FAST & FURIOUS™

53

Build the Legendary

DODGE CHARGER R/T



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BONDS OF FRIENDSHIP

One of the positive values that the *Fast & Furious* franchise promotes is friendship. From the beginning, the main characters are moved by this noble sentiment that motivates them to help one another and to give their all for their friends without expecting anything in return.

When the director Rob Cohen was preparing to shoot *The Fast and the Furious*, he was already certain that he wanted to do something more than a simple action movie with cars. At the same time, he was aware that audiences seemed to be demanding constantly changing stimuli when they sat down in the cinema: more thrills, more noise, a more hectic pace, more romance. But Cohen sensed that it was necessary not to fall into the temptation of dulling the audience's senses with overwhelming images and sounds. It was important to offer something more, something profound, like values. And so, from the very start, Cohen's film portrays the birth of a firm, profound friendship between its two lead characters, Dominic Toretto and Brian O'Conner – a friendship occasionally hidden behind a sort of competitive desire to show who can finish the next race faster, and which, due to circumstances beyond their control, forces them to eventually take different paths.

INSEPARABLE RIVALS

Audiences were fascinated by Toretto and O'Conner's relationship, seeing how friendship was forged between them through mutual admiration and absolute respect for the principles that move each of them. Brian suspects that Dom might have made mistakes in the past, but he is certain that he is not a criminal. Toretto, for his part, discovers that O'Conner is an undercover police officer and this leads him to feel betrayed, although deep down he understands why Brian is involved with the law. They represent two opposite worlds, managing nevertheless to get close, understand, and even love one another, thanks to cars and speed.

This magnificent duo of Dom and Brian was without a doubt one of the greatest discoveries of the first movie in the series. When John Singleton was given the job of directing the sequel, *2 Fast 2 Furious* (2003), he wanted to follow in their footsteps, while incorporating a new lead

In the film *2 Fast 2 Furious*, the driver Slap Jack and Tej Parker swap a friendly handshake before starting a race through the streets of Miami.

CHRIS MORGAN

He is one of the people most responsible for the success of the *Fast & Furious* franchise. And the strange thing is he ended up in the franchise almost by accident, thanks to the passion for cars that enabled him to take charge of the script for *The Fast and the Furious: Tokyo Drift*. The adaptation of *Wanted* confirmed him as an up-and-coming scriptwriter and again opened the doors to the world of street racing for him. After writing the much-admired story of *Fast & Furious*, not only did Chris Morgan become the franchise's head scriptwriter but also one of its regular producers. This did not stop him continuing to write the scripts of other feature films, like *47 Ronin* (2013), and even getting involved in the launches of two TV series, *The Troop and Gang Related*. In any case, Chris remains closely associated with the adventures of Toretto and his people, so we will see him involved in the new movies in the series, and also in its film and television spin-offs, in both a scriptwriting and production capacity.

character in the story: Roman Pearce. On this occasion, the film was not looking to show the birth of a new friendship, but the process of rediscovering an old one. Two guys, who had been the best of friends during their youth, end up taking separate paths when they reach adulthood. Things do not go well for one of them; his mistakes deprive him of freedom and he blames his friend for not going to rescue him. This results in the end of the friendship, and the two don't speak for many years. Until circumstances bring them back together again.

For a while, Brian and Roman also represent opposite worlds: the policeman and the prisoner. However, when they meet again, they find themselves working on the same mission. The initial mistrust between them is soon dispelled and straightaway a feeling of almost brotherly friendship grows between them once again.

COUNT ON ME

in *2 Fast 2 Furious*, Singleton went even further and wished to show that a powerful feeling of brotherhood can also exist between people who take part in street races. It is a connection based on identity, that feeling of belonging to a particular group, in which everyone can compete knowing that the following day they will help one another with anything.

The racing drivers in the city of Miami form a likable camaraderie: they all know one another, they like spending time together and, while they are rivals at the wheels of their cars, they give each other a helping hand when one of them finds him or herself in a jam. Tej, the race organiser, Jimmy, his mechanic, and the designer and racer Suki appear in the film as the leaders of this camaraderie. Thanks to them, the whole group will help Brian and Roman to fulfill their mission by taking part in a crazy, chaotic car race, and the drivers do so without expecting anything in return. Because that's what friends do.

