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DODGE CHARGER R/T



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DODGE CHARGER R/T



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SEAN BOSWELL, REBEL WITH A CAUSE

Sean Boswell, the main character in *The Fast and the Furious: Tokyo Drift*, never fit in. Young, impulsive and rebellious, he felt a strange mixture of harmony and contentment when he won his first race. After that, he never wanted to stop racing, even though he had to learn the most complex driving techniques to be able to do it.

After the *Fast & Furious* franchise had made stars out of the male leads Vin Diesel and Paul Walker, the producers decided to give the leading role in the third movie to a new actor. The director, Justin Lin, was seeking to capture the authenticity and the complexity of the modern teenager's life and to create a realistic world of young misfits who live on the edges of society.

"This series is also noted for launching fresh faces," says producer Neal H. Moritz. "I had seen Lucas Black in other movies and I thought he was an incredible actor, who was also a perfect fit for the movie we wanted to make."

Black, who was then 23, had just made two intense dramas and for him it was a real relief to be able to switch to a world of adventure and intrigue. "It wasn't at all difficult to decide," the actor recalls. "We're talking about the *Fast & Furious* franchise, and that means action and cars."

OUT OF PLACE

In *The Fast and the Furious: Tokyo Drift*, Lucas Black plays Sean Boswell, a young guy who has not yet turned 18 and who has problems fitting in everywhere he goes. He himself tries to come up with an explanation for it at one point in the film: "My parents split up when I was three. Me and mom moved around a lot, mostly because of me. Well, it was all because of me. I kind of made myself an outsider, you know, without even thinking about it. But I realise now, outsider or insider, it doesn't really matter. All that matters is knowing what you really want and going after it."

Having recently moved to a new city, Sean gets into trouble when he challenges the typical high-school tough guy to a race. Both of them end up in the police station. Despite his youth, Sean has already got several incidents on his file. To avoid him ending up in a reformatory, his mother decides

Actor Lucas Black finds himself with an opportunity to become the hero of *The Fast and the Furious: Tokyo Drift* by bringing to life the character of daring driver Sean Boswell.

to send him to stay for a while with his father, a reclusive military man stationed in the city of Tokyo.

"The idea of an outsider arriving in a world that is new to him is a classic trope for a good plot," producer Neal H. Moritz points out. "We have Sean arriving in Tokyo and he feels like a fish out of water in that clandestine world."

FASCINATED BY RACES

The clandestine world the producer is referring to is that of street races. The action and speed of these high-powered competitions seem a natural extension of the vibrant city of Tokyo. Sean discovers them through a smart schoolmate called Twinkie. And, of course, he is immediately dying to take part. Especially, when he has his first major bust-up with the young guy who seems to be the local leader, DK. It always happens the same way with Sean – the cocky guys pick fights with him. But he knows how to take them down a peg or two: in a race.

Han, another young guy who is part of the scene, lends Sean a car so he can race DK. Before starting, Twinkie tries to warn the newcomer: racing in Tokyo is not like it is in the USA. There they use the drifting technique to skid and slide around the bends without hardly slowing down at all. As Sean has no idea of how to do it, not only does he lose to DK but he also destroys Han's car.

But his problems just keep piling up. On one hand, his father forbids him to race again. "I don't want to see or hear about you anywhere near a car," he tells him, threatening to send him back to the USA. On the other hand, he begins to feel an attraction for a classmate, Neela, who turns out to be DK's girlfriend, no less. What could be worse?

A PUPIL AND TWO TEACHERS

To be able to repay Han for the damage done to his car, Sean agrees to work for him. He only lays down one small condition: Han has to teach him the art of drifting. Han is amused by the new guy's impulsiveness and agrees to make him his pupil. Over the next few days, he shows him some little-known places in Tokyo, shares with him his personal philosophy of life and lends him a powerful red EVO so that he can learn the secrets of drifting, practicing without a break in a quiet part of the city's port.

In real life, Lucas Black also had to learn to drift to be able to play the part of Sean. He was taught by a true champion, Rhys Millen, one of the most successful American drivers in this style of racing. Black thought that burning rubber on the bends was the most thrilling experience. "The first time they took us to the track and showed us how to drift … it was awesome. I was hooked. Personally I prefer driving to being a passenger. And even though it's Rhys driving, it's quite scary when you're going at that incredible speed."

In *The Fast and the Furious: Tokyo Drift*, Han becomes Sean's mentor. He takes him to the mountains where drifting was born and thanks to him Sean masters the difficult technique, patiently repeating maneuvers over and over again. However, due to these constant practice sessions the boy's father loses his patience and throws him out of the house. Sean has no option but to turn to Han again and ask him to find him a place to stay.

