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WELCOME TO LOS ANGELES

The city of Los Angeles has an extensive filmography and was the perfect setting for the Fast and Furious films, playing a central role, as the home of Dom Toretto and the scene of races that take your breath away.

Its four million inhabitants have made it the second largest city in the United States, in terms of population, and the largest in the state of California. Covering 500sq miles, it includes places as emblematic as the San Fernando Valley, Silver Lake and Hollywood, where the most important film studios in the world are concentrated. It is therefore no surprise that it has been the backdrop for many films, such as *Terminator*, To *Live and Die in L.A.*, *Boyz n the Hood*, *Pulp Fiction*, *La La Land* and, of course, the *Fast & Furious* franchise.

In the first few minutes of *The Fast and the Furious*, we see Dominic Toretto driving through the streets of Los Angeles as if he owns the place. And, in some ways, he does. Because he is the king of the races held in the city. Just as other fictional legends remain closely associated with a particular place, so does Toretto with Los Angeles.

THE RACING CAPITAL

Right from the moment when preparations began for the first movie in the series, its creators agreed that the action had to be set in Los Angeles. It was not an unjustified decision. They were looking at the authentic home of the racing subculture and American automobile culture that inspired the films. The producer Doug Claybourne was well aware of this because he himself had witnessed some midnight competitions. "The races really gave the kids something to do. They spend a lot of time on their cars, which keeps them away from other less recommendable aspects of street culture."

The movie's director, Rob Cohen, despite being a great fan of cars, did not want to get carried away by epic and fantasy when portraying the city, as he told production designer Waldemar Kalinowski. "As soon as I spoke to Rob, I saw that he had a very clear idea of the exaggerated realism that he was looking for in the movie. He has a strong visual sense. But he also accepts all kinds of suggestions. He wanted the movie to be about Los Angeles and the culture of cars that exists in the city."

FINDING LOCATIONS IN L.A.

Kalinowski and his assistants began scouring the city in search of the locations that would best adapt to the script

Since the first movie in the franchise, the city of Los Angeles has become one of the most important settings in the world of *Fast & Furious*, and its streets have become the sets for lightning-fast action scenes.

Peter Honess

The name of Peter Honess stands out as one of the finest movie editors. Born in England in 1946, his beginnings in the film world were curious, since the director Larry Cohen suggested he help him edit two movies that he was shooting simultaneously: from Monday to Friday, they worked on what was destined to become a cult horror movie, *It's Alive!* (1974), while on weekends they spent their time on the action film *Hell up in Harlem* (1973). Honess gained further prestige through editing *Highlander* (1986), one of the biggest box-office smashes of the 1980s. After being nominated for an Oscar for his brilliant work editing *L.A. Confidential* (1997), he joined the team of *The Fast and the Furious*, where he contributed decisively to giving the movie an absolutely frantic pace. After that, his career continued very successfully in Hollywood, and he was in charge of editing some very ambitious productions, like *Harry Potter and the Chamber of Secrets* (2002), *Troy* (2004), *Poseidon* (2006) and *Percy Jackson & the Olympians: The Lightning Thief* (2010).

of *The Fast and the Furious*. Their objective, to find places that had not been featured so much in previous movies.

"We looked for locations in some of the oldest neighbourhoods of Los Angeles, like Angelino Heights or Echo Park, areas that the movies have not used very much. Los Angeles is often thought of as a huge wasteland, but that's unfair. It's like any other city in the world, full of people just living their lives. It's a place full of energy, which is what we wanted to transmit in the movie."

The shooting of *The Fast and the Furious* began on a very hot day in July 2000 in the parking lot of the legendary Dodger Stadium, the baseball stadium with the biggest capacity in the USA: 56,000 spectators, no less. The home of the Los Angeles Dodgers, in Elysian Park, it has an enormous area to park in that was perfect for shooting the initial scenes in which Brian is testing the power of his green Eclipse.

THE TORETTO FAMILY HOME

From the outskirts of the city, the team then moved to other more central locations. Rob Cohen insisted on shooting in real places and one of the main challenges was finding the Toretto family's home. With the aid of his assistants, he found a house with a garage attached in the Echo Park neighborhood, which looked ideal. Of course it would be inside that small garage where Dom hid the legendary 1970 Dodge Charger R/T, which he treasured, that he had restored with his father. The house was fitted out with all kinds of details to become one of the central places in the story.

With regard to that particular location, there was a curious anecdote when, a few years later, the lead characters were reunited in the fourth movie in the franchise. It was taken for granted that the cameras would have to return to the original Toretto family home. But the crew was disappointed when they discovered that the house's new owner had knocked the garage down. Nothing that the movies couldn't sort out. Production designer Ida Random got down to work and built a replica of the original garage that, from then on, had to be used whenever the cameras went back to Echo Park.