Justin Lin had a similar idea when he directed *The Fast and the Furious: Tokyo Drift* (2006). On that occasion, the lead, Sean Boswell, found himself in a difficult situation when he arrived in a city like Tokyo. It was no longer about racing against an adversary, but of submerging himself in a world that was unknown and hostile to him. Sean had the good fortune to meet Twinkie at his new school, who immediately offered to be his guide in the city; later, he met Han, who became his mentor and taught him the drifting technique; and indirectly, he also ended up getting to know Han's mechanics, who helped him to prepare his car for the races. Little by little, Sean Boswell went from being all alone to having a group of good friends who gave him unconditional support to help him to achieve his goal: to be crowned the new king of drifting.

TOGETHER FOREVER

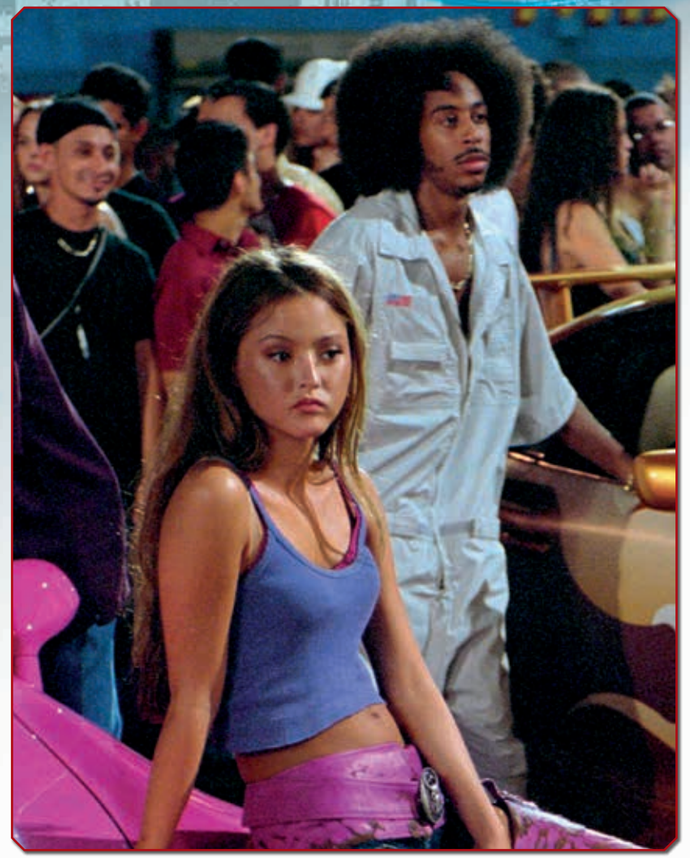
But the creators of the franchise knew perfectly well that the audience had been wondering for some time what would happen if Dominic Toretto and Brian O'Conner crossed paths again after so long. We were given the answer in *Fast & Furious*. As had already been the case in the first film, they both represent totally different worlds: Dom is Dom, whereas Brian has joined the FBI and, on this occasion, both find they have a common objective that is not just winning a race, but tracking down Arturo Braga, the man responsible for Letty Ortiz's death.

It is interesting to see how their relationship evolves in the movie. The first encounter is very tense: they hardly speak, they barely look at one another. It is above all a declaration of intent: one wants to eliminate Braga and the other, to lock him up. Later, the tension levels drop and it seems like the past friendship is trying to break through, but everything explodes when a lack of trust emerges. When Dom finds out that Letty was collaborating with Brian and the FBI when she died, Toretto once again feels betrayed and attacks Brian ferociously. But the misunderstanding is immediately cleared up and their efforts to support one another, to understand one another, to walk the path together, soon prevail.

"There's a brotherly feeling between the two of them," says producer Michael Fottrell. "One of them grew up in the wrong neighborhood and the other in the right one. But Brian gets inside Dom's world and the two mutually protect one another. There's a blood covenant between them, they will always be there for each other, it doesn't matter which of them is right."



Tej and Han, who are always ready to help out a friend, keep watch during a sequence of the film, *Fast & Furious 6*.



