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DODGE CHARGER R/T



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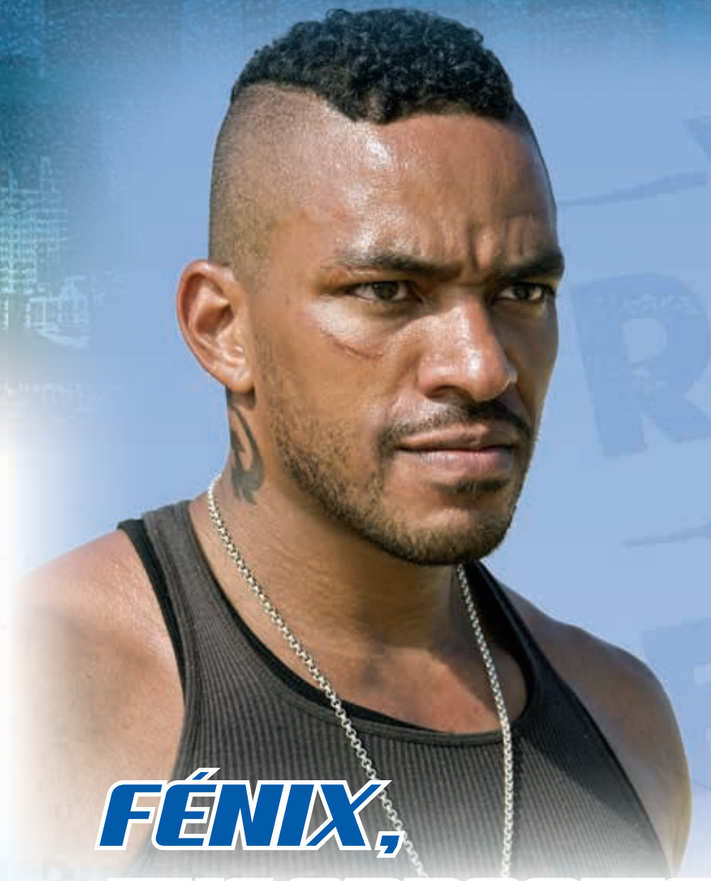
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FÉNIX, THE OPPOSITE OF TORETTO

In *Fast & Furious*, the producers of the franchise decided to show something new: a character who was something like the dark side of Dominic Toretto. With this in mind the powerful figure of Fenix Calderón emerged.

There are a lot of tough guys in Arturo Braga's organisation. Then there is Fenix Calderón, a man who takes toughness to another level. Not very talkative to begin with, anybody would say that he is not the kind of guy who likes being noticed. However, when Ramón Campos' right-hand man goes into action, you get the feeling that a force of nature has been unleashed.

AFRAID OF NOTHING

In order to get into Arturo Braga's organisation, Brian O'Conner and Dominic Toretto show up for a race announced by Ramón Campos to see how good the drivers are. When the rules of the race are announced, or rather, the lack of them, Toretto raises some objections. This is when we see Fenix Calderón for the first time. "Look, real driver," he says to Dom with a menacing air, "nobody's forcing you to race." Almost without thinking, and somewhat ironically, Dominic asks him if he is the boss, to which Fenix replies: "Do I look like a boss?"

The actor Laz Alonso plays the role. The director of the film Justin Lin says of him, "Laz is awesome. We wanted to create something like the opposite of Dominic Toretto and we guessed that finding the ideal actor for this would be really difficult. But I recall that when we were doing the casting, Laz Alonso came in and did not feel intimidated in the slightest by the presence of Vin Diesel. We had all the lights on and a big stage. I'm sure he was sweating, of course. But he didn't show any fear and I liked that. I love working with actors like that, because I know that they'll try to do things and won't be afraid of anything."

Actor Laz Alonso had to go through a real physical transformation to be able to portray the character of Fenix Calderón.

INTENSE PREPARATION

Fenix is a key member of Braga's organisation. He's a huge man, with a beard, a crest of hair that divides his shaved head and tattoos all over his body. He has massive scars running across his face and gold caps on his teeth. He wears clothes that help show off his muscles and a fang pendant hangs on his chest. His appearance is truly imposing.