The street artist Revok created a spectacular piece of graffiti in the centre of Los Angeles to celebrate the release of the fourth movie in the series.



A panoramic view of Universal City, in Hollywood, the birthplace of the famous *Fast & Furious* franchise.

ELIZABETH TAYLOR'S ALLEGED HOUSE

In *The Fast and the Furious* the simplicity of the Toretto family home contrasted with the extraordinary circular building with scenic views chosen as a front for the Los Angeles Police Department and the FBI, where Brian has to inform his superiors on his investigations as an undercover agent. Sergeant Tanner says in the movie that that mansion was built in the 1950s by the singer Eddie Fisher to present it as a gift to his beloved Elizabeth Taylor. However, this does not seem to have been the case.

Standing in Angelo Drive, in one of the most privileged parts of Beverly Hills, the mansion was built in 1963 by the architect David Fowler for his mother. The house, which offered 180-degree views over the city, originally had four bedrooms and six bathrooms.

In a complete contrast, we have the houses that the crew found in Little Saigon in Westminster, a neighborhood in south Los Angeles. This originally Asian community, built by immigrants from Vietnam, was used as the backdrop for most of the scenes featuring Johnny Tran and his gang.

HIGH-SPEED SCENARIOS

In the first movie in the franchise special care was also taken when choosing the places where the electrifying races would be filmed. For example, Hawthorne Boulevard and its surrounding area had to be blocked for more than one night to stage the first confrontation on wheels between Dom and Brian.

Other dizzying scenes were filmed on the Pacific Coast Highway, near Trancas, and on the long wide Prairie Avenue, in El Segundo.

But, without a shadow of a doubt, one of the natural backdrops that most surprised the audience was where the so-called Race Wars were filmed. In the film, we see what seems to be a closed military base in the middle of the desert. In actual fact, the crew adapted part of San Bernardino international airport. It was a huge open space. How would it be possible to fill it with cars? Producer Doug Claybourne had an idea: he announced via Internet that they were going to shoot a big car scene, in which car lovers could show off their vehicles. The announcement caused such excitement that when they began shooting nearly 1,500 racing car enthusiasts had turned up with their cars.



Michelle Rodriguez attended the presentation of a new attraction inspired by the world of *Fast & Furious*, which was opened in Universal Studios Park in 2015.



The 2012 Dodge Viper kept the traditional shape of the car, with a very long bonnet (necessary to house the formidable 8.4-litre V10 engine), the inside placed way back and a short rear end. It was made until 2017.

DODGE VIPER
A NEW GENERATION

The latest generation of the Dodge Viper built to date was launched in 2012 with the SRT brand (Street and Racing Technologies), although it was once more named Dodge two years later. More powerful but more civilized than previous generations, this new model stayed on the market until 2017 and sold in three levels of finish.

The interior of the vehicle was more luxurious than in preceding generations.



The Dodge Viper made a privileged place for itself next to the Chevrolet Corvette and the Ford Mustang, the two other great sports icons of the American car industry. From 1991 to 2010, this super sports car with a truck engine (the original V10 was derived from the one used in an industrial vehicle) was consolidated as one of the wildest in the whole world and built up a notable record of racing triumphs.

Recovering this spirit was the main reason why the new general manager of the Fiat-Chrysler Group, Sergio Marchione (who died in 2018), announced a new generation of the Dodge Viper. Bigger, more powerful, and with all the attributes that made it a legendary car (very long bonnet, rear-wheel drive, atmospheric V10 engine), the Viper came back to life at the New York auto show in 2012. Its 8.4-litre engine gave 650hp, made it possible to accelerate from 0 to 100km/h (0 to 62mph) in 3.5 seconds and reached a top speed of 206mph.

The brand sold it in three finishes: the basic, the luxury GTS and the intermediate GT, launched in 2015. But sales of this fifth-generation did not live up to expectations and two years later, in 2017, production of the Dodge Viper ceased, perhaps forever.