As the excellent driver that he is, Sean Boswell knows enough about car mechanics to allow him to get maximum power out of an engine.



LUCAS BLACK

Unlike in his student days, when he was hoping to be a marine biologist while playing all kinds of sports, such as basketball, football, even golf, Lucas Black is now an established actor who lives happily with his wife and three children. Born on November 29, 1982, in Decatur, Alabama, he made his debut in the movies when he was just 11 years old, making a brief appearance next to Kevin Costner in *The War* (1994). Not long after that he appeared in *Sling Blade* (1996) and *Ghosts of Mississippi* (1996). After working as a Calvin Klein model, Black's film career got another boost when he was given juicier parts in *Crazy in Alabama* (1999), *Cold Mountain* (2003), *Friday Night Lights* (2004) and *Jarhead* (2005). However, his popularity truly soared when he played the part of Sean Boswell in *The Fast and the Furious: Tokyo Drift*. Since then he has continued working in films and TV, playing for example the part of Christopher LaSalle in the TV series *NCIS* and *NCIS: New Orleans*.

WHEN CONFLICT BREAKS OUT

Once Sean has mastered the drifting technique, Han begins to organise races for him. This time, far from looking like a fool, Sean manages to beat his rivals easily. This is useful for Han, who keeps the defeated drivers' cars.

Despite these first victories, Sean's life in Tokyo doesn't get any better. No matter how he tries to do things right, he has the feeling that he ends up harming those around him: his father, his friend Twinkie … He only finds solace when he is with Neela, who gladly opens up her heart to him and shares intimacies about her past.

That furtive relationship and some of Han's shady business will inevitably lead to tragedy. Just as his drifting mentor is killed in an accident during a chase, Sean realises that DK is after his blood. To sort things out once and for all they seek to settle their differences in a race in the mountains. At night, on a winding road and watched by his friends and enemies, Sean Boswell has the chance to show that his intense practice sessions have been useful, and he becomes the new drift king.

THE FAMILY RIDES TOGETHER

There is a surprise in store in the last scene of *The Fast and the Furious: Tokyo Drift*. When Sean Boswell is celebrating his new status with Neela and their friends, Twinkie warns him that someone wants to race him. Sean says no to the idea without even knowing who it is. When Twinkie reveals to him that this guy was a good friend of Han's, Sean accepts the challenge. And so we find out that the man who is waiting for him is none other than Dominic Toretto.

This sequence would be resumed later in *Furious 7*, when Han's funeral is officially held. The chance to return to the franchise, although just for a few minutes, was something Lucas Black will not forget. Besides, he was amazed by the ingenious way in which the screenwriters had managed to weave the plots of the two films together so excitingly. Black remembers: "I thought it was a brilliant idea. This shows how deep and continuous the bond is. The code that Dom lives by has been instilled in this family they have created. Dom is basically Han's older brother, and although we don't know it in *The Fast and the Furious: Tokyo Drift*, Han protects Sean and shows him the same fundamental values. This is what audiences like; damn, that's what I love. This family will ride or die together."

As soon as he arrives in Tokyo, Sean understands that he has no choice but to learn how to drift a car if he wants to get back into racing.





DODGE CHARGER DAYTONA R/T 2006

To celebrate the return of the Dodge Charger to the Daytona Speedweeks (a series of race meetings held on the circuit that hosts the famous 24 Hours race), the brand decided to launch a limited series of the Dodge Charger R/T, named the Daytona and available in two striking colours: orange and yellow.

The colour of the bodywork, whether orange or yellow, was combined with a series of black stickers with references to the HEMI® engine and the Daytona racetrack.

Twenty-seven years after the last appearance of a Dodge Charger at the Daytona Speedway, the legendary motor racing circuit in this city in Florida, the brand returned to this venue in 2005 in order to compete in the Nascar. To celebrate it, it presented a limited series of the Dodge Charger R/T, a high-performance sedan with special decoration and a more powerful engine.

The company presented the Dodge Charger R/T Daytona in a striking "Go Man Go" orange and a no less striking "Top Banana" yellow. Both colours were inspired by those of the range in the early 1970s. What's more, this limited series could be recognised by the black colour present in a honeycomb pattern on its radiator grille, the small spoiler below the front bumper and its shiny 18-inch wheel rims, as well as its Daytona y HEMI® stickers, in reference to the engine, and its twin exhaust pipes.

