FAST & FURIOUS™

13

Build the Legendary

DODGE CHARGER R/T



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MIA TORETTO

Besides being an intelligent and hard-working woman, Mia Toretto is possibly one of the most sensible characters in the world of *Fast & Furious*. The heart of the crew, she is a brave woman who can see the risks long before the others and refuses to put herself in danger for no good reason. She is Dominic Toretto's sister and Brian O'Connor's partner.

Not only Brian O'Connor was captivated by the main female character in *The Fast and the Furious*, but the entire audience was too. Because Mia is a strong woman, capable of escaping on her own from any threats and making tough decisions when it comes to protecting her family. After all, she's a Torretto.

A SPECIAL CASE

The actress who plays Mia is Jordana Brewster. According to the director of the first movie in the franchise, Rob Cohen, "Jordana is a special case. She has terrific, impenetrable beauty and she's also a great actress." The director was absolutely certain that he wanted her for the film. It wasn't even a problem when he found out that she didn't have a driver's license, even though in the film she had to drive a car at top speed through the streets of Los Angeles. "As I'm from New York," says Jordana, "I'd never learned to drive and I had to get my license to be able to make the film. Now I'm happy they made me learn, because otherwise I'd have gotten to 40 without being able to drive."

In *The Fast and the Furious*, the first time we see Mia is when Brian goes to Toretto's café, a small place whose back room Dom uses as his office. Through her, because she serves at the bar, we find out that Brian has been going to the café to eat tuna fish sandwiches for the last three weeks. Everything points to it being a flimsy excuse to be able to flirt with Mia, something that Vince, one of Dom's gang, is not at all happy about, as he has always had a crush on her.

COMING FIRST

It couldn't have been easy for Mia, growing up in the shadow of someone as charismatic as her brother. But like him, she inherited a strong love of family from her parents. That's why she enjoys the house parties and the barbecues, although they mean quite a lot of work for her. This is made obvious when Brian goes to his first barbecue with the Torettos: after eating, everyone flops down in the lounge to watch a movie except Mia, who is busy clearing away the plates. Brian goes into the kitchen wanting to help and he tells her, "The cook

Mia Toretto finds herself terribly torn at the end of *The Fast and the Furious* when she discovers Brian's true identity.

doesn't clean where I come from." To which she replies: "No? I'd like to go there."

Right from the first meeting between Brian and Mia it is obvious that they are attracted to one another. She is not at all surprised that Brian admires Dom, as it is a feeling that her brother usually arouses among those around him. What she finds harder to understand is the opposite occurring. "My brother likes you. He doesn't usually like anybody," Mia tells Brian. And, in spite of the fact that she doesn't usually go out with Dom's friends, she makes an exception and allows her new friend to take her out to dinner at the Cuban restaurant Cha Cha Cha. Over the meal, Mia makes it clear that in some ways she has been overshadowed by her brother, admitting, "Dom's like gravity, everything just gets pulled to him. Even you." But Brian surprises her when he says, "No, the only thing that pulled me in was you. Being friends with your brother is just a bonus." Satisfied, Mia smiles and confesses, "That's good. It's nice to come first once in a while."

A TOUGH, STRONG WOMAN

In *The Fast and the Furious* we have the chance to get to know this woman's true personality, as well as some secret qualities, like the skill behind the wheel of the car that she shows to Brian after leaving the Cha Cha Cha. The film reveals that she knows all about her brother's illegal activity and to what extent she is against him doing it. Her pain when Brian reveals his true identity is also clear, and she feels betrayed after opening her heart to him. But, despite that, she will show her strong commitment to the family and will collaborate with Brian to save Dom and his friends during the last truck robbery.



Despite being always under the protection of her brother, Mia is a strong intelligent woman, a key member of the team.

The character of Mia Toretto was a considerable success with audiences, and so a lot of spectators were not willing to accept her disappearance in the next two movies in the franchise. Mia eventually reappeared in *the fifth film*, although with a smaller part. Like many moviegoers, Jordana Brewster thought that she would find Mia depressed by the events at the end of the first movie, but she was wrong. "After losing so much, I though Mia would be angry," the actress said. "But the director Justin Lin wanted the female characters to be tough and strong, and so Mia had rebuilt her life. This proves Justin's skill as a director. He takes care of the characters and the action."