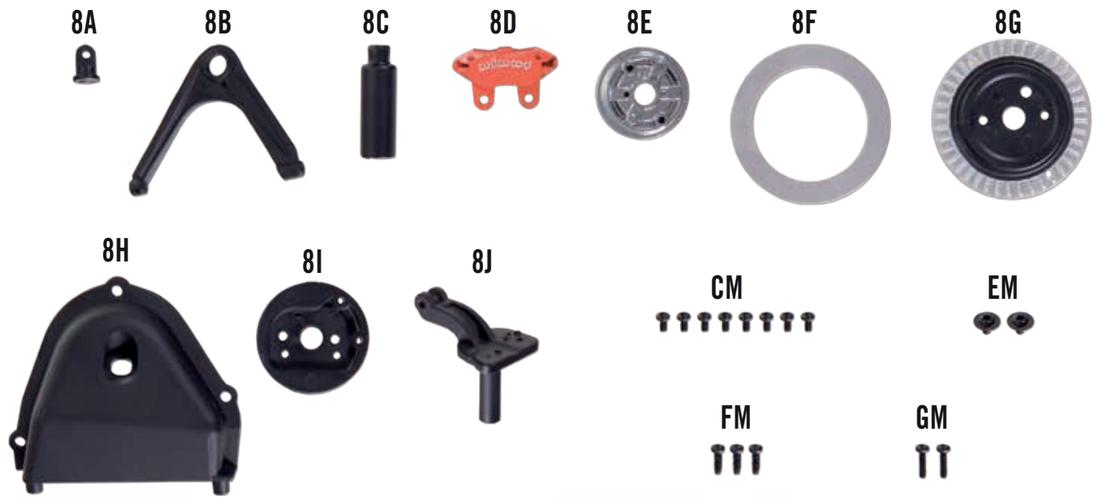


FRONT RIGHT BRAKE AND SUSPENSION

In this stage you will mount the brake disc and the right suspension unit.

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.

PIECES FOR THIS STAGE



- 8A Suspension ball joint
- 8B Upper front left control arm
- 8C Shock absorber cylinder
- 8D Front right brake caliper
- 8E Front right wheel hub
- 8F Brake disc (piece 1)
- 8G Brake disc (piece 2)
- 8H Front right upper spring mount
- 8I Front right brake caliper baseplate
- 8J Front right spindle (piece 1)
- CM Screw 1,7 × 3 mm, (x 8)*
- EM Screw 2 × 3 × 6 mm, (x 2)*
- FM Screw 2 × 5 mm, (x 3)*
- GM Screw 1,7 × 6 × 2 mm, (x 2)*

* Some of the parts are spares.

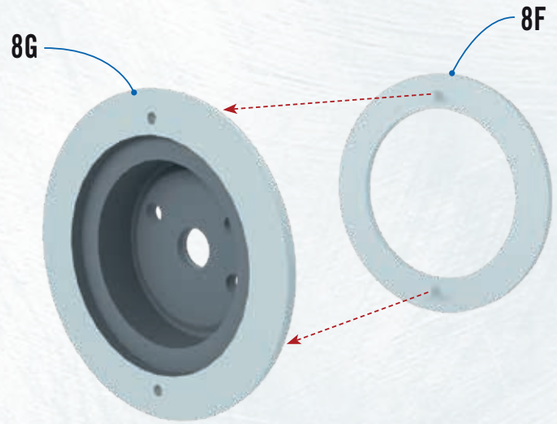
ASSEMBLY AREA

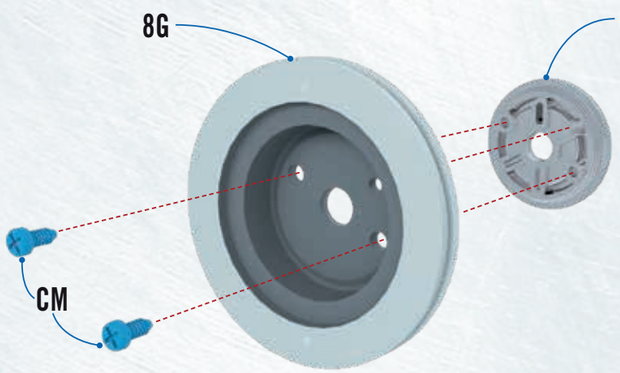


FRONT RIGHT BRAKE AND SUSPENSION

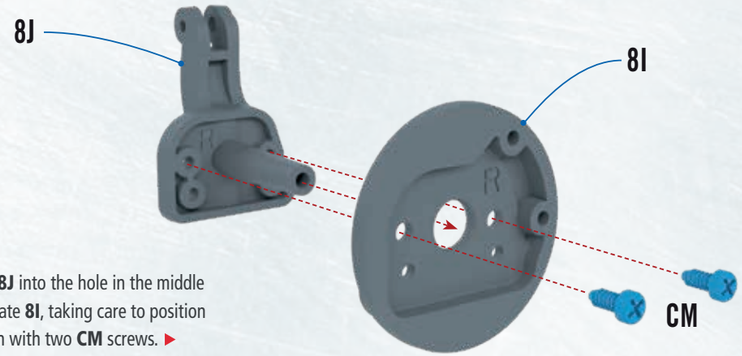


8.1 **PUT** the parts of the brake disc (**8F** and **8G**) together by inserting the pins on piece 1 into their corresponding holes in piece 2, as shown in the illustration. ▶





