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THE SECONDARY DRIVERS

In the *Fast & Furious* franchise we always see Dominic Toretto, Letty and Brian beating anyone who dares to challenge them in a street race. Today, however, we are going to turn our attention to these other drivers, who play a secondary, supporting role in the franchise, although they were also born with nitrous in their veins.

What would become of the heroes of *Fast & Furious* if they did not have rivals to defeat? Obviously, in the world of street races there is only room for the fastest. Some drivers, despite their skill at the wheel, never manage to beat drivers of the caliber of Dom Toretto or Brian O'Conner. However, that's no reason for us not to recognize their merits.

EDWIN, THE DEFIANT ONE

In the first race in *The Fast and the Furious*, Brian O'Conner is surprised to see the number of drivers who dream of pitting their skill against Toretto. Besides having a good car though, you also have to have a thick wad of cash to be able to meet the bets that are laid in these encounters. Other racers are also taking part in Brian's debut, like Danny Yamato, who we see playing video games at the wheel of his 1993 Honda Civic Coupé even when he's on the starting line; or the always defiant Edwin, who proudly boasts about his red 1994 Acura Integra DC2, decorated down the sides with striking flames.

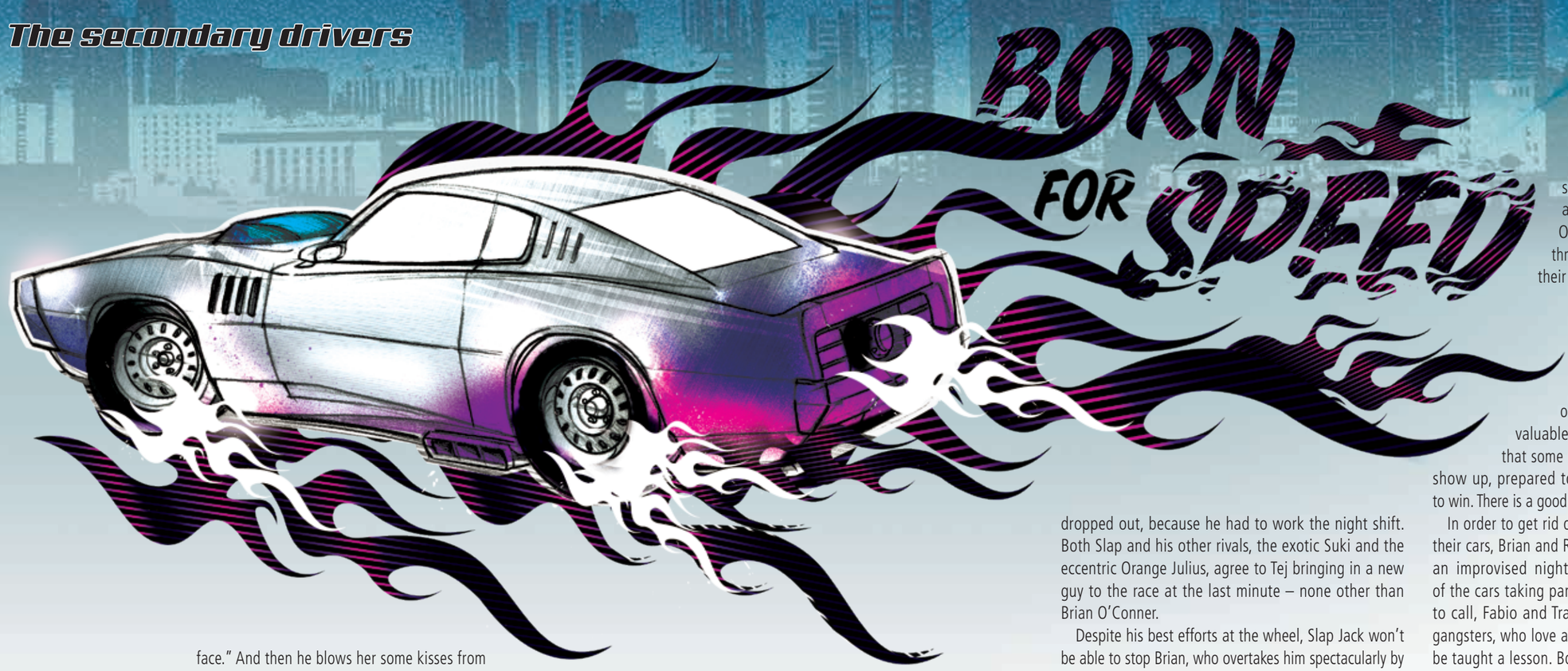
Just before the race, Edwin goes over to Brian's car and asks him if it's his. He replies rather ironically, "I'm standing next to it." Edwin does not appreciate the joke at all, so he snaps back at the newcomer, "That's funny. You know, Edwin happens to know a few things. And one of the things Edwin knows is: it's not how you stand by your car … it's how you race your car. You better learn that."

THE TEAM, MORE THAN A MATCH FOR ANY CHALLENGERS

But in the *Fast & Furious* franchise, only the very best drivers win. The skill that Dom Toretto and Brian O'Conner demonstrate behind the wheel is virtually unbeatable. They stand out as the authentic kings of street racing, but it's not just them, it's the rest of the team as well.

For example, Letty comes up against a bigheaded driver in the Race Wars, a guy with dreadlocks who from the window of his 1995 Mazda RX-7 tries to catch her attention, shouting: "Hey baby. You should watch from the side. I wouldn't want to get exhaust on that pretty

In the world of street racing, you will come across a wide variety of drivers. Whatever their origins might be, they all share the same passion for speed.