LAZ ALONSO

Born on March 25th, 1974 in Washington DC, Laz was not always sure that he would work as an actor in the future. In fact, he studied marketing at the Howard University Business School and worked as an investor for Merrill Lynch. It was then that he also got into amateur dramatics and discovered his true vocation. The winner of an Emmy for his part in Budweiser's well-known "Wassup" advertising campaign, he began to appear in movies and on TV from the beginning of 2000. After many small parts, in 2009 he managed to establish himself by appearing first in *Fast & Furious* and then in *Avatar*. Despite brilliant roles in *Straw Dogs* (2011), *Battle of the Year: The Dream Team* (2013) and *Detroit* (2017), he has focused most of his efforts on the small screen, where he has shone in such popular series as *Deception: The Mysteries of Laura, L.A.'s Finest*, and *The Boys*.

"I agreed to transform myself physically to get to be completely different," the actor explains. "And much of the merit was the make-up department's. They had the job of darkening my eyes so that they would look more sunken on screen, as if I was always short of sleep. They also helped me to accentuate some scars. Then I worked on my body in the gymnasium."

Justin Lin says that Laz Alonso is a meticulous actor who likes getting right inside his character. Like other cast members, he took it upon himself to get fit to in order look musclebound when they began filming."

THE RIVAL'S WEAK POINT

With the director's help, Laz Alonso and the make-up team designed Fenix's many and varied tattoos, some of which would help to give him a certain depth of character. "To some extent we focused on the boxer Mike Tyson," says the actor. "If you notice, some of his tattoos actually have political implications. Likewise, I wanted the tattoos I was wearing to imply that, although my character hadn't had an expensive education, he did have his own instinctive self-taught intelligence."

When preparing for his character, Laz found a book that was a great help: *The 48 Laws of Power*, by Robert Greene, a book about self-control and the way to influence others. "I tried to use it in some decisions that my character makes. For example, one rule says that you should look for a chink in your enemy's armor to attack him there and destroy him. For a long time, I couldn't find any fissures in Dom Toretto until I discovered that his real weakness is Letty Ortiz, his memories of her."



Actress Meagan Good accompanies Laz Alonso at the NAACP award-giving ceremony.



WHEN THE MASKS FALL

In the film, the tension between Dom and Fenix is palpable right from the moment they meet each other. But the rivalry grows by the minute until the moment when the new drivers finish the first run for Braga and it becomes obvious that things are going to get really bad for them.

"Me and John Ortiz are playing roles in order not to reveal who we really are," Laz says. "We pretend that we are just workers like them and that we just happen to know the boss. We are playing this game of cat and mouse up to this point, which is when the truth is revealed. Everybody takes their mask off and shows who they really are."

Right from the start, Dom has been driven by the desire to know what really happened to Letty. When he least expects it, Fenix tells him about what happened and his actual involvement in the incidents. But this confession doesn't cause Toretto to lose his cool, because, just like when he is behind the wheel, he is able to maintain his composure until the right time comes to act.

NO FIGHT AT THE END

When it is discovered that Campos is actually Braga, his henchman helps him to escape in the Ford Torino. Both of them take refuge in Mexico, where their headquarters is. There, Fenix enjoys his leisure time, doing some of his favourite things, like, for example, going to see cockfights.

When Fenix finds out that Brian and Dom have crossed the border to trap Braga, he tries to intercept them in his car. We mustn't forget that he is an extraordinary driver. He demonstrates this every time he speeds into the intricate tunnels that allow him to go from Mexico to the USA without detection.

Fenix is a headstrong man, but at the wheel of his Torino he always manages to stay in control to avoid brusque manoeuvers that could send him crashing into the narrow walls of the corridor. After an intense chase through the tunnels, he manages to overturn Brian's car. Just as he is getting ready to finish him off, Dom appears providentially and brings Fenix's criminal career to an end.

"In the original script there was a big fight at the end between Fenix and Dom," Justin Lin reveals, "but I wasn't totally convinced. We continued with the idea, and in the end we said, 'We can't do the fight.' And it occurred to us to end it as you see it on screen, which I'm happy about."



1914 DODGE MODEL 30

The 1914 Dodge Model 30 was the car with which Dodge Brothers launched themselves as car manufacturers. Designed by Horace Dodge, one of the two brothers who founded the company, it had a four-cylinder engine that output 35 HP. The excellent sales figures for this model enabled the firm to consolidate itself as a manufacturer.