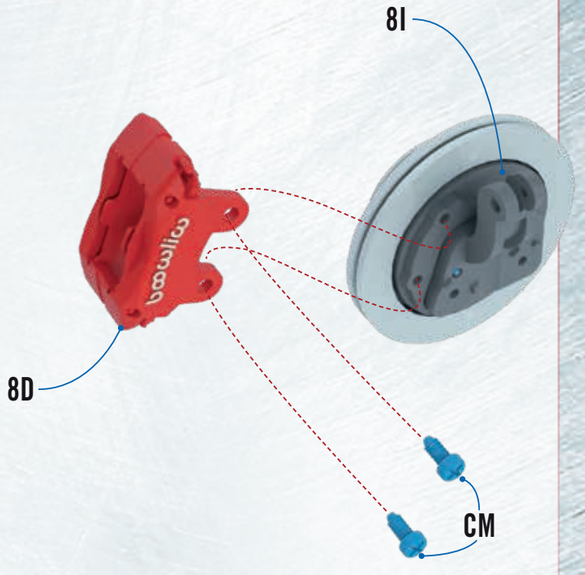
8.2 **PUT** the wheel hub **8E** and the convex side of the brake disc **8G** together, by inserting the positioning pin into the small hole in the assembled brake disc **8G**. Insert two **CM** screws, from the inside of the brake disc, to join the two parts together. ◀



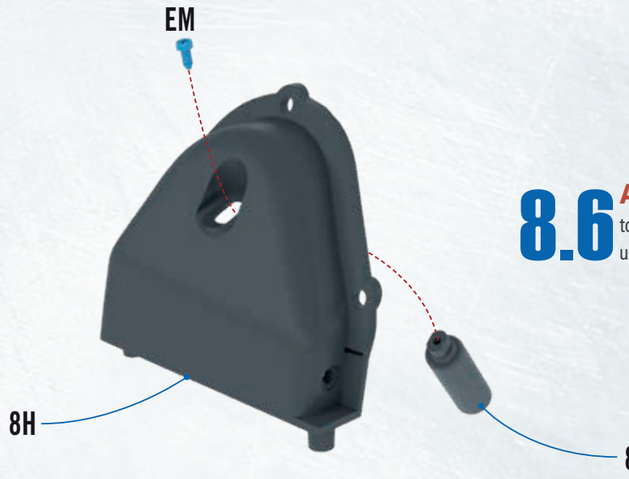
8.3 **INSERT** the axle spindle **8J** into the hole in the middle of the brake caliper baseplate **8I**, taking care to position all the holes as shown. Join with two **CM** screws. ▶



8.4 **INSERT** the spindle and baseplate assembly **8J** into the centre hole in the brake disc **8G**, ensuring the pieces are facing the same way as those in the illustration. ◀



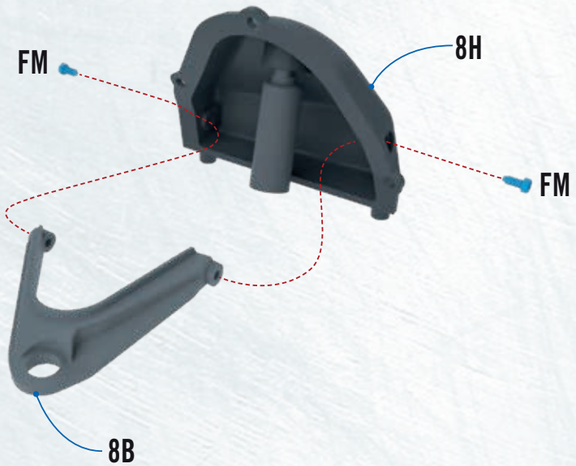
8.5 **THEN** slide the brake caliper **8D** over the assembled brake disc **8I** and the base plate. Fix the caliper in place with two **CM** screws. ▶



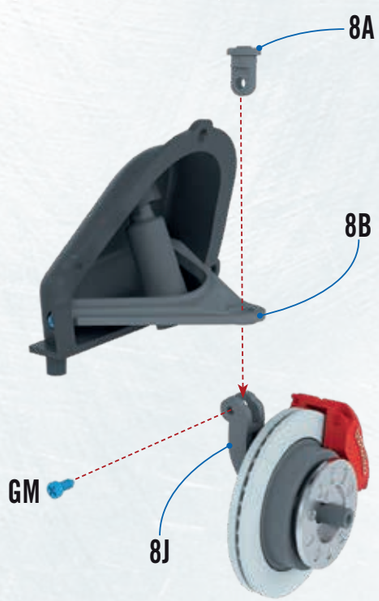
8.6 **ATTACH** the shock absorber cylinder **8C** to the inside of the upper spring mount **8H** using an **EM** screw. ◀