BORN FOR SPEED

face." And then he blows her some kisses from a distance. To which Letty, without even taking her sunglasses off, replies: "Put your money where your mouth is." And it will be the last nice thing he hears before being resoundingly beaten by Letty, because as soon as they make the bet, she shows him that she is bolder and more courageous at the wheel than he is.

THE BOYS FROM MIAMI

At the end of the short entitled *Turbo-Charged Prelude* that serves as a link to explain what happened between the first and second films in the franchise, Brian arrived on the sunny streets of Miami and was surprised to see two cars obviously tuned for street racing: a 1993 Toyota Supra Turbo Mk IV and a 1993 Mazda RX-7. Both of them will be his rivals in the first race we see in *2 Fast 2 Furious*.

The owner of the formidable brown Supra is Slap Jack, a young driver who has shown up at the gathering with his girlfriend, who is as worried about her boyfriend's hair as the money he would get if he wins the race. Slap Jack seems like a laid-back guy, wearing a basketball jersey, baggy pants and boots. He has an Afro hairstyle, moustache and goatee, and he wears a huge amount of imitation jewelry, whether in the form of rings or chains. He is the first to say that one of the drivers, Joaquín, has dropped out, because he had to work the night shift. Both Slap and his other rivals, the exotic Suki and the eccentric Orange Julius, agree to Tej bringing in a new guy to the race at the last minute – none other than Brian O'Conner.

Despite his best efforts at the wheel, Slap Jack won't be able to stop Brian, who overtakes him spectacularly by passing him overhead during a dramatic bridge jump that in order to reach the finish line the racers have to make. Slap will eventually run off the road and crash his car into an advertising hoarding.

CUBAN PASSION

Very different to Slap's laid-back approach is Orange Julius, a Cuban driver who adores the color orange and the chance to show off with the roar of his RX-7's engine. With his woolly hat and his orange shell suit, he shows from the first moment that he wants everyone else to do things his way. For example, it irritates him to have to race against a woman like Suki, who on top of everything drives a pink car. Nor does he like the idea of raising the bet on the race to 3,500 dollars, as Brian proposes. But when he is afraid of being shown up in front of the race crowd, Julius reluctantly agrees to all the conditions. The sacrifice won't do him much good, as he won't even be able to overtake Suki, and he is the only one of the four drivers who doesn't dare make the final jump over the bridge.

Nevertheless, despite their differences in tastes and styles of driving, all the drivers from Florida form a big family. Slap Jack and Orange Julius are both part of it. We see this when, at the end of the film, Tej Parker begins his special operation, with the help of all his buddies, to allow Brian O'Conner and Roman Pearce to throw the police off the scent and put their ingenious plan into practice.

FOUL PLAY

But there isn't always so much comradeship in street racing. In a world where large amounts of money and the ownership of very valuable cars are staked, it is no surprise that some rather unpleasant individuals also show up, prepared to resort to all kinds of foul play to win. There is a good example of this in *2 Fast 2 Furious*.

In order to get rid of the vehicle locators attached to their cars, Brian and Roman ask Tej Parker to announce an improvised night-time race in which ownership of the cars taking part is the prize. Tej knows just who to call, Fabio and Travolta, two conceited small-time gangsters, who love all kinds of dirty tricks and need to be taught a lesson. Both of them show up for the races with their respective girlfriends and two breathtaking cars: a 1969 Yenko Camaro and a 1970 Challenger R/T. "Each car does it down and back, tag-team style, for slips," says Tej.

Brian takes Roman to one side before the race starts and tells him: "Check it out. There's no way we gonna beat these guys straight up. That Hemi's putting out about 425 HP, and that Yenko will snap a speed on in about five seconds flat. So … we're gonna have to pull something out."

The unusual relay race Tej has come up with really makes Brian and Roman sweat, but they eventually achieve their goal, leaving their rivals standing, carless, in the middle of the road. It's one of the risks of being born racers.



All the drivers give their cars lots of loving care. They tune them, modify the engines, and personalise them with their favourite graphics and colours.

MICHAEL EALEY



Michael Brown is the original name of this actor who was born in Silver Spring, Maryland, in 1973. Interested in the theater, he moved to New York, where he got the opportunity to act in several plays and some TV shows. Later on, he travelled to Los Angeles, where he obtained one of the starring roles in the comedy *Barbershop* (2002). His growing popularity was also consolidated by his presence in *2 Fast 2 Furious*, playing the driver Slap Jack. Besides appearing in successful TV series, like *FlashForward*, *The Good Wife*, *Californication* and *Secrets and Lies*, Michael has not strayed too far away from the cinema, the medium he feels really passionate about, and in which he has done some very interesting work, for instance in *Takers* (2010), *Underworld: Awakening* (2012), *Last Vegas* (2013) and *Jacob's Ladder* (2019).



THE DODGE BRAND IN ASIA

The presence of the Dodge brand in most Asian markets has increased in recent years, in the Middle East especially, where the subsidiary that imports its vehicles to the countries in the region has achieved notable demand for the most powerful and luxurious versions of Dodge models, such as the Dodge Challenger and the Dodge Durango.

The superb Dodge Challenger is one of the brand's models that attracts many clients from the Gulf countries, where purchasing power is very high.



Phil Murtaugh, General Manager of the Asian Division of the Chrysler Group, presents the new Dodge Journey at the 2008 Peking Auto Show.