THE GROUP GROWS

The friendship between Toretto and O'Conner became the cornerstone of the plot of *Fast & Furious*. But, after that, the producers of the franchise wished to transmit the idea that the main characters in the franchise move in a larger group of friends. "When we saw the audience's reaction to the protagonists of the fourth movie back together again," says producer Neal Moritz, "we all thought the same thing: 'What if we got them all back together in the same movie?'"

This magically happened in *Fast Five*, and then in all the other films. Dom and Brian surround themselves with a group of extraordinary professionals to carry out their dangerous operations: Han, Tej, Roman, Giselle … They are a bunch of good friends, virtually a family on which they can always count. In the words of Vin Diesel: "The series is based on a brotherly togetherness that transmits something to the audience. It symbolises the family the spectator would like to belong to because, like Dom and his people, it will never abandon him."

Suki and Tej share a friendship as well as a love of fast cars in *2 Fast 2 Furious*.



DODGE CHALLENGER 50th ANNIVERSARY

In 2019, the Dodge Challenger, one of the most iconic models in the brand's muscle car range, celebrated the 50th anniversary of the launch of the first generation. As a tribute, the Dodge brand manufactured 1,960 units, some of which were painted a striking golden colour.

The Dodge Challenger commemorating the 50th anniversary of the model was available in different colours, with gold as the main one.

Few models can afford the luxury of celebrating a half-century of life. And although the Dodge Challenger was absent from the brand's catalogue for several years, it is also true that since it reappeared in 2007 it has always paid tribute, both aesthetically and philosophically, to its first generation, which appeared at the end of 1969. The launch of a special edition of the current Dodge Challenger to commemorate such an anniversary was therefore more than justified.



The shaker, the air intake that emerges from the bonnet, was the same colour as the bodywork and stood out against the matt black background of the bonnet.

The Dodge Challenger 50th Anniversary was available in four different versions: GT, R/T Shaker, R/T Scat Pack and Scat Pack Widebody. In all of them, the colour of the bodywork, available in seven different shades (six of which are similar to those of the 1969 model), contrasts with the black bonnet, roof, boot lid, and fuel cap. The famous shaker, the air intake that sticks out from the middle of the bonnet, and a few decorative interior touches, are the same colour as the bodywork. The mechanics did not change, although the R/T and Scat Pack versions, with the HEMI® engine, had the shaker and a conical air filter.



ASSEMBLING THE SEAT (I)

In this assembly session you will attach the backrest and the seat belt to the seat. Follow our instructions 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

53A



53B



53C



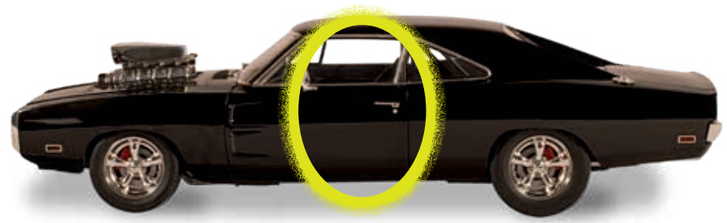
IP



53A Seat
53B Backrest
53C Seat belt
IP Screws 1,7 × 4 × 5 mm, (x 3)*

* Some of the parts are spares.