A Dodge Model 30 with touring bodywork, with four doors, two rows of seats and a canvas top.

A new brand attempting to venture into the automobile business in the troubled years leading up to World War I needed to offer innovative vehicles at reasonable prices, and this was what Dodge Brothers did when they decided to change from being a spare part manufacturer for brands like Ford to producing their own cars. The brand had the know-how from years of activity as a supplier, but for its first model it used new technologies that were unprecedented in those years, which largely explains its success. At a time when cars were still being built with steel panels on a wooden chassis, the Model 30 was made completely of steel. Moreover, while its engine was not revolutionary (a 3.4 litre straight four), the three-speed gearbox really was a great novelty. Additionally, the car used a 12-volt electrical system, something else that was unusual in those days. Sales in 1914, no less than 45,000 units, catapulted the brand into third place in the American market in its first year. The car was sold with different types of bodywork: long, short, open (with a canvas top) or closed.



A photo from the period of a Dodge Model 30 with limousine bodywork; that is, closed and with four doors and three side windows.



ASSEMBLING THE FIRE EXTINGUISHER

In this assembly session you will assemble the fire extinguisher and attach it to the floor pan. Follow our instructions very carefully, using the illustrations to help you.

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

50A



50B



50C



50D



50E



AP



50A Fire extinguisher stand
50B Fire extinguisher (front)
50C Fire extinguisher (back)
50D Pressure gauge
50E Brackets (x 2)
AP Screws 1.7 × 4 mm, (x 10)*

* Some of the parts are spares.