Some Asian markets, closed to imports of western vehicles, have traditionally been the domain of local manufacturers, always protected by tariff policies. But passion for the most emblematic brands on the international scene has made it possible for Dodge models to be present today in many countries on the Asian continent. In the Chinese market, for example, the Dodge Journey is made locally. This model is also sold in Indonesia, while in other countries like the Philippines or Azerbaijan local importers distribute the models Dodge Charger, Dodge Challenger and Dodge Durango. These three models are also on sale, along with the Dodge Neon, derived from the Fiat Tipo, in the Middle East. The high purchasing power of Persian Gulf markets (Qatar, UAE, Bahrain, Kuwait and Oman) and the spectacular R/T versions of these models have made them the ones most in demand there. The Dodge importer for the Middle East also operates in countries such as Yemen, Saudi Arabia and even Iraq. The Dodge brand is moreover present in Lebanon, Jordan and Israel, where it was established even before the state of Israel was created.



REAR SECTION OF THE CHASSIS

In this assembly session you will join the rear section of the chassis to your model. Follow our instructions carefully, using the illustrations to help you.

PIECES FOR THIS STAGE

31A



31B



KM



LM



31A Rear section of the chassis
31B Jack mount bracket (x 2)
KM Screws 1,7 × 4 mm, (x 5)*
LM Screws 2,3 × 4 mm, (x 8)*

* Some of the parts are spares.

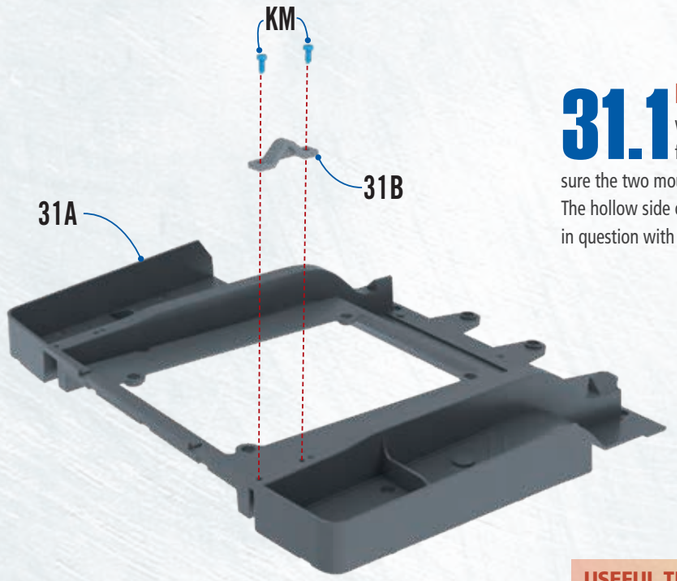
Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

ASSEMBLY AREA



REAR SECTION OF THE CHASSIS

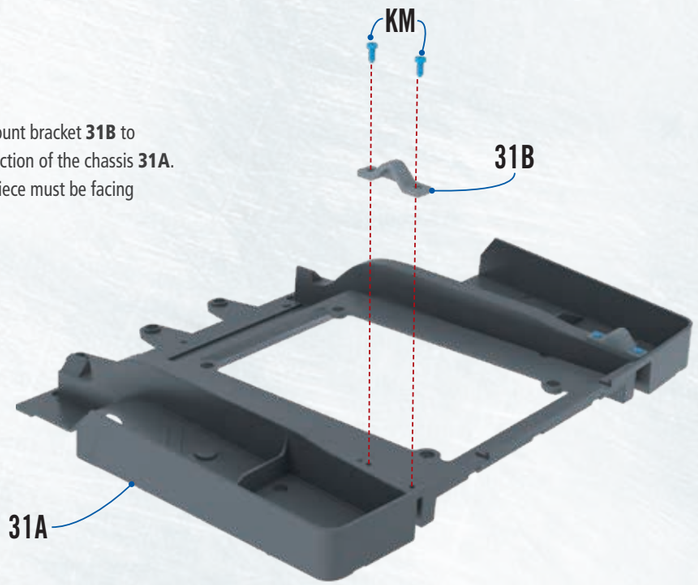
Rear section of the chassis



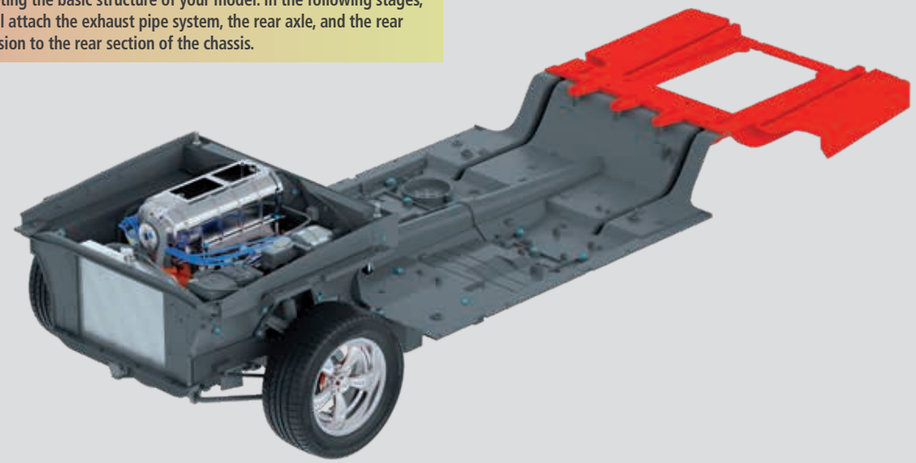
31.1 **PUT** the rear section of the chassis **31A** on your work surface, as shown in the illustration. Put the first jack mount bracket **31B** in position, making sure the two mounting holes coincide with those in the left crossbar. The hollow side of the bracket must face outward. Secure the piece in question with two **KM** screws. ◄