The actress Jordana Brewster got the role of Mia Toretto despite not even having a driving license, something that she had to sort out while shooting the first film.



Throughout the franchise, Mia is one of the characters who develops most interestingly, conditioned by the complicated personal experiences she has to deal with.

Jordana Brewster

It is impossible not to associate the character of Mia Toretto with the actress Jordana Brewster who, with the help of the franchise's screenwriters, has managed to make her grow with each new movie. Born in Panama City on April 26, 1980, she grew up living in London, Río de Janeiro and New York, because of the business commitments of her father, investment banker Alden Brewster. From a very young age, Jordana wanted to try her hand as an actress and she made her debut in the TV series *All My Children* in 1995, in the part of Anita Santos. Not long afterwards, the director Robert Rodríguez gave her first film role in the horror movie *The Faculty* (1998). That brought her to the attention of the people behind the *Fast & Furious* franchise, in which she would establish herself as the stalwart Mia Toretto. Aside from this character, Jordana has continued to appear in other films, including *Annapolis* (2006), *The Texas Chainsaw Massacre: the Beginning* (2006) and *American Heist* (2014), although her main interest has been focused on television. Among others, the actress has been seen regularly in the series *Dallas* (2012), *American Crime Story* (2015) *Secrets and Lies* (2016) and *Lethal Weapon* (2016).

Clearly, a far more important side was added to the character in *Fast 5*. "Mia tended to just be the pretty girl, she was far more reserved than she is now," Jordana admits. "She was always a strong woman, but she didn't say much. In the fifth movie she is equal to the challenge and is much tougher." Coolly accepting that she is a fugitive, Mia joins Toretto's gang. She takes part in chases, robberies and high-speed getaways, without ever forgetting her romantic attachment to Brian, confessing that she is expecting his child. The first baby in the *Fast & Furious* franchise!

AN EASY TARGET

Brian and Mia's son, Jack, is born in the course of *Fast & Furious 6*. As you might expect, this event marks a turning point in the personality of Dom's sister. "Mia is a mother now," Jordana explains. "She needs to protect her baby, but she also knows Dom and Brian well enough not to try and hold them back, especially when it comes to her brother bringing back the great love of his life. She is smart enough to see that they will look after one another, since they have become brothers."

As is logical, she wants to keep her family stronger and safer than ever. But, strangely, in the sixth and seventh films, Mia becomes the prime target of Dominic Toretto's enemies. First she is kidnapped and later she sees her house blown up. Aware of the danger she is in, she agrees to seek refuge in the Dominican Republic among her brother's friends. Her greatest wish is for Brian to give up the action and get back with her and little Jack, but she knows that he is committed to Dom's cause. Hence she doesn't even dare to tell him that she is pregnant again. She merely trusts that one day in the not too distant future the family will be back together again, this time forever.





THE DODGE BROTHERS

Brothers John Francis and Horace Elgin Dodge founded the firm (and the marque) that bears their surname and ran it until their deaths. Both were inseparable and had a taciturn and irascible nature that was not at odds with their great business acumen.

The Dodge brothers were very close: they lived together, worked together and died at almost the same time.

Descended from English immigrants and the sons of Daniel Rugg Dodge, one of the heirs to the marine steam engine shop launched in 1830 by Ezekiel Dodge in Detroit, the capital of the automobile industry, John and Horace set up a spare parts firm that promptly prospered. The Dodge brothers manufactured for Ford multiple parts of the popular Model T (before Henry Ford built a huge factory where he introduced a conveyor belt assembly line), and in 1914 they started manufacturing their own automobiles.

John and Horace, born in 1864 and 1868 respectively, were unusual. They were extraordinarily close (they lived together, they used to dress the same, they went out together at night and they demanded that the mail be addressed to both their names under the threat of not opening it if it did not arrive like that), and they were not very well liked among Detroit high society due to their surly and, occasionally, even violent personalities. The two brothers not only lived together, but they died at almost the same time. In January 1920 John fell ill with the flu and died, in the last throes of a pandemic that killed hundreds of thousands of people. His brother Horace, destroyed by the tragedy, died in December of that year.