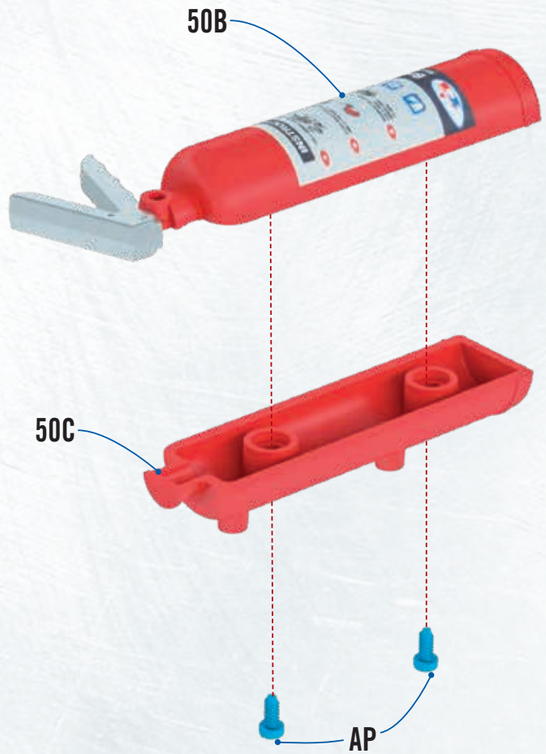
ASSEMBLY AREA



FIRE EXTINGUISHER

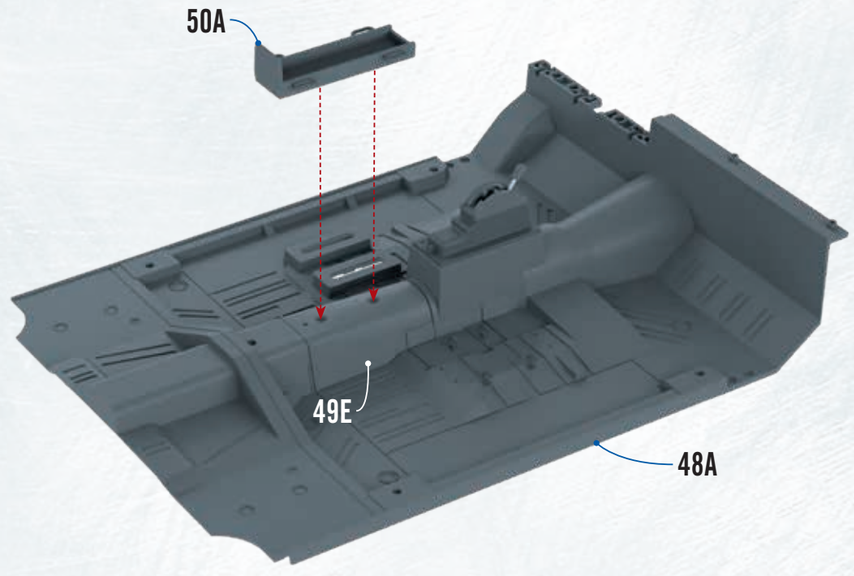
Assembling the fire extinguisher

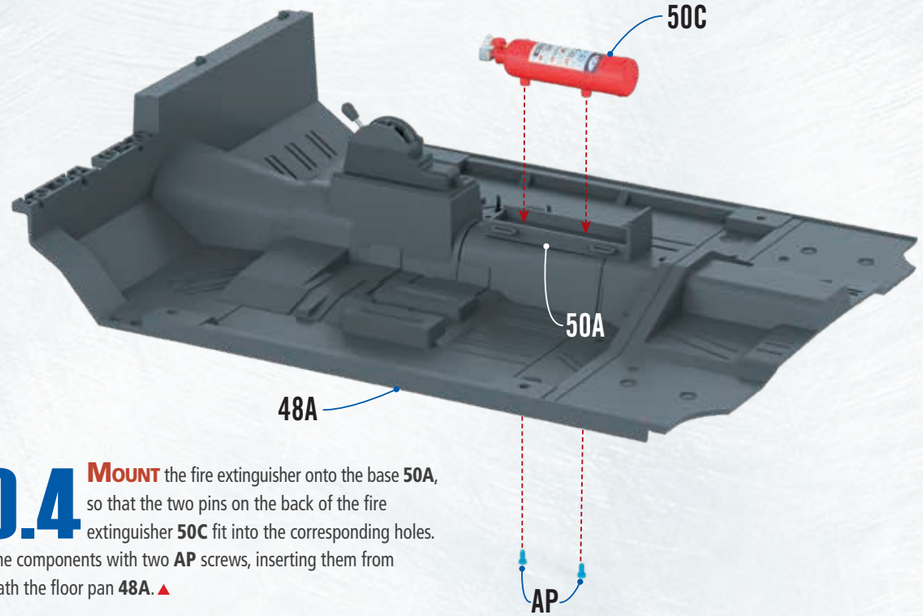
50.1 **JOIN** the front and back of the fire extinguisher **50B** and **50C**. Secure them with two **AP** screws. ▶



50.2 **PRESS** the pressure gauge **50D** into the hole in the front of the fire extinguisher **50B**. ◀

50.3 **GET** the floor pan **48A** you were working on at the end of the last assembly session. Attach the fire extinguisher stand **50A** to the middle section of the transmission tunnel **49E**, ensuring it faces the same way as in the illustration. ▼