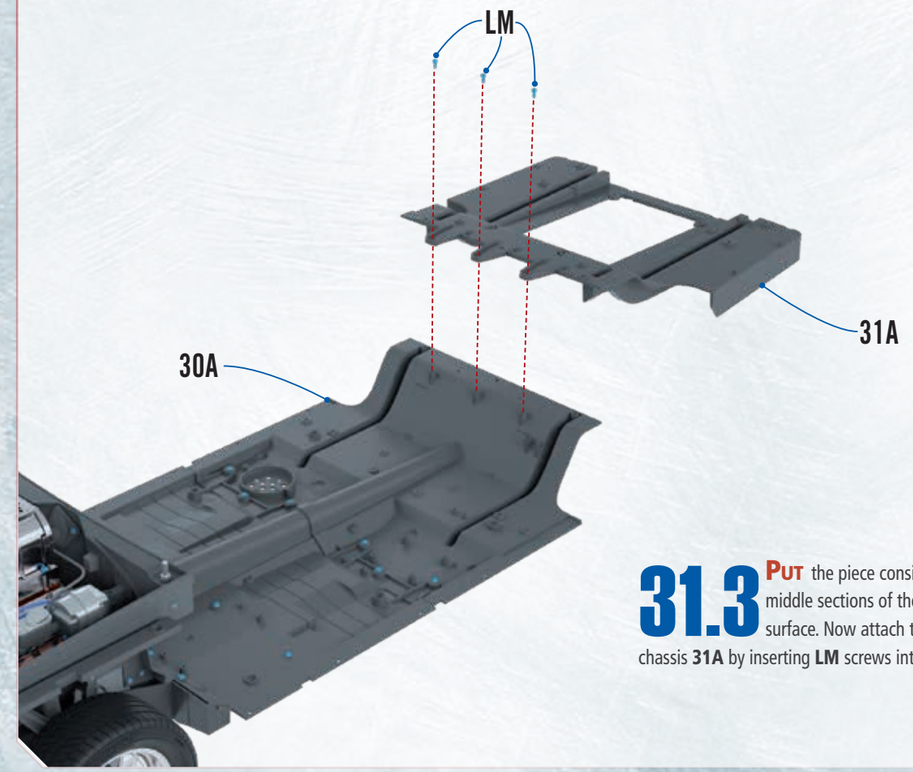
USEFUL TIP
Most of the stages include bags on which the type of screw inside is indicated. Generally, you are given more screws than are needed for assembling the pieces.It is important to store the spare screws in order, so you can find them easily when necessary. Avoid mixing screws of different types or sizes because each screw is designed to join specific parts of the model perfectly. The second letter of each screw indicates the material of the pieces for which it is intended (M for metal and P for plastic).

31.2 **ATTACH** the second jack mount bracket **31B** to the opposite side of the rear section of the chassis **31A**. Again, the hollow side of the piece must be facing outward. Secure it with two **KM** screws. ►



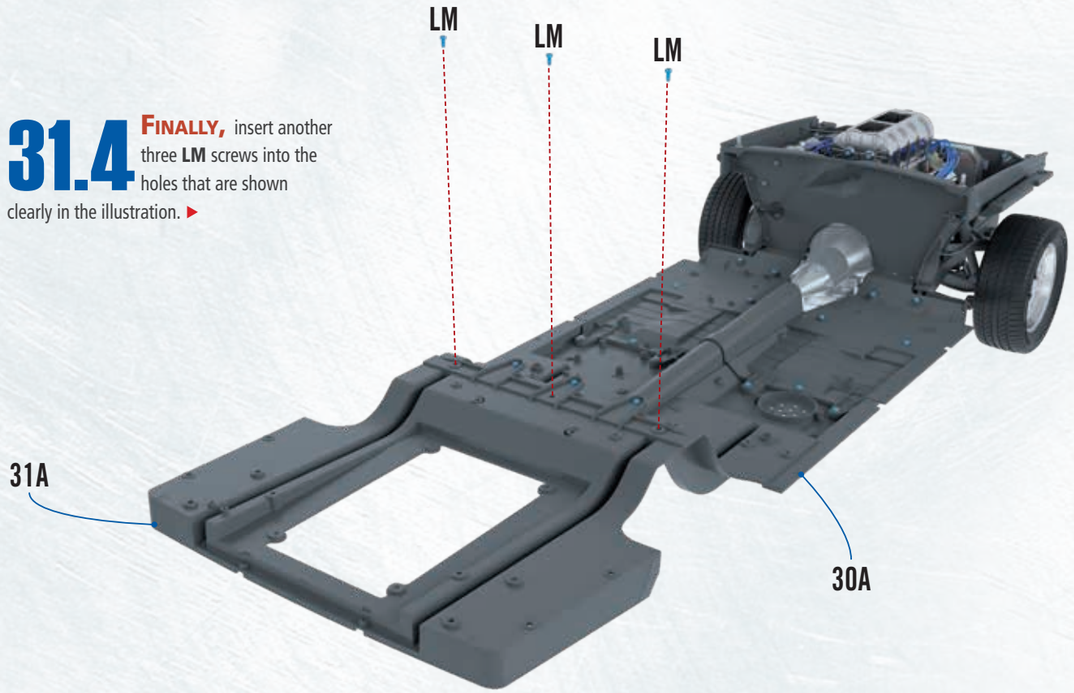
AN OVERVIEW
Your model now includes the front and middle sections of the chassis 21A and 30A, which you have already joined together. In this assembly session, you will attach the rear section of the chassis 31A to these, completing the basic structure of your model. In the following stages, you will attach the exhaust pipe system, the rear axle, and the rear suspension to the rear section of the chassis.