The engineers got an extra 10 HP out of the 5.7-litre V8 in the conventional Dodge Charger R/T. Specific intake and exhaust systems enabled the engine, connected to a five-speed automatic transmission, to reach 350 HP. This limited series also had a more rigid suspension and steering with sportier gearing.



With sportier steering and suspension than those of the original cars, this special series also had a more powerful engine.



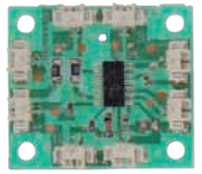
THE ELECTRONIC CONTROL UNIT

In this assembly session you will attach the electronic control unit to your model car. The unit controls the lights and sound effects.

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

46A



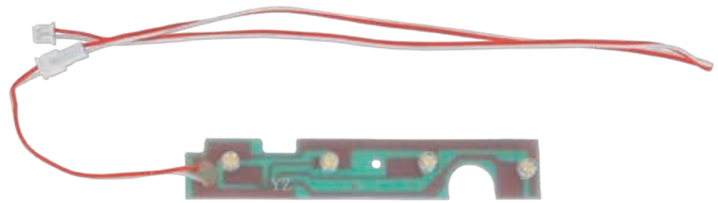
46B



46C



46D



DM



46A Electronic control unit
46B Wiring and switch for sound effects of horn and engine
46C Wiring and switch for the lights
46D Dashboard lights with wiring
DM Screws 1,7 × 3 × 5 mm, (x 5)*

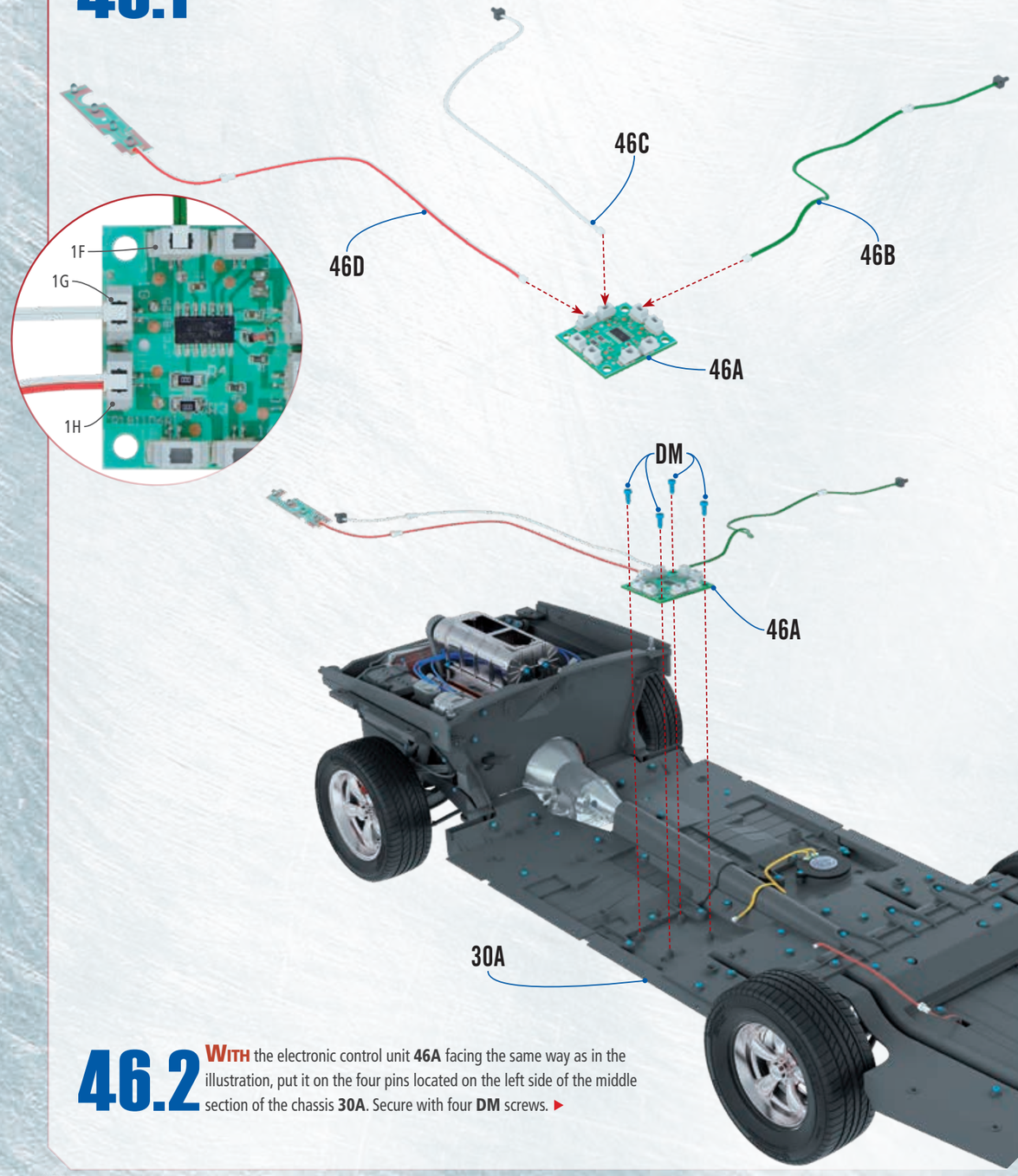
* Some of the parts are spares.