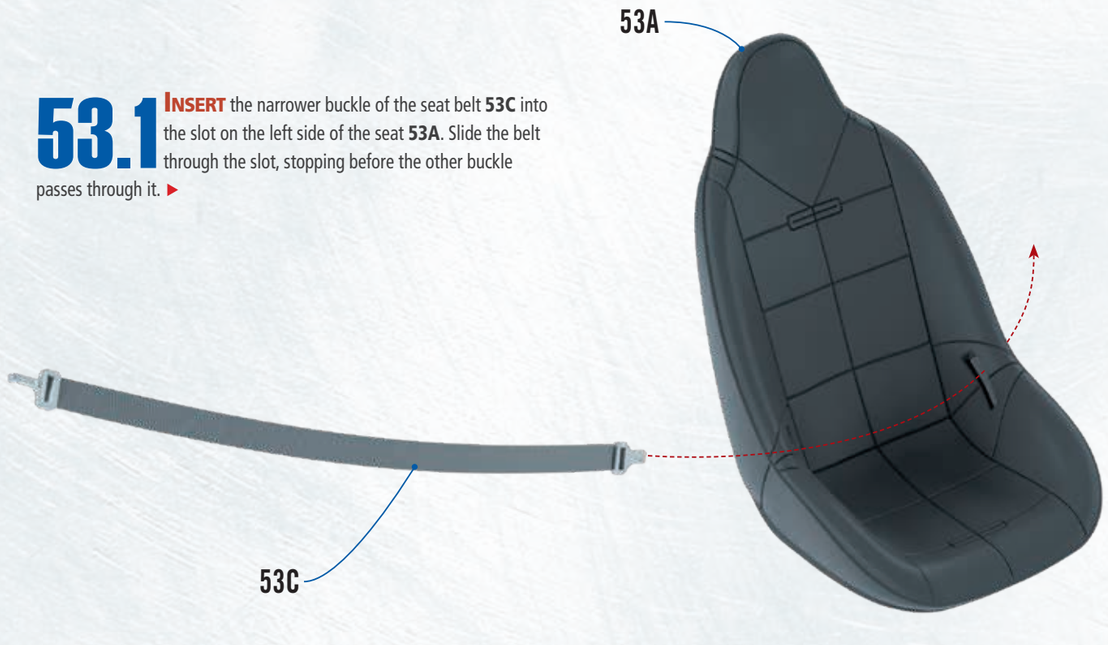
ASSEMBLY AREA



SEAT

Assembling the seat (I)

53.1 **INSERT** the narrower buckle of the seat belt **53C** into the slot on the left side of the seat **53A**. Slide the belt through the slot, stopping before the other buckle passes through it. ▶



53.2 **FROM** the back of the seat, insert the narrowest buckle on the seat belt through the slot located on the right-hand side. ▶



53.3 **JOIN** the backrest **53B** to the seat **53A**. The pins in the middle of the backrest **53B** must be positioned behind the two screw holes on the seat **53A**, as shown in the illustration. ▶



SAFETY FIRST

After joining the backrest and the seat, pull the two ends of the seat belt so that they are approximately the same length.



53.4 **To secure** e backrest **53B** to the seat **53A** use two type **IP** screws. ▼



STAGE 53 FINAL RESULT



You have now assembled the seat and attached the seat belt.

FOR PROUD OWNERS: DECONTAMINATION



After learning all the washing procedures, we will now move on to a lesser-known phase: decontamination. This is the only way can you really remove all the dirt from your car bodywork!

How many times, despite continuous washing, have you been defeated by annoying black tar splashes on the lower part of your car? How often, when you stroke your hand over the bodywork, does it feel rough and not as smooth as when the car was new? And what about the resin spots that fell on the vehicle when you forgetfully parked it under a pine tree? Removing them is a major heartache. Here are some of the stains that are almost impossible to remove with a simple wash: Rust particles, tar, bird

Washing is not always enough to thoroughly clean your car. There is dirt (such as tar) that penetrates the surface and requires special attention to be removed.



To find out if your car's bodywork needs to be decontaminated, put your hand in a plastic kitchen bag and gently rub your fingertips over the surface. If it feels rough, it is time to use the clay bar.

droppings, resin and smog all stick to and penetrate the transparent layer of the car's paintwork. Attempting to remove them with soap and water is useless. There is only one way to solve the problem, and that is decontamination! This is done by using a clay bar (physical decontamination) and with the use of chemicals that are sprayed onto the contaminated surface (chemical decontamination).

PHYSICAL DECONTAMINATION

In technical terms, we talk about "claying". It is a simple process that uses a clay bar. The clay bar allows you to obtain a smooth, completely decontaminated surface and prepares the paintwork for subsequent polishing and protection. All without any abrasive action. It is done in three phases:

1) After removing a piece from the clay bar, mould it until it softens and then flatten it into a palm-sized disc shape. Next, spray the special lubricant onto the bodywork and onto the clay bar disc.
2) Now rub the clay bar over the surface of the paintwork with horizontal or vertical movements (never circular!) without applying heavy pressure. Work in small areas of about 30x30 centimetres at a time. During the process, you will feel a rough surface under the clay that gradually becomes smoother. When the clay bar disc becomes dirty, you can fold it over on itself and get two new clean sides to continue with the decontamination. However, if you drop the clay on the floor, it must be thrown away!
3) When the paintwork area is smooth, rinse the surface to remove any clay residue and dry it with a microfibre cloth.