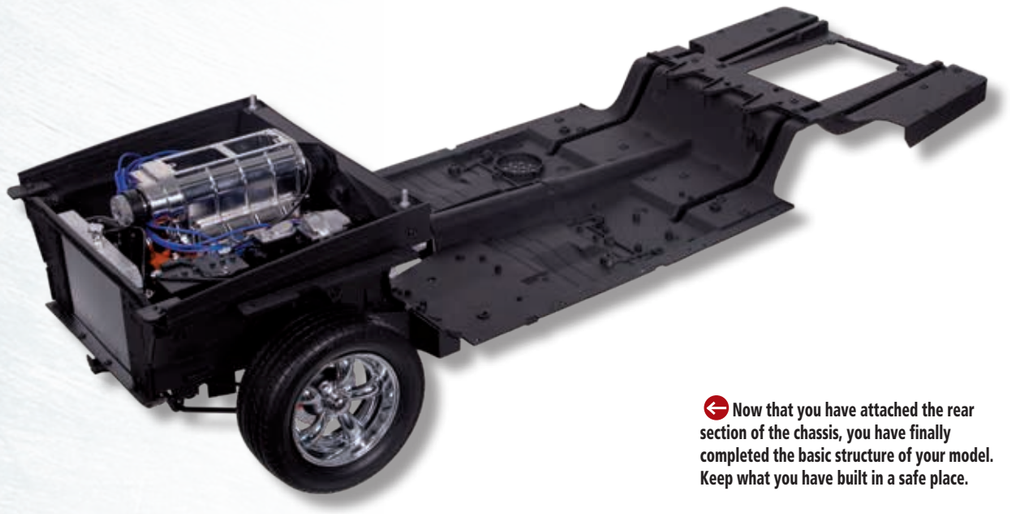


31.3 **PUT** the piece consisting of the front and middle sections of the chassis on the work surface. Now attach the rear section of the chassis **31A** by inserting **LM** screws into all three holes. ◄

31.4 **FINALLY,** insert another three **LM** screws into the holes that are shown clearly in the illustration. ▶

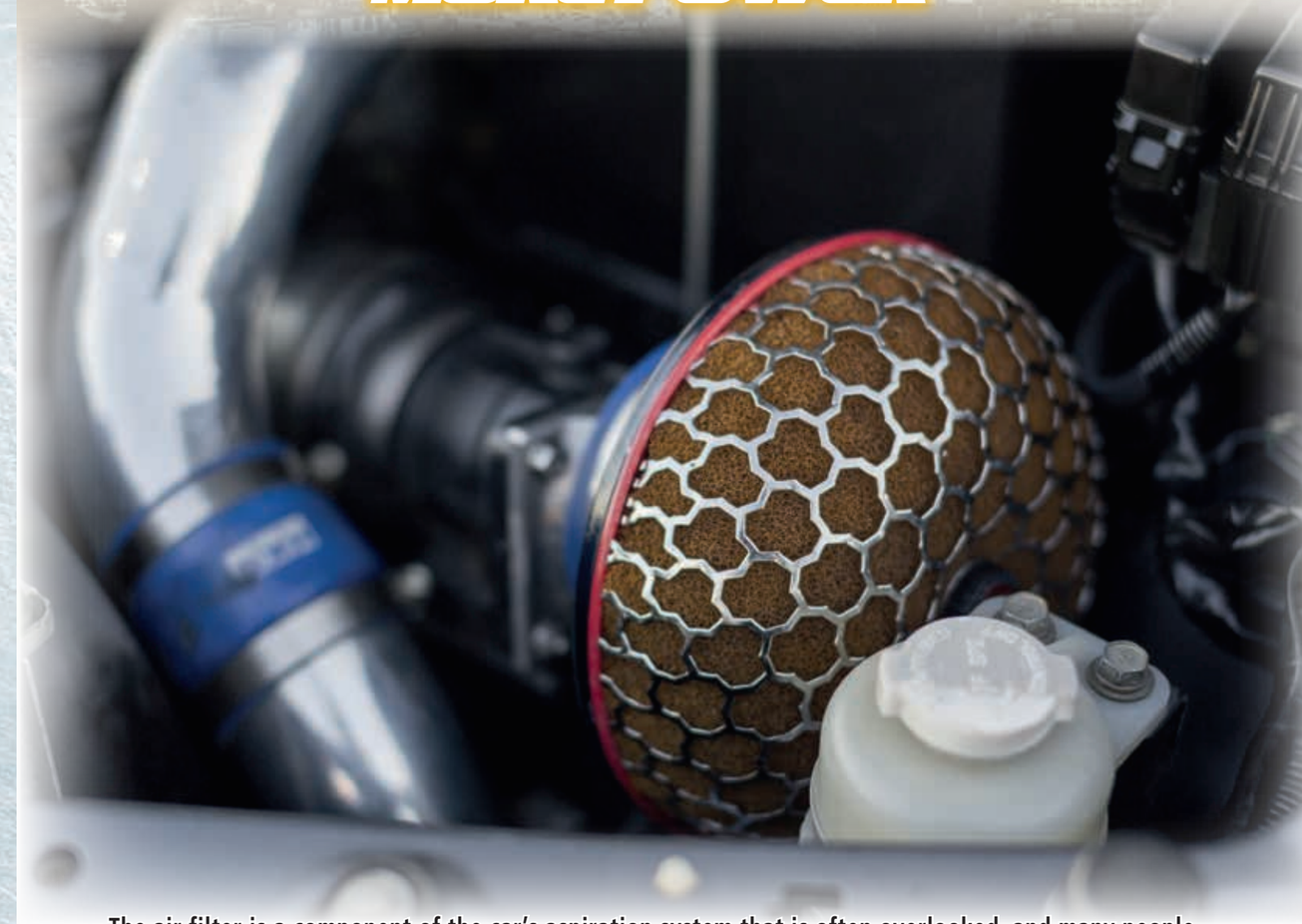


STAGE 31 FINAL RESULT



Now that you have attached the rear section of the chassis, you have finally completed the basic structure of your model. Keep what you have built in a safe place.