The Dodge brothers left a company with 20,000 employees that was producing 1,000 cars a day and was second only to Ford in terms of sales.



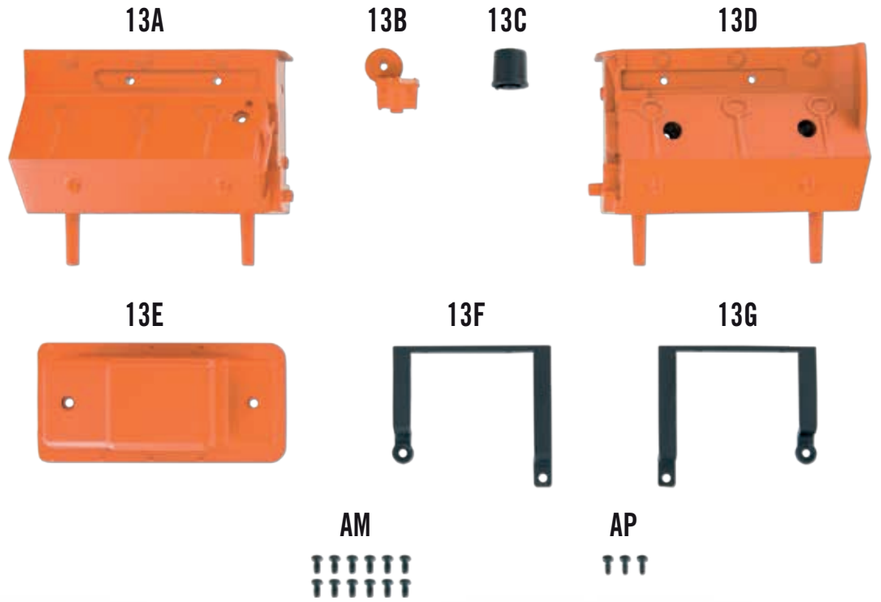
Symbol of the Dodge marque with the initials DB intertwined, standing for Dodge Brothers.



ASSEMBLING THE ENGINE BLOCK (I)

In this assembly session, you will start to build the engine block of your model car. Follow our instructions carefully, using the illustrations to help you.

PIECES FOR THIS STAGE



13A Engine block, left bank
13B Oil filter base
13C Oil filter
13D Engine block, right bank
13E Sump cover
13F Left engine mounting bracket
13G Right engine mounting bracket
AM Screw 2 × 4 mm, (x12)*
AP Screw 1,7 × 4 mm, (x3)*

* Some of the parts are spares.

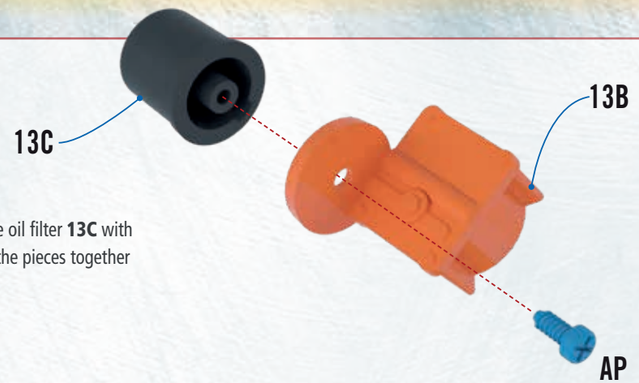
Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

ASSEMBLY AREA

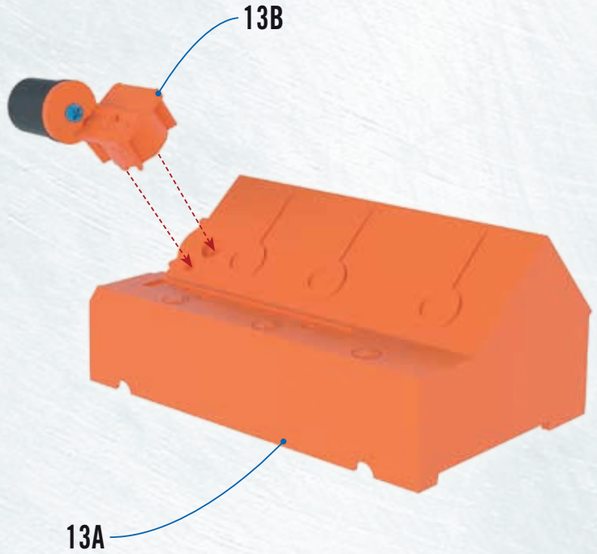


ENGINE BLOCK

Assembling the engine block (I)

