all kinds of changes: from superficial modifications, almost always aesthetic, to other more profound ones, which affected the bodywork, the interiors, the seats and the features, and which put the skills of the person in charge to the test. In the 1990s, tuning became an authentic mass phenomenon, although it was consolidated in 2001 thanks to the release of the first movie in the *Fast & Furious* franchise.



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