MORE AIR, MORE POWER



The air filter is a component of the car's aspiration system that is often overlooked, and many people underestimate its importance. In fact, it is a critical element in the car's performance. Let us take a closer look at its role.

As the name suggests, the air filter serves to filter, and therefore clean, the air which reaches the combustion chamber after passing through the intake system. If the filter were not present, we would risk allowing dirt particles and small pieces of debris into the engine. These would inevitably affect the engine components in the long term, even clogging valves and injectors. In short, they could do serious damage. And do not forget that without the filter, the air volume would be considerably greater. The uncontrolled flow could also lead to a leaner mixture, i.e. too much air compared to the volume of injected fuel. This would lead our calibrated engine control unit to try to supply more fuel to compensate. This is an exaggerated scenario, but these problems could affect people who run their car with a filter that is too old and worn, or those who do not take the necessary precautions with engines that require high-performance filters.

Panel air filters do not require any reprogramming of the control unit to modify the quantity of fuel injected. Direct intake and dynamic intake can provide better performance when combined with remapping the engine control unit.

WHERE IS THE FILTER LOCATED?

The filter is inserted inside the air-box. This is a box of variable shape and size depending on the car, and it is easily identifiable near the engine. The air-box not only houses the filter. It has the function of keeping the air volume constant, so that the engine can breathe without ever being starved of air. The shape of the filter inside depends on the car model and engine size. Filters can be rectangular, round, cylindrical and so on.

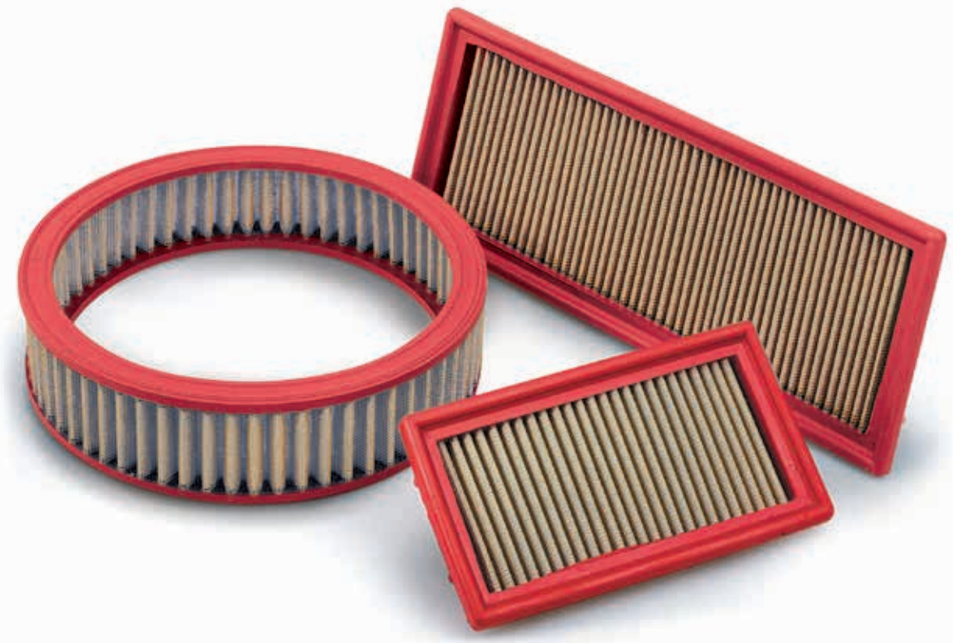
SPORTS FILTERS TO IMPROVE PERFORMANCE

With the exception of a few supercars, air filters are made up of non-reusable paper filter elements. They must be replaced regularly. They are not washable, and at each service, on average at every 10,000 to 15,000 miles, the filter is thrown away and replaced by a new one. That timescale gives us an opportunity to replace it with a sports filter. It can be advantageous for both cost and performance reasons. In fact, the installation of a sports filter can ensure an increase in the quantity of air, with the same filtered quality. This gives us the possibility of increasing fuel flow, thus obtaining an increase in overall power. At this point we have two possibilities: either we opt for a sports-rated panel filter, which maintains the same shape as the original one and is installed in its place in the air-box, or we choose to install a direct or dynamic intake kit.