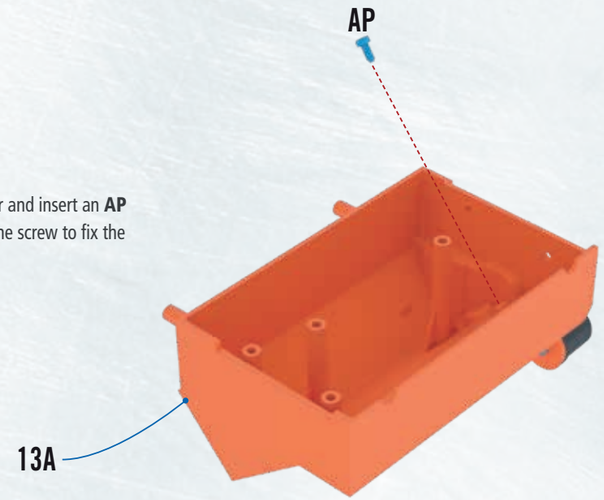


13.1 **ALIGN** the linchpin inside the oil filter **13C** with the hole in the base **13B**. Join the pieces together with an **AP** screw. ▶

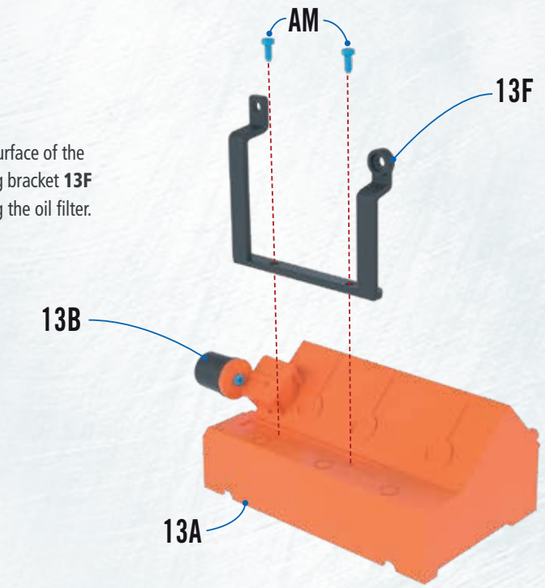


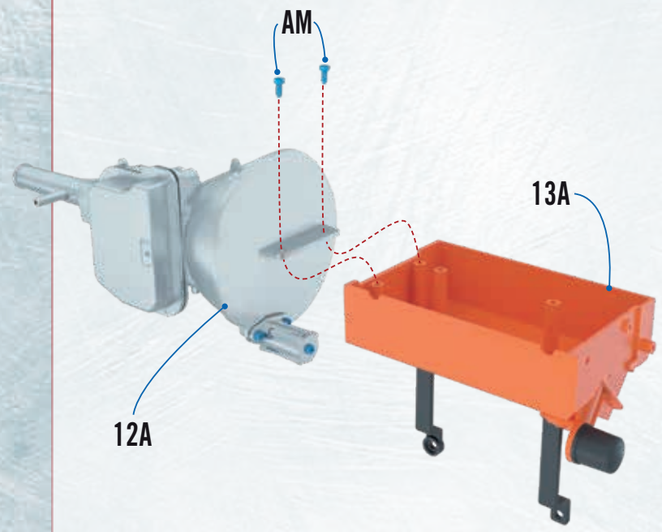
13.2 **NOW ATTACH** the piece you have just made to the left bank of the engine block **13A**. To do this, insert the poins on the oil filter base **13B** into the corresponding hole in the block. ◀