Front right brake and suspension

8.7 **ALIGN** the upper control arm **8B** with the corresponding holes in the side of the spring mount **8H**, ensuring that the pieces are facing the same way as shown in the illustration. Fix the arm in place with two **FM** screws. ▼



8.8 **INSERT** the ball joint **8A** into the hole in the upper control arm **8B**. Now align the hole in the ball joint with the hole in the wishbone of piece 1 of the spindle **8J**. Join them together with one **GM** screw. Don't tighten it too much - all the components must be free to move. ▼

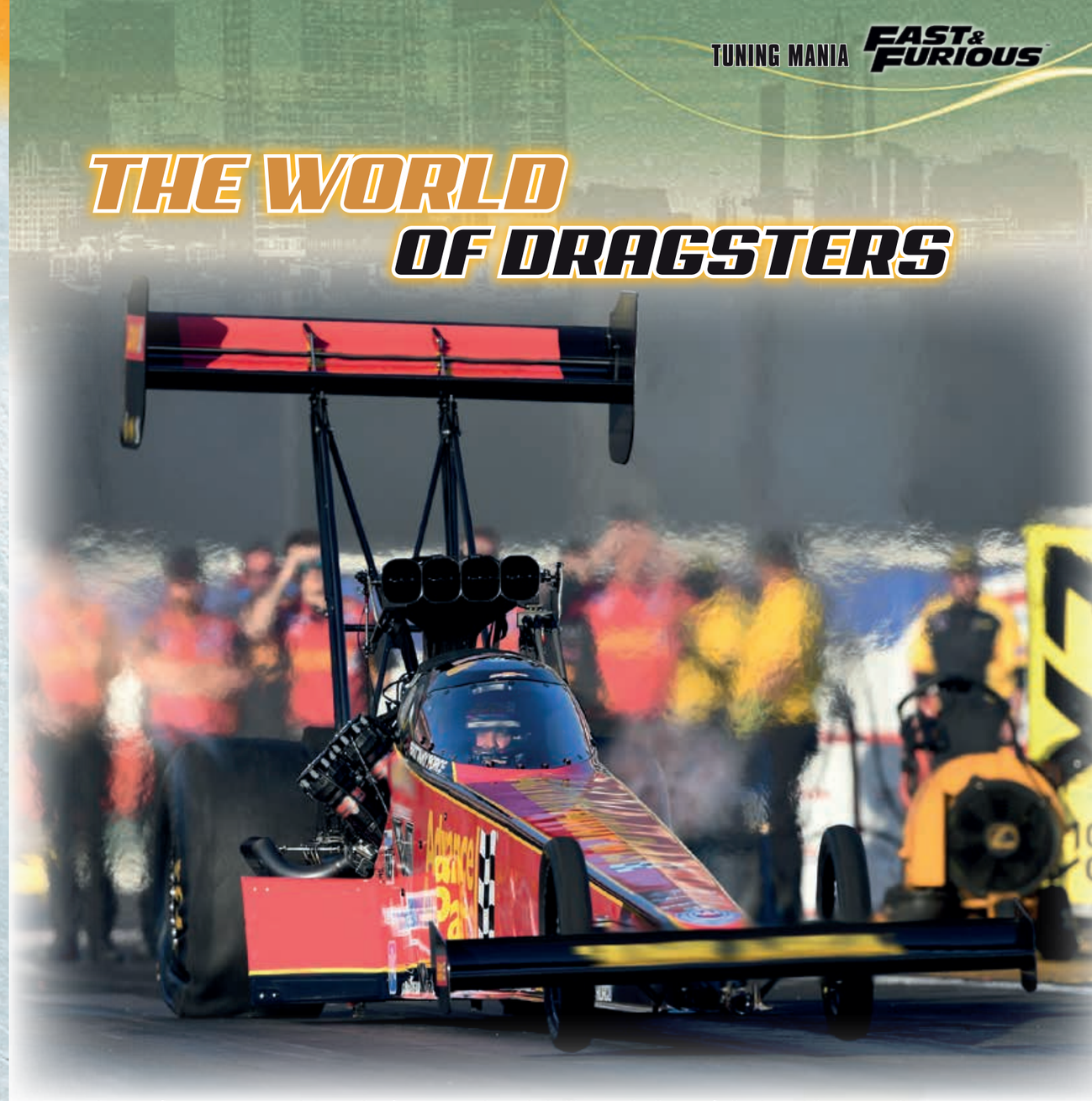


STAGE 8 FINAL RESULT



You have now assembled the front right brake and upper spring mount. Soon you will also be able to assemble the front right wheel.