ASSEMBLY AREA



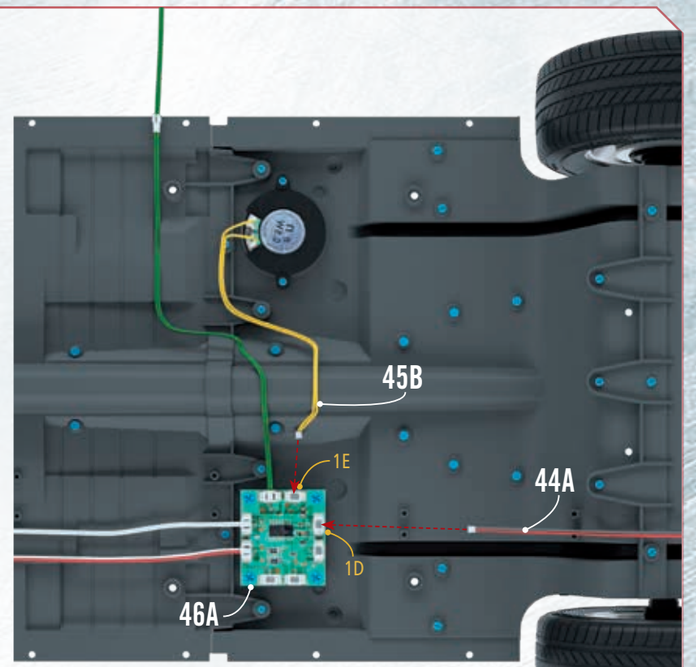
ELECTRONIC CONTROL UNIT

46.1 **INSERT** the connector on the wiring for the sound effects **46B** into socket **1F** of the electronic control unit **46A**; then the connector on the wiring for the lights **46C** into socket **1G**; and finally, the wiring of the dashboard lights **46D** into socket **1H**. ▼

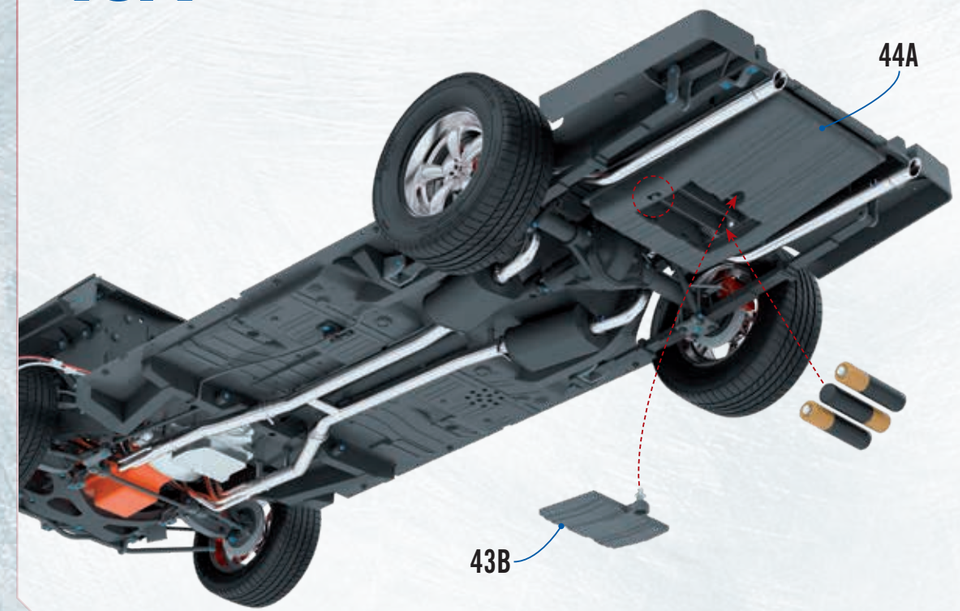


46.2 **WITH** the electronic control unit **46A** facing the same way as in the illustration, put it on the four pins located on the left side of the middle section of the chassis **30A**. Secure with four **DM** screws. ▶