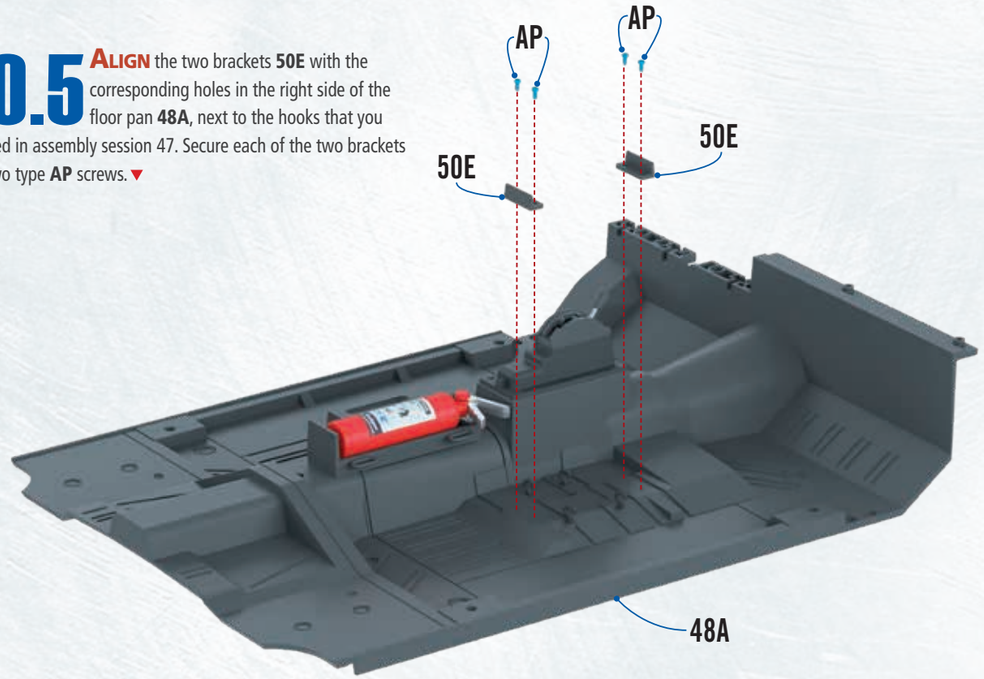




50.4 **MOUNT** the fire extinguisher onto the base **50A**, so that the two pins on the back of the fire extinguisher **50C** fit into the corresponding holes. Secure the components with two **AP** screws, inserting them from underneath the floor pan **48A**. ▲

Assembling the fire extinguisher

50.5 **ALIGN** the two brackets **50E** with the corresponding holes in the right side of the floor pan **48A**, next to the hooks that you mounted in assembly session 47. Secure each of the two brackets with two type **AP** screws. ▼