13.3 **NOW TURN** the left bank **13A** over and insert an **AP** screw through into the base; tighten the screw to fix the piece in place. ▶

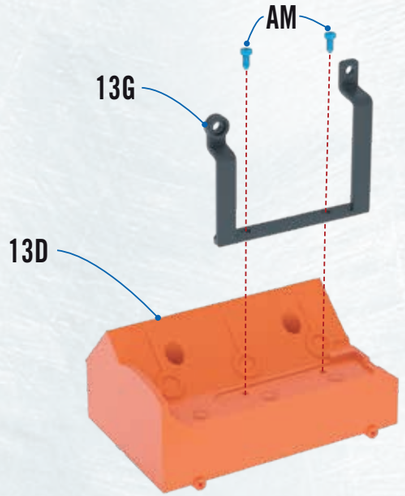


13.4 **FIND** the rectangular groove on the top surface of the left bank **13A**. Put the left engine mounting bracket **13F** into the groove, with the longest arm facing the oil filter. Join the pieces with two **AM** screws. ▶





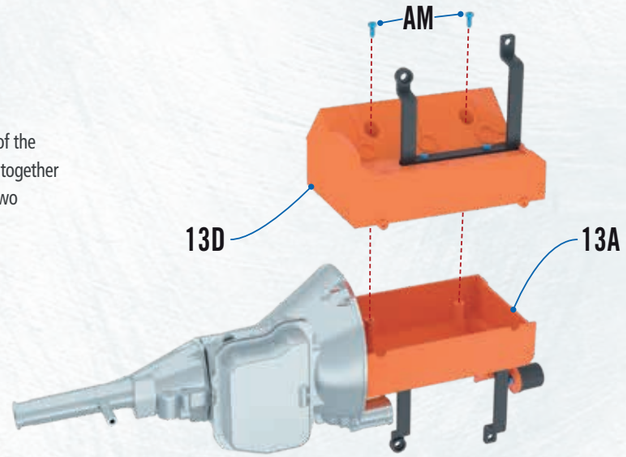
13.5 **TAKE** the gearbox you assembled in the last session and position it as shown in the illustration. Align the holes in the protruding rectangular piece on the base of the gearbox with the two screw holes on the inside wall of the left bank **13A**. Join the two elements with two **AM** screws. ◀

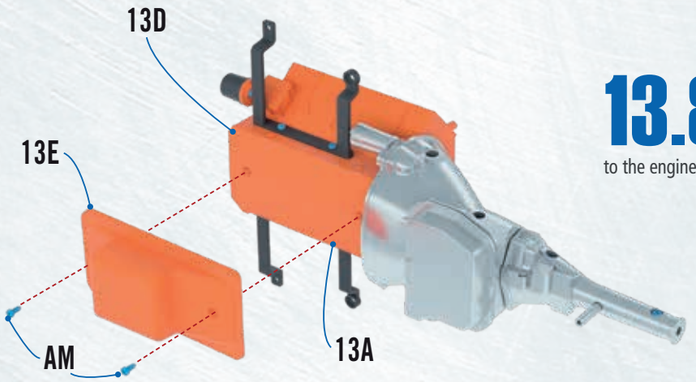


13.6 **NOW PUT** the right engine mounting bracket **13G** into the rectangular groove in the right bank **13D**. Position the pieces as shown in the illustration and join the two elements together with two **AM** screws. ▶

Assembling the engine block (I)

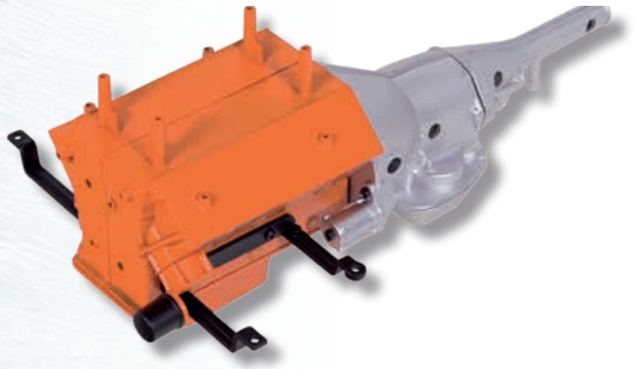
13.7 **NOW PUT** the two banks of the engine block (**13A** and **13D**) together by aligning the holes on the two halves. Fix in place with two **AM** screws. ▶





13.8 **NOW ATTACH** the sump cover **13E**, ensuring that it is facing the same way as shown in the illustration. Attach it to the engine block with two **AM** screws. ◀

STAGE 13 FINAL RESULT



This is the result of this interesting assembly session. Keep what you have built so far in a safe place until needed.