46.3 **INSERT** the connector on the wire of the speaker **45B** into socket **1E** in the control unit. Then, connect the wire of the battery holder to socket **1D**. ▶

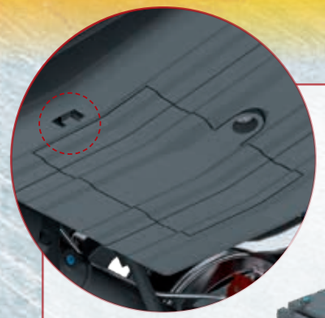


46.4 **TEST** the sound. Insert three AAA* batteries into the battery holder and switch on. ▼

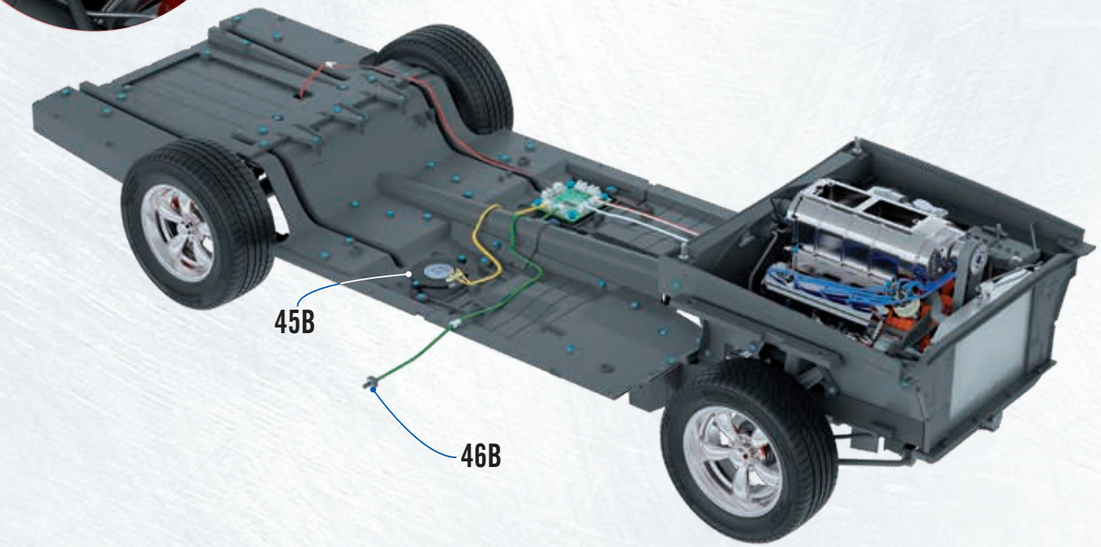


* Batteries not included

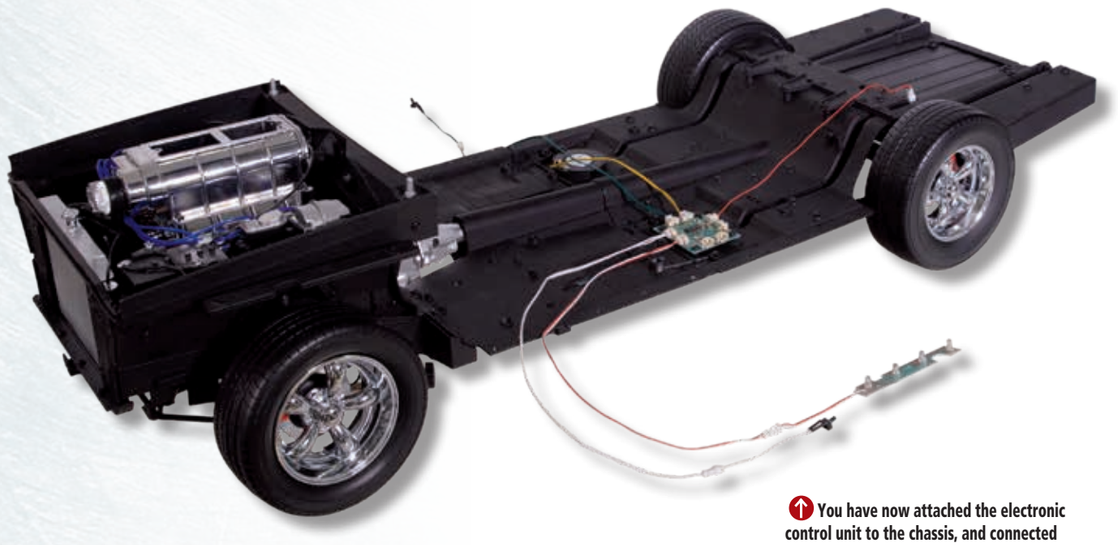
The electronic control unit



46.5 **Press** the switch on the wiring for the sound effects **46B** once. The speaker **45B** should reproduce the sound of the horn. Press switch **46B** again, and you should hear the sound of the engine. To stop the sound, press the switch again. Use the switch on the battery holder **44A** to turn the system off. ▼



STAGE 46 FINAL RESULT



You have now attached the electronic control unit to the chassis, and connected the first set of wires.

POWER UNDER CONTROL



We worked on the engine and gained a lot of horsepower. But how do we rein it in? This is where the braking system comes in. It is a fundamental part of any tuning program. So let's look at how brakes work and how to improve their efficiency.

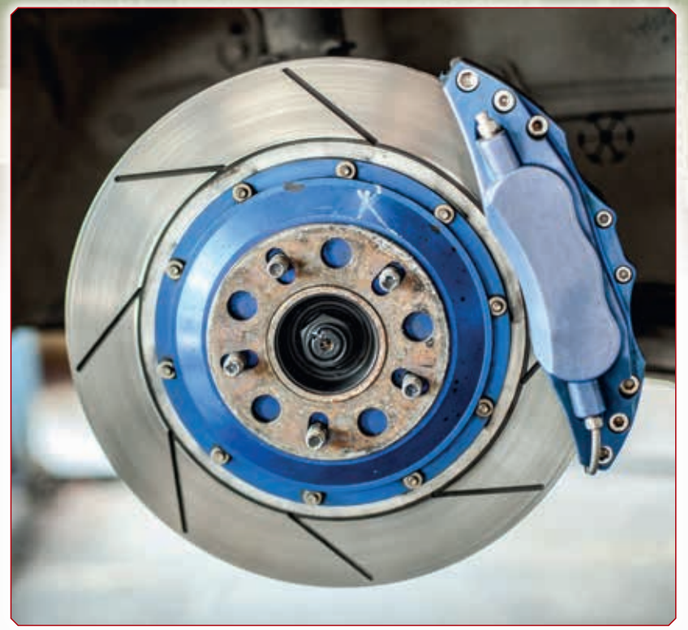
The braking system is undoubtedly one of the most critical components of a car. It must have the muscle to rein in the horsepower released by the engine. And it requires careful maintenance and regular checks if we are to avoid nasty surprises.

HOW THE BRAKES WORK

The purpose of the brakes is to moderate the car's speed or bring it to a complete standstill when necessary. Traditionally, two types of brakes have been used: drums and discs.

Drum brakes have been used for decades. They are straightforward in their operation, and they are cheap to