THE WORLD OF DRAGSTERS



They go from 0 to 300mph in under four seconds and challenge the laws of physics with extraordinary accelerations: they are dragsters, racing cars with monstrous power, born in the USA.

Imagine yourself in the narrowest driver's cab that you could fit in, with more than 10,000hp to discharge onto the track as soon as the light turns green. Step hard on the accelerator and get ready for a brutal acceleration of more than 6G (the same that an F-18 fighter plane experiences when it takes off from an aircraft carrier). In less than a second you will be travelling at 100mph. And almost immediately after that you will reach 300mph. The objective? To beat your opponent over a quarter of a mile, nearly 400 metres. It will all have lasted less than four seconds, the average time in the main class, Top Fuel, in drag racing.

The top fuel dragster has a V8 HEMI engine of about 10,000cc, generating more than 10,000hp. The noise of the engine reaches 150 decibels.

THE BEGINNINGS

As you might imagine, drag racing, just like endurance racing, could only have come from the USA, a country



Don Garlits, since the 1950s one of the great pioneers of drag racing, introduced several innovations (among others, he designed a rear-engined top fuel dragster) and he was the first driver to reach 200mph in a quarter-mile race.

accustomed to excess. It dates back to the 1940s and, specifically, to the years after the Second World War, when young men were starting to challenge one another to races in the streets. Curiously, it was actually the police who wanted to introduce a legal competition for this kind of racing with the aim of putting an end to dangerous races on public roads.

Don't forget that, back then, in the movies James Dean became a rebellious icon for many young men. There were small airstrips the length and breadth of the country that adapted very well to the incipient clandestine races. Not too much was needed. It was enough to have a tarmacked strip, a traffic light or two and some very simple rules: two cars race one another, and the winner is the one that crosses the 400-metre line first.

EVOLUTION

The official date of birth of quarter-mile racing is usually given as 1951, the year when the National Hot Rod Association (NHRA) was founded, a body with the job of regulating this sport for which, before then, just like in the Wild West, there were no rules or any sort of organisation.

Right from the start, hot rods were the big attraction, speed machines based on old cars completely overhauled to release all their power in a straight line.

Over the years, increasing interest from spectators led to the creation of different categories, each one designed for a different type of vehicle. The first aces soon appeared, like Don Garlits, called Big Daddy by his fans as he was considered to be one of the fathers of drag racing, as we now know it. This is not surprising, as he designed the 'Top Fuel' engines placed at the rear end of the vehicle. Nowadays, the NHRA has over 100,000 members and organises nearly 5,000 races each year at the 200 tracks to be found all over the United States.

A HAIR-RAISING QUARTER OF A MILE

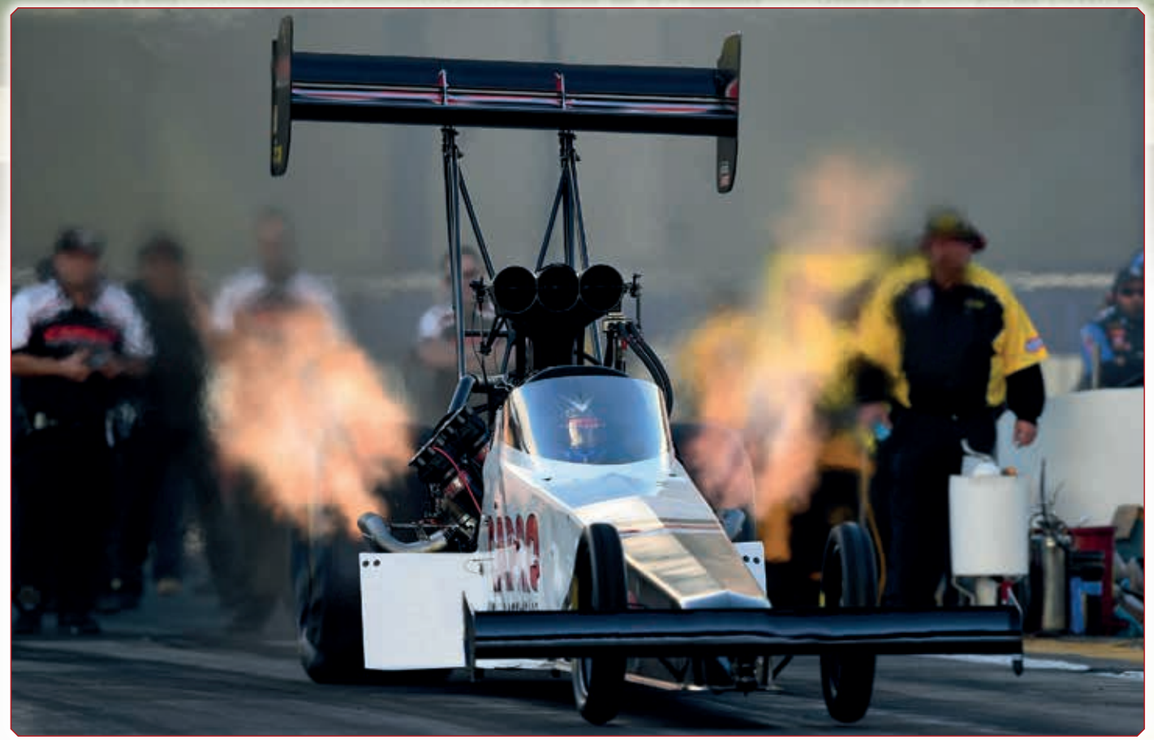
A great variety of vehicles are allowed to take part in American acceleration races, from mass-produced cars to 10,000hp dragsters. Even motorcycles can enter. For spectators, however, Top Fuel and funny cars provide the most thrills. The former are to dragsters as Formula 1 cars are to racing cars. The heart of a Top Fuel dragster is the