A PASSION FOR TUNING



Sometimes, tuning fans are content to repaint the bodywork or change the brakes; at other times, they go further and modify the engine to obtain maximum power. What is it that turns a standard production car into a unique model?

There are no universal rules in the world of tuning. Every owner can do what he thinks is best to turn his car into the model of his dreams. There are those who prefer to focus only on the appearance and enhance the lines of the bodywork by airbrushing it. Others choose to improve the performance, and they modify the mass-produced engine so that when the car accelerates they are thrust backwards into their seat and find themselves gasping for breath. Such a variety of tastes and preferences have led to the existence of regional styles. The same car may be "interpreted" very differently in each country. In Spain, for example, people usually resort to glass fibre kits

There is a large variety of kits on the market offering the possibility of giving any model a new look by replacing the original features with other more striking ones.

to increase the size of the bodywork (sometimes exaggeratedly so), brightly coloured paintwork and chromed wheel rims. In Germany, they tend to prefer very clean pure lines, without door handles, logos or windscreen wipers, and with the bodywork almost touching the ground. And what about Japan? There, they invest in performance and carbon fibre.

THE BODYWORK

When talking about tuning, body styling kits cannot be overlooked. After all, they have an impact on the most visible aspects of the car and allow it to stand out from the rest. Products can be found on the market for almost any model, with varied designs that you can combine to create your own unique style.

The most basic kits comprise bumpers and side skirts that can be mounted in place of the original ones after painting them. If something more striking is desired, others can be chosen with wider wheel arches and different elements that can be attached to the bodywork – sometimes with rivets. In this case, however, it is a good idea to leave the job to an expert.

The components may be made of ABS (acrylonitrile butadiene styrene), glass fibre or glass fibre reinforced plastic, fibres or even carbon fibre. When deciding to buy one material or the other, it is useful to bear in mind that if ABS breaks or cracks, it cannot be repaired, unlike glass fibre, although this is less durable. Carbon fibre is unquestionably the best choice, but it is far more expensive.

PAINTING, WRAPPING OR DIPPING?

After choosing the body styling kit, the next decision is about the colour and finish of the bodywork. There are several interesting options to choose from. Spray painting has been around forever. A newer process is vinyl wrapping, where a thin vinyl film is used to cover the car. Then there is hydrographic dipping, generally used for smaller parts. Let's take a closer look.

Painting undoubtedly offers greater freedom of choice. A customised shade can be created by mixing various colours, besides obtaining different effects using metallic or polychromatic paint. There are paints that change colour depending on the brightness of the sunshine or the temperature of the bodywork. And there is even an electric paint, called LimiLor, that reacts to an electrical charge - you can literally turn your new paint job on or off at the flick of a switch!.

Vinyl, or wrapping, consists of covering the car with a special adhesive film that can be removed whenever you want, without spoiling the paintwork, in fact it protects it again contaminants and atmospheric pollution, as well as against fading caused by sunlight. Manufacturers offer a wide range of colours, as well as the possibility of printing patterns and personalised graphics. There are also special vinyls, like those with a velvety finish, or even a mirror finish. Wrapping in vinyl has become a popular solution when creating highly decorated liveries, especially for racing cars, whose sponsors or designs change quite frequently. Moreover, in the event of an accident, wrapping is less costly and far quicker to replace than repainting the car. Lastly, hydrographic dipping is a great solution for smaller parts and components. A decorative design is printed onto a very thin polyvinyl alcohol hydrographic film, which is floated on top of a container of water. After proper preparation, the part to be coated is submerged in the water by slowly passing it through the floating film, which adheres to the object as it sinks. With practice, "dipping" can be done as a DIY project. There are hundreds of designs to choose from, and if you get it wrong, it is not that hard to remove it, and start again.