If we are increasing the power of our car, we must also improve the braking system. More horsepower requires more effective braking to maintain or improve the stopping distance.



Slotted discs are characterised by the presence of grooves on the surface of the disc, which allow you to see when it is time to replace the disc. In addition, the increased mechanical strength makes them perfect for those who often use their car on the race track.

manufacture and install. This type of brakes consists of a rotating drum on the wheel's axle. Two "shoes" exert pressure on its cylindrical surface from the inside. The shoes create friction that slows or stops the rotation of the drum. These days, they are primarily used on the rear wheels of smaller, lighter cars. This is not because they are ineffective, but because they can reach very high temperatures, which can deform them, making them less safe. In modern cars, drum brakes have now been almost entirely replaced by disc brakes. With this system, the car's deceleration is caused by friction between a rotating disk and brake pads - one on each side of the disc - that are housed inside a hydraulically-operated calliper.

When we press the brake pedal, we activate a pump that transfers pressure to the callipers through a fluid contained in a hydraulic circuit. This pressure forces the pads against the discs in a "pinching" motion, creating very high friction. Obviously, over time the enormous pressure and friction causes wear of both the pads and the disc. So when you start to hear suspicious noises when braking, you should check both the discs and the pads. The front pads tend to wear faster, while the rear pads usually last longer.