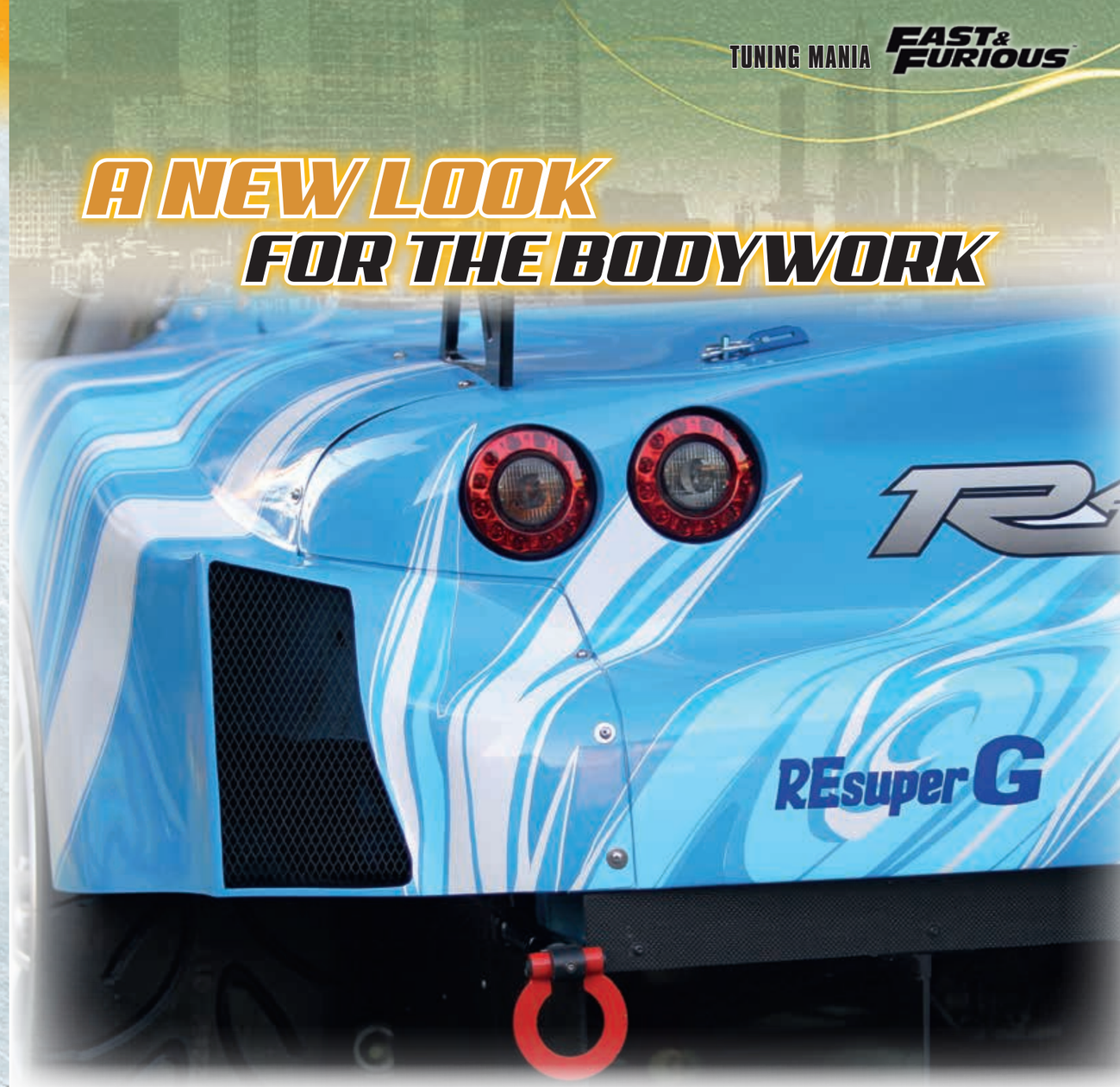


STAGE 50 FINAL RESULT



You have now attached the two brackets and the fire extinguisher and its base to the floor pan.

A NEW LOOK FOR THE BODYWORK



Any self-respecting tuner will eventually give in to the temptation to install an aesthetic body kit on their car, to change its appearance and make it look more aggressive. It starts with a larger rear spoiler, then moves on to the purchase of new side skirts, and before you know it, you have bought the complete body kit to finish the look. But beware: not all materials are the same!

If you have decided to look for a new component or a bodywork kit to change the appearance of your car, you will be faced with a huge choice of options. There are many manufacturers, and their prices can vary quite a lot. The difference often lies in the kit material itself! Apart from the traditional glass fibre kits, you will find polyurethane, ABS, carbon fibre and reinforced composite materials. In the next few paragraphs, we shall look at the characteristics of each, highlighting the pros and cons, to allow you understand what you are buying.

GLASS FIBRE

Glass fibre has always been the most used material for the components of bodywork kits. From a production

The aesthetic body kit has always been associated with the world of tuning. It represents the ideal completion of a tuning job, because it makes each car unique.

point of view, it is simple to make. It is low cost, light, does not deform with temperature and it is easy to paint. However, from the point of view of fit and looks, it is inferior to parts made of polyurethane or ABS. One of the main negative aspects of glass fibre components is their stiffness. This very often makes installation more difficult, and makes the product more prone to cracks and breaks, precisely due to its lack of flexibility. In addition, almost always, the building of the kit components must be finished during the installation, to try to ensure a perfect result. Glass fibre is, therefore, cheap and light. But its rigidity forces us to be very careful, for example when manoeuvring. Touching a post or a high kerbstone means, 99% of the time, splitting or cracking the bumper. This would not happen with an ABS or polyurethane component that is more flexible. Similarly, hitting a pothole in the asphalt, or picking up a large piece of rubbish that would normally fit under the car without causing problems, will damage the bumper, and cracks are likely! Fortunately, glass fibre is almost always easy to repair. Furthermore, most of the kits on the market are made of glass fibre, because the moulds are cheaper to make than those of ABS or other materials.

Low cost and lightness make fibreglass perfect for dragster bodies, which can take on sinuous and unusual lines.



POLYURETHANE

Polyurethane is an extremely versatile polymer. It allows a wide range of items to be manufactured, from building products to furniture, and of course, parts for the automotive sector. It has a more complex production process than glass fibre and a slightly higher cost. However, the components produced are much more refined and match better with the original couplings than glass fibre. This is because polyurethane is much more flexible, a feature that makes it stronger and easier to install. You can, in fact, "force" the assembly without fear of the component breaking. This resilience also applies to small impacts, for example during parking. Unfortunately, there are also some negative aspects. Firstly, polyurethane is the heaviest material used to produce aftermarket parts. Therefore, it is not the best choice if your primary objective is to reduce weight (as it is with competition cars). Secondly, the smooth surface of the polyurethane requires a special preparation process before painting. It is also susceptible to high temperatures.