Its arrival in Europe

In the early 1960s, some American drivers travelled to Europe to perform exhibition races with their dragsters. Back then acceleration races, or sprints, were in fashion: single car time trials. As you can imagine, the spectators' interest soon shifted from these to duels between two drivers. The first track in Europe was opened in 1966 in the village of Podington, in England, inside an old RAF airbase. The Santa Pod Raceway still acts as the venue for some rounds of local and European drag racing championships.





The acceleration of Top Fuel vehicles has very serious risks attached to it. Some drivers have even suffered a detached retina.

Motorcycles have always played an important part in the world of acceleration racing.



engine, a Chrysler V8 HEMI based on the one that was used in the 1960s combined with a large volumetric compressor, capable of providing over 3 bar of pressure. Nitromethane, a solvent, is used for fuel, large amounts of which are burnt (100 litres in ten seconds). The way the performance of these models - which can generate 10,000hp of power - has developed is impressive: in the 1960s they covered a quarter of a mile in eight seconds; now they do it in four, at speeds sometimes exceeding 330mph.

The rear tyres are another key feature for a Top Fuel dragster. They are very big, usually smooth, and they are inflated to extremely low pressures (0.3 bar) to guarantee a large traction profile. To increase grip even further, and before starting, each driver performs a "burnout" on a part of the track that has been sprayed with a special solvent that, thanks to the increase in temperature, enables the tyres to adhere better.

After accelerating to 300mph, how do these vehicles stop? Conventional brakes would be useless; what's more, they would be very dangerous if a driver ever thought of using them. There is only one way of ensuring an almost dead stop over a very short distance: using parachutes. Mounted in pairs, when they open, the dragster experiences a deceleration of up to 5G and stops in complete safely.

As well as Top Fuel races, there are races with funny cars that the fans who attend NHRA meetings also find interesting. Don't be fooled by the bodywork: despite their conventional look, they have a tubular frame very similar to the ones in Top Fuel vehicles, and the same type of engine. They are called 'funny' due the spectacular way in which they tilt up to start. On the other hand, in the Pro Stock class, non-supercharged engines are used that generate about 1,300hp, combined with a traditional clutch and a five-speed gearbox worked by the driver.

GET READY, GET SET, GO!

After the burnout, and with the tyres ready to grip the track firmly, the drivers move into position behind the starting line. They slowly edge towards the first photocell to check that the two cars competing are properly aligned. In front of them, there is the traffic light, also known as the "Christmas tree" due to the large number of coloured lights it has.

Two bright lights light up at the top to tell the drivers that the moment has come for them to move to the starting line or get into position (pre-stage). Then the stage lights light up, one for each car. Great care must be taken to make sure that both vehicles are perfectly in line. When everything is ready, the two columns of three amber lights light up followed a few seconds later by the green light. They're off. It is usually said that if a driver sees the green light, he's lost: the more experienced ones can sense when it will come on, get ready, although just for a new milliseconds, and start at just the right moment.