Wrapping consists of the application of adhesive film onto the bodywork. The system, which is completely reversible, makes it possible to change the colour of the car without altering the original paintwork.



Deluxe interiors

Changing the interior is important too, and this depends largely on personal taste. Racing fans prefer carbon racing seats, four-point harnesses and the inevitable roll bar. On the other hand, those seeking the greatest possible comfort choose soft leather or Alcantara upholstery and a totally lined dashboard. All over the world there are companies specialising in the customisation of interiors who can create authentic, hand-made, masterpieces.





When increasing the performance of a mass-produced model, it is a good idea to ensure that the braking system is good enough to cope with the increased power and speed.

THE KEY WORD: PERFORMANCE

Ever since horseless carriages were invented in the late 1800's, it has been human nature to want to make them go faster. Tuning can be about making cars appear faster by modifying how they look - or it can be about actually making them go faster, by modifying how they work. Let's take a look at some things we can do to squeeze more performance out of a standard car.

But first, we need to examine the brakes. Going faster is easy - but stopping in a hurry can be dangerous. If you still have old-fashioned drum brakes on your car, then swap them for four quality disk brakes. You can inspect them easier, they won't fade going downhill, and you will be safer in wet weather. The next step is to stiffen up your suspension. Get some high-performance shock absorbers, and on an old car, check all the suspension bushings. You will not be able to safely control a high-powered car if it rolls about like a rowing boat. The next step is to get rid of some unsprung weight, starting with the wheels. Get some lightweight alloy racing wheels that can weigh up to 40% less and will dissipate brake heat faster. Weight is a big issue: less weight equals greater speed because your engine is not behaving like it is dragging an old sofa down the road.

Carbon fibre is a great ally for improving performance, as it makes it possible to reduce the car's mass very significantly, and consequently to improve acceleration and maximum speed. If you can afford it, mass can be reduced by up to 50%. If a metal bonnet weighs between 18 and 25 kg, a carbon-fibre one can weigh half that. So the more steel components you can safely swap for carbon-fibre, the better.

Now you can start to take a look at the engine operation. Getting more fuel into the cylinders is easy - you just push the pedal to the metal. The perfect fuel mixture is generally considered to be a 14.1:1 mix of air:fuel. Understand that the bottleneck to your horsepower is airflow. So that standard air filter has to go! Swap it for a cold air intake filter, and move the air intake outside of the engine compartment so that cool air can be sucked into the engine for combustion. This cool air is denser with oxygen, which means there is more fuel for combustion and more power for your vehicle. Depending on how brave you are, and how old your car is, a next step might be to tinker with the ECU settings. But before you do, consider that the manufacturer set up the engine's computer to balance fuel economy with performance, and don't start crying when you discover that you are getting 10mpg from your hatchback! Also, if your car is under warranty, it might be smart to keep any adjustments to yourself.

If you are tuning an old carburettor-fed engine, then possibly you only need a small screwdriver to adjust the mixture. But today's fuel injected cars use high technology ECUs to get the most out of the power unit. There are plenty of companies selling computers and software to remap your ECU, so do your research carefully to find the right one for you and your car, and make a note of your adjustments as you go along in case you need to backtrack.

Don't even think about messing about with the engine, camshafts, pistons and valves, unless you are rebuilding an old classic car - that is not tuning, it's rebuilding, and it is not the kind of thing a typical DIY car tuning enthusiast is going to take on.



EQUIPMENT AND BRAKES

After forcing all that air into the cylinders, getting it back out efficiently is another key to performance. You can choose an exhaust based on looks or sound, but if you want it to increase performance, start at the beginning with a performance exhaust manifold. This will help the gases to escape the engine faster as well as increasing the exhaust piping diameter. While it might be tempting to have "direct" exhaust pipes poking out of the bonnet, don't do it. The law demands catalytic converters and silencers. But that doesn't mean they can't be BIG! The idea is to increase your exhaust diameter in line with the amount of exhaust your engine creates. This reduces restriction and allows for more flow. For the DIY tuner, that is about it - except for the seats! If your car deserves racing seats, do not hesitate to fit them. But if the performance does not justify them, expect to get laughed at!