IT IS NOT JUST PLASTIC

ABS is a thermoplastic polymer (Acrylonitrile-Butadiene-Styrene). It is more flexible than glass fibre, and at the same time very resistant. This material is widely used by automotive and aftermarket manufacturers to produce bumpers, skirts and spoilers. It offers high resistance to chemicals and heat, as well as good protection against dents. While ABS is able to withstand small impacts and deform to cushion the blow (for example, if you are "leaning" on a parking meter post), once the part in question has been broken it must be completely replaced and cannot be repaired. Like polyurethane, ABS is more expensive and heavier than glass fibre. However, it is characterised by a having a good fit and a superior finish. It is also a very easy surface to paint: just apply a coat of primer and then spray for perfect results.



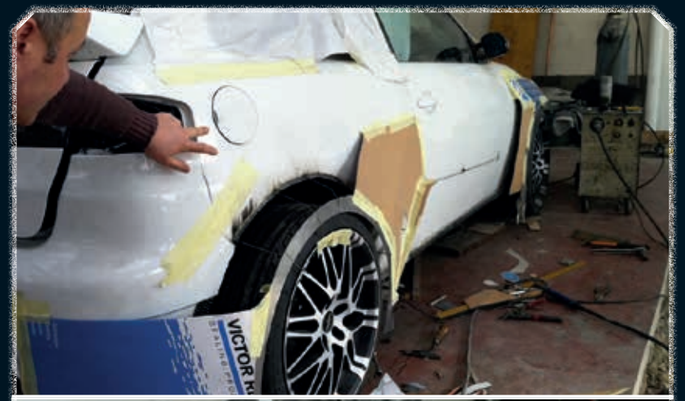
FOR THOSE WHO WANT THE BEST

At the top of the list of materials for aesthetic body kits, there is obviously carbon, the Holy Grail for tuners all over the world. Lightness, strength and aesthetic appeal are its main advantages. In the manufacture of this product, carbon fibres are combined with a resin (called a matrix) whose function is to hold the resistant fibres in position so that they maintain the correct orientation when absorbing stresses. This protects and maintains the shape of the component. To make the components, carbon fibres are first woven into real carbon-fabric cloth. Once they are shaped, they are immersed in the matrix. The features of carbon fibre include high mechanical strength, low density, thermal insulation capacity, resistance to temperature variations and the effect of chemical agents, and good flame retardant properties. Carbon fibre parts are therefore extremely strong and light, making them ideal for racing cars or any application that requires those attributes. While the technical characteristics are of a very high standard, many people choose this material simply because it looks great on the car! However, as you might have expected, carbon fibre parts are expensive, due to the complex manufacturing process. But do not let that scare you! After all, you do not have to buy a complete carbon-fibre body kit. You can decide to use carbon just to give an extra touch of style to your car, while opting for glass fibre or ABS for bumpers and extensions.

Carbon is the most used material in the world of racing cars. But it is also the perfect solution for those who want to make their car look unique, with details that will not go unnoticed.

Extensions in sheet metal

Extending the bodywork is often the only solution if you want to use much wider or taller wheels. There are two ways to do it: buy ready-made glass fibre wheel arch extensions (if they exist for your car), or make them by hand using sheet metal. We will take a look at how professional coachbuilders do it.



First of all, the metalworker needs to determine the new width and build a template. He will use cardboard for templates that he will use to cut the pieces of sheet metal to be used for the extension. He can then cut out the necessary metal sheets and shape them to match the cardboard shapes. He will probably cut them with a plasma cutter, and then shape them by hand using specialist metalworking hammers.



Now he can position the rough parts on the structure (holding them in place with adhesive) and proceed with welding them into place. The next step is to grind away the excess metal from the welding, and smooth the metalwork as much as possible.



He will give the final shape to the part with fibreglass filler paste. This will be sanded to a perfect finish, with the final touches being done by hand. Lastly, a filler primer (the white one you see in the photo) is applied. It is sanded again, and then it is ready for painting.