THE IMPORTANCE OF BRAKE FLUID

As we have seen, the brake callipers are operated by a hydraulic system filled with a special fluid. This liquid is composed of non-compressible substances that will not corrode the system and will not boil at normal operating temperatures. Brake fluids are distinguished by special abbreviations, all preceded by the wording "DOT", which indicates the product's quality. Warning: you must always use the fluid prescribed by the vehicle manufacturer (or the brake system if you have replaced it with an after-market product) to avoid any type of malfunction.

SMOOTH, GROOVED OR PERFORATED?

Most standard vehicles have discs with a smooth surface, which are perfectly suitable for a family vehicle's level of performance. But for enthusiasts, who alternate everyday road use with more sporty driving, we will undoubtedly have to consider the possibility of replacing the standard discs with perforated or slotted components. The replacement of the brake discs is the first and simplest step in upgrading the braking system to obtain faster, more effective braking under all conditions. But what are the differences? We can assume that compared to a standard disc, both ensure greater grip, better gas dispersion and more effective behaviour in the wet. In addition, these discs have a unique and distinctive look from an aesthetic perspective compared to the classic smooth versions. The perforated disc is immediately recognisable by the holes which have been drilled across its entire surface.

On the other hand, the slotted disc differs from smooth discs by the presence of "slots" or surface grooves. The perforated disc has a more aggressive and sporty appearance than the slotted disc. But the aesthetics are simply a matter of preference. As far as heat dissipation is concerned, both the drilled and the grooved discs are specifically designed to ensure higher heat dissipation than standard discs. However, drilled discs have a greater capacity for heat dissipation during braking than grooved discs. Slotted discs also allow us to quickly evaluate the amount of wear. By examining the slots, you can tell by the reduction in depth that the disc must be replaced because it has exceeded the minimum values. It no longer offers the original level of performance and is possibly even illegal. In terms of performance, they are undoubtedly superior to a standard disc. From the very beginning of braking, both types ensure greater grip and a faster and more effective response from the braking system. Thanks to the uneven surface created by the holes or grooves, both discs "clean" the pads during braking and avoid clogging the friction surfaces with brake dust and dirt. Both displace water film when driving in the rain and ensure the dissipation of gases that can cause a fading effect during extreme braking. Both perforated and slotted discs are excellent solutions for those who want a sportier drive without compromising comfort and the durability of discs and pads. The differences between the two are mainly of an aesthetic and practical nature. The slotted disc is generally recommended for those who prefer a more "extreme" disc. If you want to take your car on the race track, it can have higher mechanical resistance than the perforated version. Slotted discs, therefore, could be more suitable for those who drive competitively, since the grooves, in addition to offering greater resistance to cracking, also provide a way of recognising when the time has come to replace the disc. On the other hand, those who do not plan to subject their brake discs to such extreme conditions might prefer the perforated disc because this variant has the advantage of greater cooling capacity. As far as heat dissipation is concerned, both the drilled and the grooved discs are specifically designed to ensure higher heat dissipation than standard discs. However, the drilled holes have a greater capacity for heat dissipation during braking than the grooves of the slotted discs. Perforated discs might be a better choice for those of you who are more





Perforated discs provide more effective heat dissipation and an attractive aesthetic look. Of course, they offer superior performance compared to a standard disc.

Oversized kits, consisting of discs with a larger diameter than standard, and callipers with a greater number of pistons (which can reach up to 18), are a valuable aid to substantially increasing the car's braking effectiveness.

attentive to the aesthetic aspects since they tend to have a more "sporty" image. All types of brake discs, and especially those with machining on the braking surface, as is the case of perforated and slotted discs, go through extensive testing on the bench and on the road to meet the performance and thermo-mechanical requirements of the braking system under a wide variety of conditions. They not only test for wear but also for the potential for the formation of cracks and fissures.

ROAD AND TRACK VERSIONS

After choosing suitable brake discs, it makes no sense to operate them with sub-standard brake pads. Disc and pads work together, so a performance disc needs performance pads. Using poor quality pads would negatively affect the effectiveness of the discs, regardless of whether they are drilled or slotted.

There are different compounds on the market. The first and most important choice to be made is between organic materials - like natural rubber, carbon, Kevlar and resins in the layer that is in contact with the disc - and sintered materials. Sintering is a process that combines different metals to form a single block. Organic pads are designed to "stick" to the disc as much as possible, providing maximum braking power at low temperatures. As a result, they are very prone to wear when used with slotted or perforated discs. Conversely, sintered disc pads work best with discs with an uneven surface. They need high temperatures to reach maximum braking power because they need to heat up and expand to better adhere to the disc surface.

Manufacturers have created specific product lines for both road and track use. So it is quite easy for end-users to find the right product for their needs.