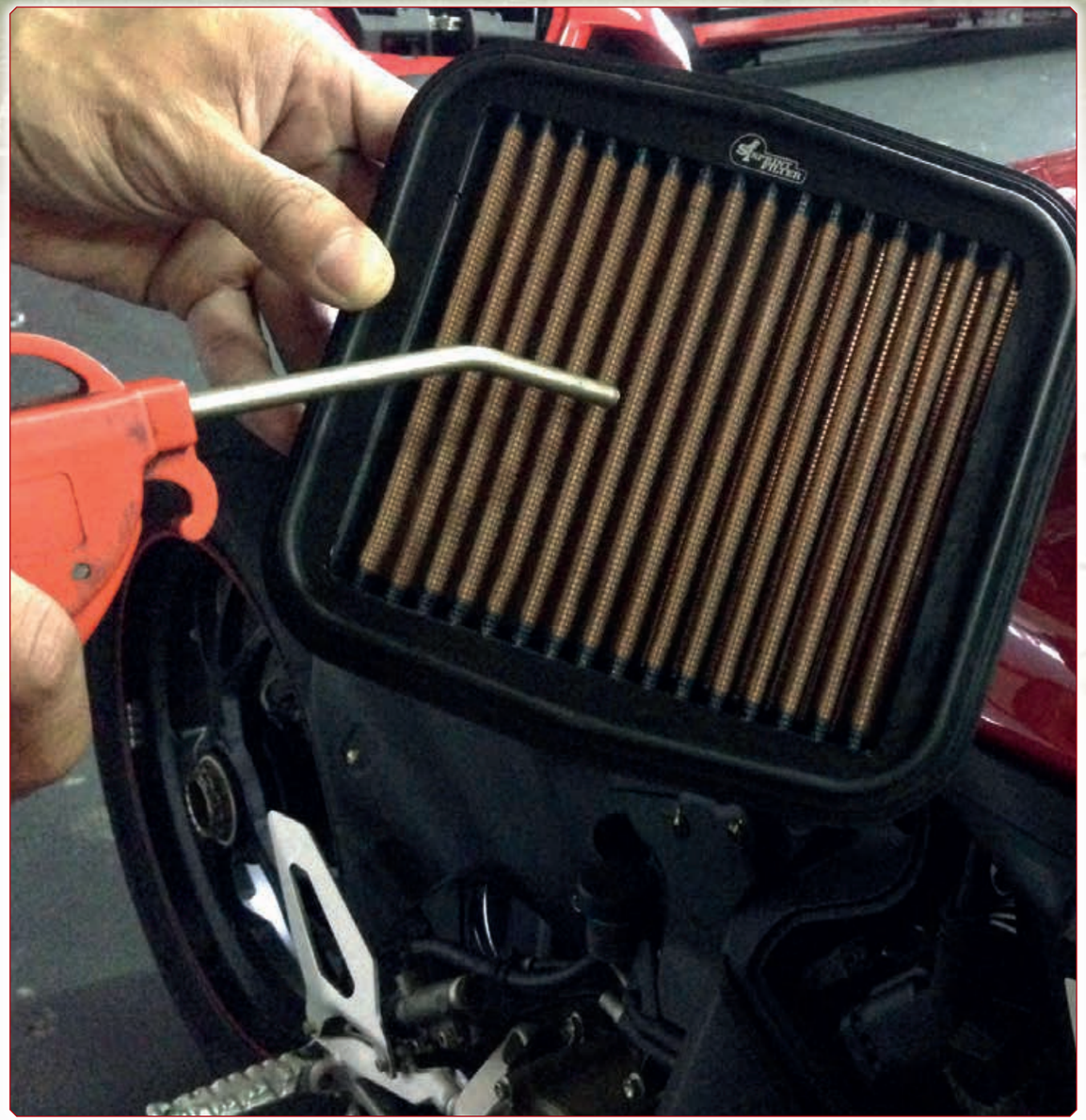
PANEL FILTERS

Most sports filters on the market consist of a cotton filter element soaked slightly with oil and held in place by a metal mesh. In the next edition we will also see the most recent polyester filters. Increased filtering power is due to a lower pressure drop compared to paper filters. This gives the engine the advantage of greater air flow. Being made of cotton, these filters can be cleaned and reused, but it is essential to carry out careful periodic maintenance to maintain the characteristics and airflow unaltered. First of all we will have to establish the maintenance intervals, which can vary significantly depending on the use we make of the car and the type of roads we travel on. If we travel on dusty roads every day, of course we will have to check the filter more often than city drivers. In general, it is best to never exceed 5,000-10,000 km before cleaning the filter.

The kit supplied by the manufacturer consists of a detergent and oil. After removing the bulk of the dirt by gently brushing the filtering surface, we spray it with the detergent and then let it rest for 10 to 15 minutes. Afterwards, we rinse the filter with plenty of cold water at low pressure and then let it dry in the open air. We must not use compressed air, or hot air to accelerate drying! The final step involves the application over the whole filtering surface of a modest amount of the special oil from the kit. Finally, we reinstall the part into the air-box. It is important to underline that this is not just a cosmetic process, but an absolutely fundamental operation for the correct functioning of the filter. Unlike paper filters, with cotton filters the filtering power is not in the cotton itself. The filtering element is the oil, which captures the suspended particles that would end up being drawn into the engine.



Panel air filters are the same size as the original paper filters and replace them in the air-box. The filter medium is made of cotton, which is more permeable and reusable. It is held in place with a metallic mesh.



DIRECT AND DYNAMIC ASPIRATION

Another alternative to panel filters is to completely remove the air-box and install a direct-intake air filter. This is usually conical or mushroom-shaped, with a cotton or sponge filter element. From a technical point of view, this kind of filter ensures a much higher air flow compared to a sports panel filter. But they must be positioned carefully, to avoid pulling in hot air that is less

Maintenance of the air filter is an important operation for the protection, care and efficiency of the engine. An intact and clean filter will always ensure the correct amount of clean air is drawn into the air-box.

How much do they improve performance?

There are many opinions on this, but everyone agrees that installing a sports filter alone cannot make a major difference. It is just one piece of the puzzle that contributes to overall performance. In general, a sports panel filter gives you just over 1 hp and 5 Nm of torque at low/mid-range speeds. On the other hand, a direct aspiration filter brings increases of up to 3 hp at high revs. But it can also cause you to lose something at low rpm, as the intake air column needs longer to pick up speed. This is because at high speeds both the velocity, and above all the volume of the intake air (which will already be moving at this stage) are important. Finally, a "dynamic" filter, if optimally positioned, could help to gain up to 5 hp. As far as fuel consumption is concerned, all three options could help simply because we have improved the aspiration.

dense and less oxygen-rich. This would negatively affect the performance of the engine. The installation must be done thoughtfully, or we will get no benefit from this modification. We need to take into account the temperature of the air that will be sucked in, and the shape and length of the connecting sleeve.