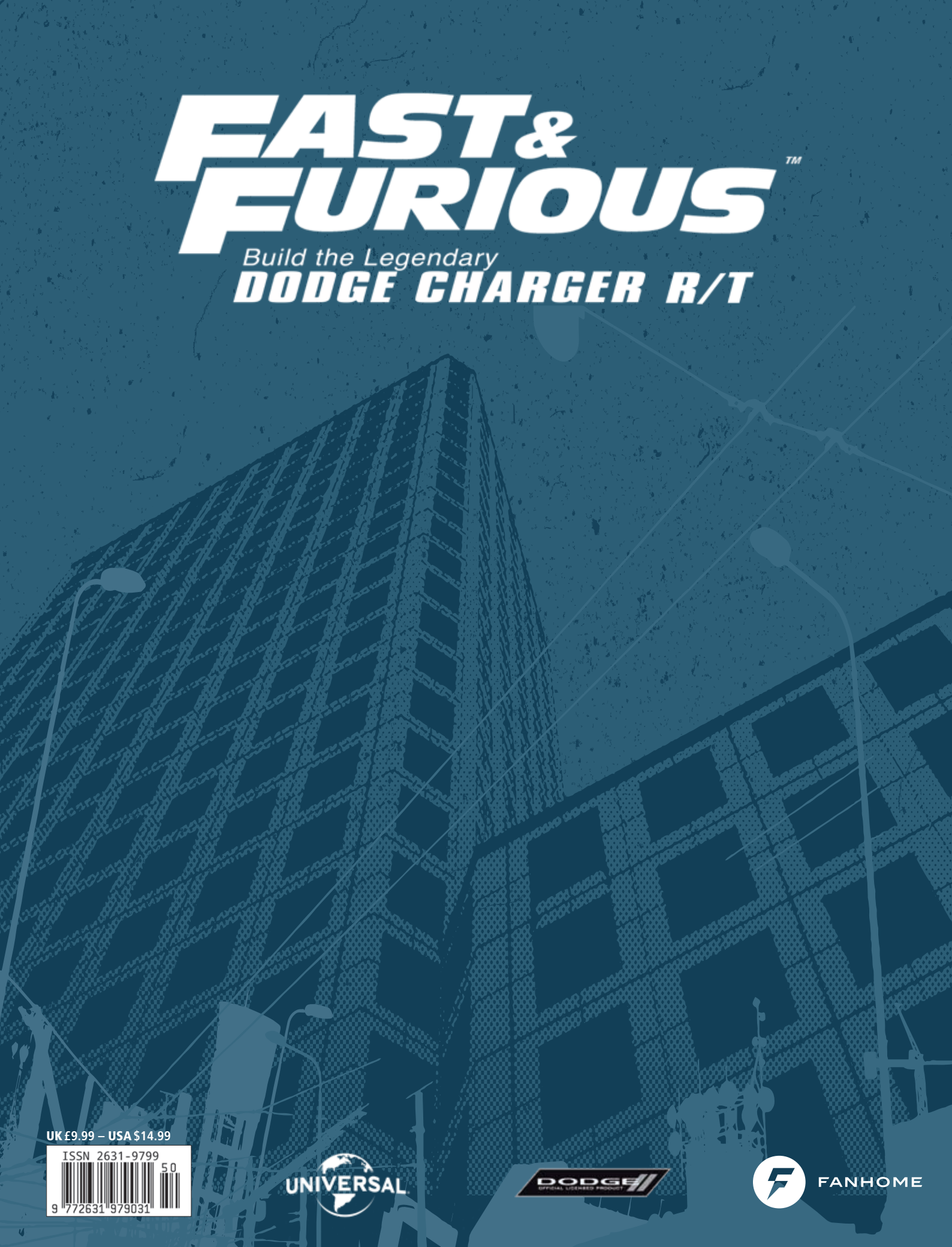
THE ADVANTAGES OF COMPOSITES

As the term suggests, a composite is a combination of materials. These materials are usually combined to create a product with advantages that cannot be obtained by using the materials individually. Among the most-used composite products are FRP (fibre-reinforced plastic) which is a composite material made of a polymer matrix reinforced with fibres. Then there is GRP (glass fibre reinforced plastic) which combines the characteristics of glass fibre and plastic. Probably the best-known composite, created by a well-known body kit manufacturer, is Duraflex. It is a combination of glass fibre, plastic and resins that results in a more flexible and resistant product than normal glass fibre, while remaining light. Duraflex body kits are available for a wide range of vehicles. A final point to consider when you decide to fit a bodywork kit is to contact a specialised body shop: after all, regardless of the material of the body kit chosen, the final result will be directly linked to the quality of the installation.

Many aesthetic kits include extensions for the mudguards that allow you to adapt them to larger rims and tyres.

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