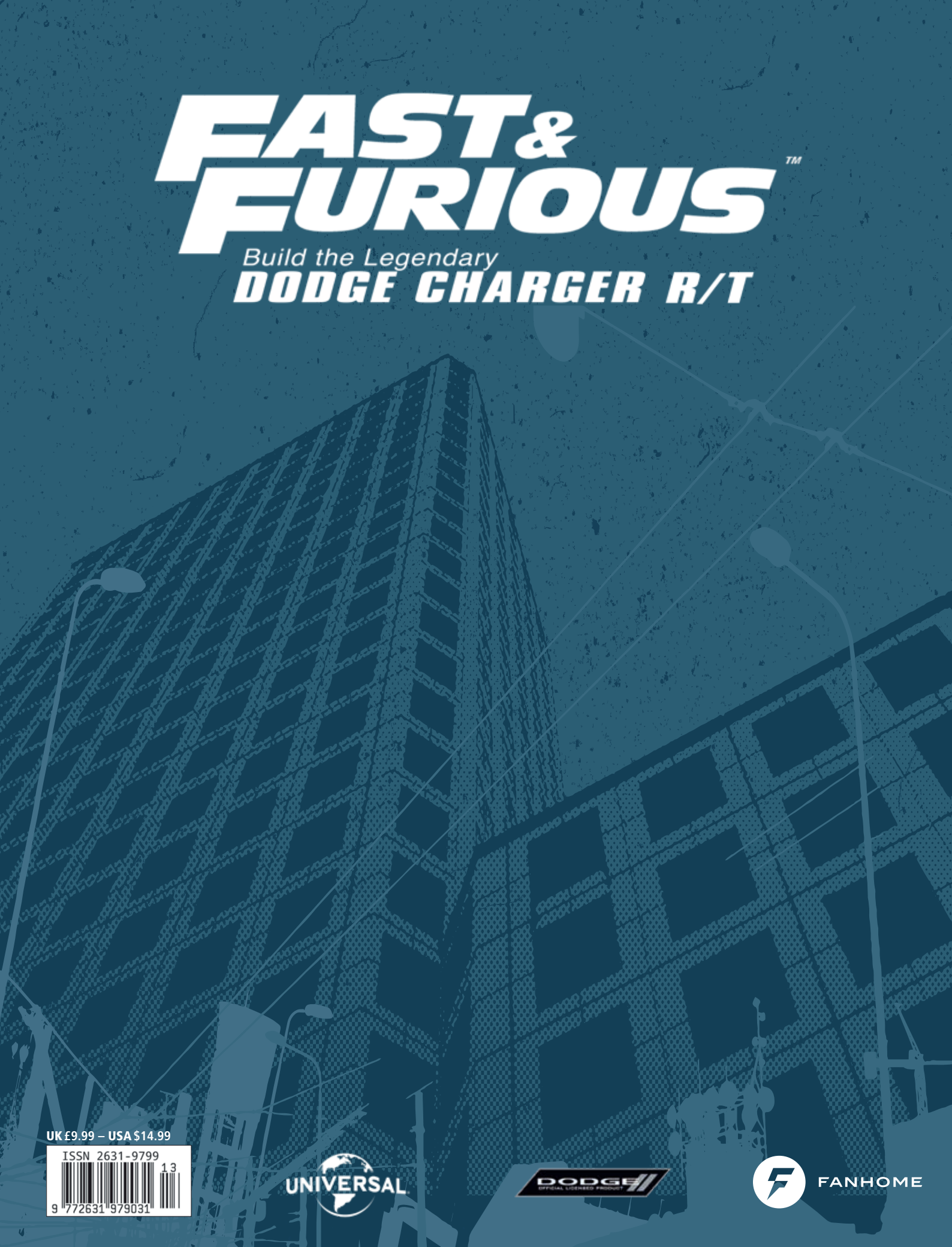
If the aim is to improve the car's performance, it is essential to work directly on the engine, the true heart of the car.

The exhaust system often has a big influence on the car's performance. If the original one is replaced with another more efficient one, the power will increase considerably.



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