The first piece of advice is to avoid fitting the filter close to the throttle body. Always use a sleeve to distance it appropriately and to provide a stable column of air, free of turbulence. Ten to fifteen centimetres away should be enough. As for the intake air temperature, we will undoubtedly have to position the filter away from the engine and install an anti-heat screen to isolate it. There are kits on the market that include these screens. Without this protection the car will actually lose horsepower as the engine compartment temperature heats the intake air.

As for the sleeve, the original one that connects the throttle body to the filter box is almost always used, although sometimes it is necessary to lengthen it or modify its path to better position the filter. Remember that the routing of the sleeve must be as straight as possible, because each deviation of the duct involves a decrease in the air speed and an increase in temperature and turbulence. We must also be careful not to increase the length too much, because a duct that is too long could nullify all the benefits of the sports filter. In principle we have to try, as far as possible, to maintain the length of the original sleeve. Finally, it may also be necessary to build a screen to protect the filter from water. Remember that we have removed the air filter box, and water being thrown up from below the engine could get into the air intake.

On the market, in addition to the more traditional models, we can also find solutions that use an inverted or double-cone filter. These significantly increase the filtering surface and therefore the quantity of air introduced into the intake manifold. The special shape of the filter ensures air intake both centrally and laterally. This allows an adequate flow of air even if the filter is not installed in a particularly advantageous position in the engine compartment. Finally, "dynamic" filters consist of an air-box (often in carbon-fibre) which completely replaces the original and which is designed to increase engine performance thanks to a sportier airbox and a high permeability internal filter.

The dynamic aspiration kits consist of a new air-box that replaces the original. On the market we can find universal products and special versions for specific cars.

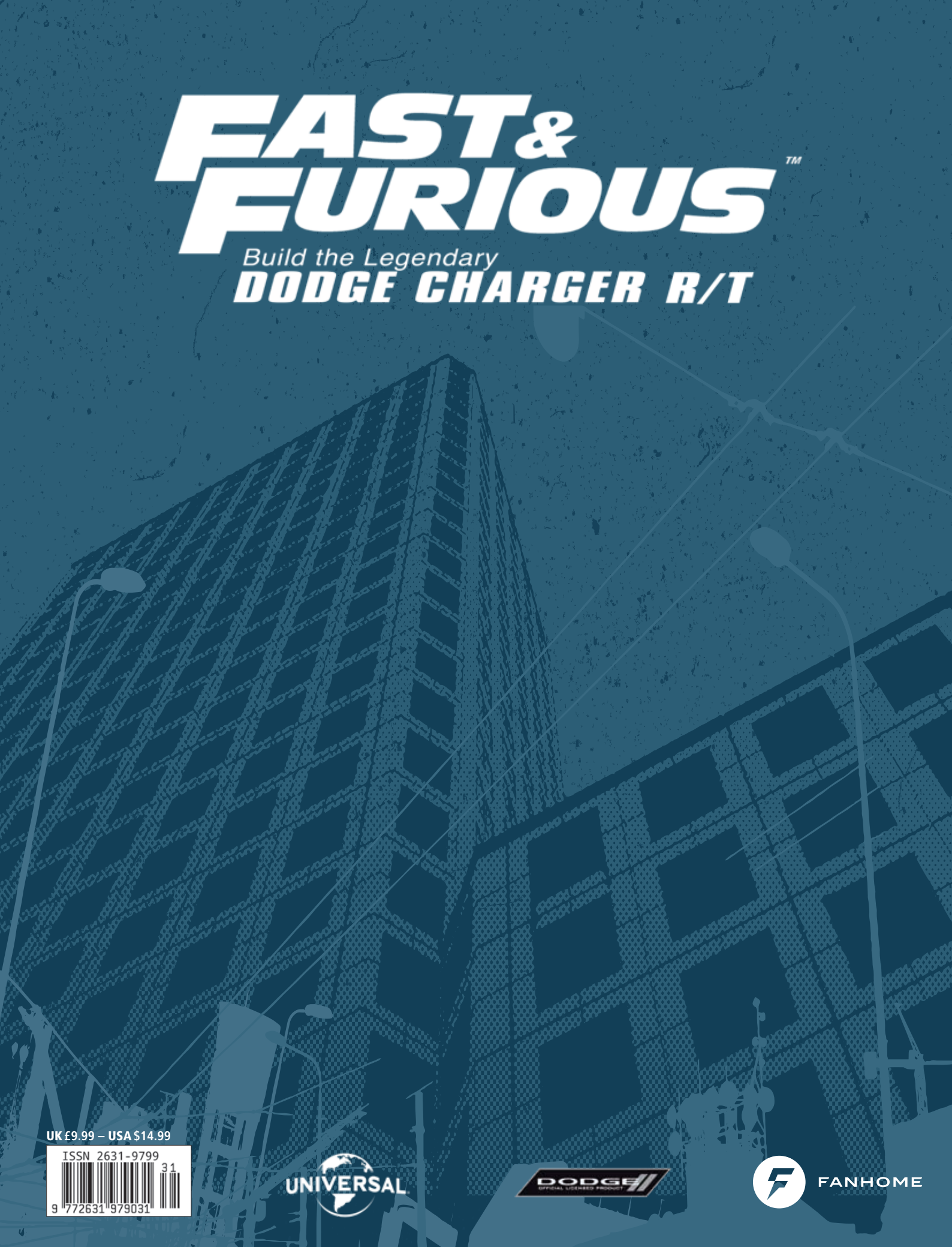




Direct aspiration conical filters can be installed on any type of car by eliminating the original filter box. Care must be taken to place them away from hot air sources.

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