Each manufacturer makes car-specific kits that ensure a perfect fit and top performance. In short, there are no "universal" discs.

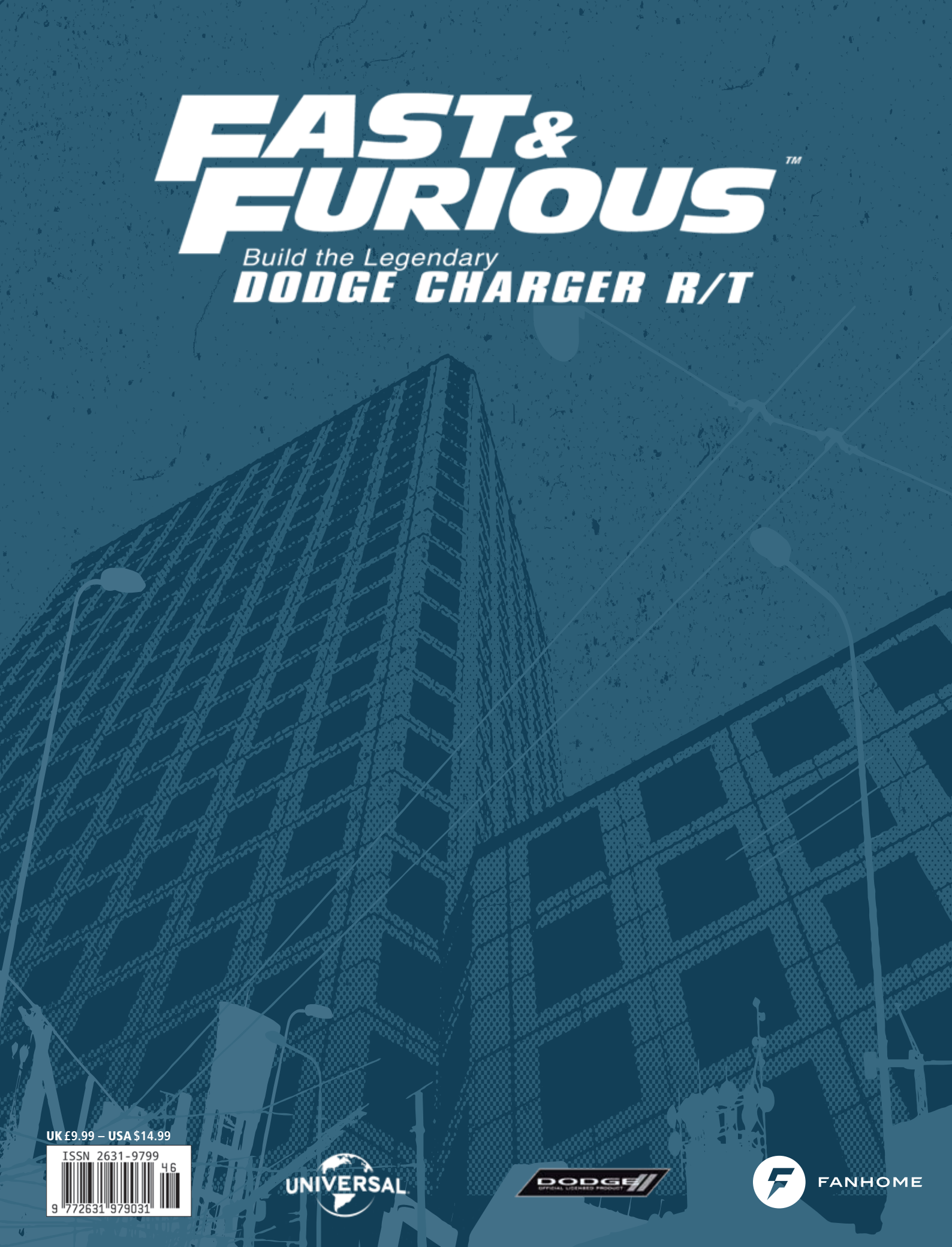
Carbon-Ceramic Discs

Since 2000, carbon-ceramic has also been used in the production of braking systems for sports cars. Carbon ceramic offers substantial benefits in terms of performance in both wet and dry conditions. They also have weight, comfort, corrosion resistance, durability and high-tech appeal. In terms of performance, they can guarantee a friction coefficient 25% higher than a standard disc, with a weight reduction of up to 50%. In addition, they are immune to fading, i.e. they do not lose braking power at high temperatures, and with their lower weight, they allow a significant reduction in unsprung mass. The disadvantage? They are very expensive.



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