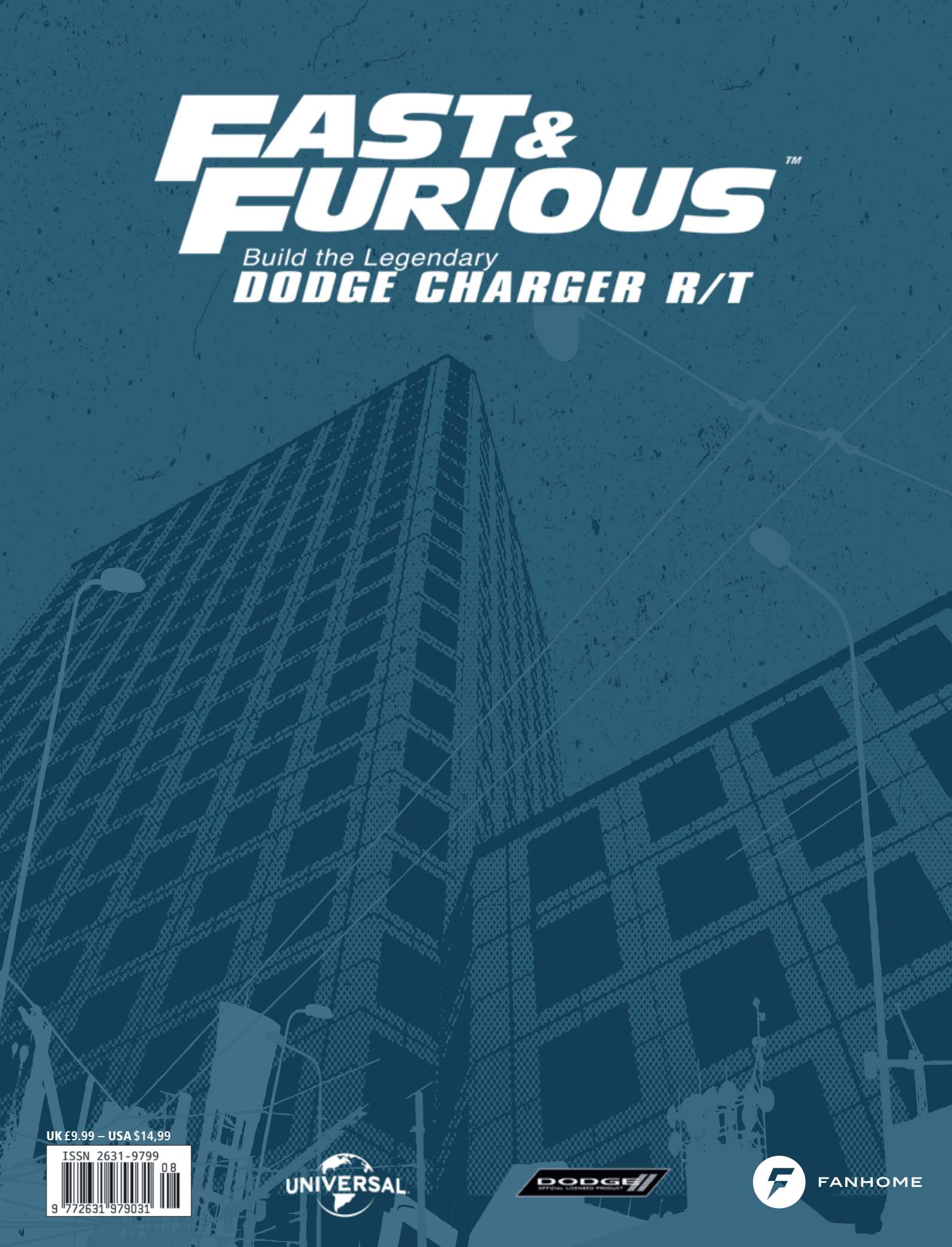
The fastest truck in the world

Known as Shockwave, it can reach a top speed of 376mph thanks to three Pratt & Whitney J34-48 jet engines mounted in a pyramid shape at the back, and which together produce 36,000hp. The first version was created in 1984 by Les Shockley, an American driver who took part in drag racing in the 1970s. The model is based on a Peterbilt of that period and since then it has taken part in numerous vehicle-racing events. It is now an authentic icon and, according to the Guinness Book of Records, it is the "fastest jet-powered truck in the world". After it had an accident in 2008, Shockley replaced the original engines and rebuilt the Shockwave almost from scratch with metal plates and glass fibre to give it an extremely aerodynamic, very attractive design. In 2013 it was purchased by Darnell Racing Enterprises, of Missouri. The truck, painted in an eye-catching way, still takes part in most of the AirShows held in the USA. In its current version, it can accelerate to 300mph in 11 seconds, and it covers 400 metres in 6.6 seconds … and consumes almost 1,000 litres of fuel per kilometre.



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