CHEMICAL DECONTAMINATION

In the case of ferrous particles, there are some special products capable of extracting the iron dust embedded in the pores of the clear coat. These products usually come as a spray. While clay provides a surface action and acts on the outermost layer of the clear coat, these products are able to penetrate deeper. They extract the ferrous particles by dissolving them in a liquid solution that can be easily removed with a jet of water or a wet sponge.

WHEN TO REPEAT THE DECONTAMINATION?

Like all beautiful things, even decontamination cannot last forever! To learn when it is necessary to repeat the operation, there is a simple and effective method that requires these steps:
1) First, thoroughly wash the car.
2) Then, take a plastic bag such as those with a zip that are commonly used in the kitchen for food storage. They have a very smooth surface.
3) Insert your hand inside the bag and then rub it gently over the surface to be checked.
4) If the car bodywork needs claying, your fingertips will feel a roughness to the surface of the paintwork. Otherwise, nothing needs to be done.

The claying process can be carried out on painted metal surfaces, painted plastic, aluminium mouldings and glass. But avoid rough plastic surfaces like bumpers that will quickly wear out your clay. There are different types of clay bars on the market, according to the severity of the contamination. It is always best to start with a gentler product, and then gradually increase the aggressiveness if the results obtained are unsatisfactory.

With special products for chemical decontamination, you can "dissolve" ferrous and smog deposits, transforming them into a substance (purple in this picture) that can be easily removed with soap and water.



Contamination and scratches

Over time, your car will inevitably collect a combination of contaminants on the paintwork (ferrous particles, tar, insects, salt, acid rain, etc.). These contaminating particles attack the paint leaving it rough to the touch. Over time, your car's paintwork may be damaged or oxidised, resulting in a loss of gloss and perhaps even rust. The most common contamination comes from limestone stains, resin, insect residues, ferrous residues and tar stains, which are easily visible on the clear coat. In principle, decontamination will be sufficient. The more stubborn stains and scratches will have to be removed by polishing.



HOLOGRAM EFFECT

This defect is a symptom of poorly performed polishing. Fortunately, this is superficial, and it is easy to eliminate. Sometimes, it only appears after several washings following a repair. It is due to the dissolving of improperly applied polish.

CIRCULAR SCRATCHES (SWIRLS)

These are marks found on most cars and are the result of incorrect washing or drying methods. Older generation automatic carwashes can also cause these scratches. Swirls can also be created during the polishing phase if it was not preceded by a decontamination process. The best method for identifying this defect is under sunlight or artificial light. It will be easy to notice the loss of reflectivity and gloss, which makes the paint look opaque and lifeless.

LINEAR SCRATCHES (RIDS)

The word RIDS stands for Random Isolated Deeper Scratches. This defect can be caused during the washing and drying phase (less severe) and by vandalism or by branches or other objects that rub against the car. They are easier to see, but they are deeper and harder to eliminate.

OXIDATION

The sun's UV rays, washing with aggressive products, and atmospheric agents are the leading causes of surface oxidation. The outermost layer of the paint is attacked by these elements. Slowly and inevitably, the paintwork deteriorates, losing shine, gloss and depth. Oxidation is very common with single-coat paint, especially red-based colours. This is because these paints tend not to have the clear coat that is usually used with metallic colours. Consequently, they are less protected against corrosive and oxidising atmospheric agents.

ORANGE PEEL

Car manufacturers constantly try to save time and costs during the painting phase. This defect, or the appearance of an accentuated "orange peel" finish, is increasingly common on mass-produced vehicles. The clear coat does not appear evenly applied, and the resulting reflection and gloss are not as expected. Poorly done post-factory painting could also present similar problems. Orange peel is not a problem that has a simple solution. It is a matter of reducing the last layer of paint by sanding it away. Abrasive sandpaper will eliminate the high spots and even out the paint thickness. With care and a great deal of patience, a perfect finish can be achieved.

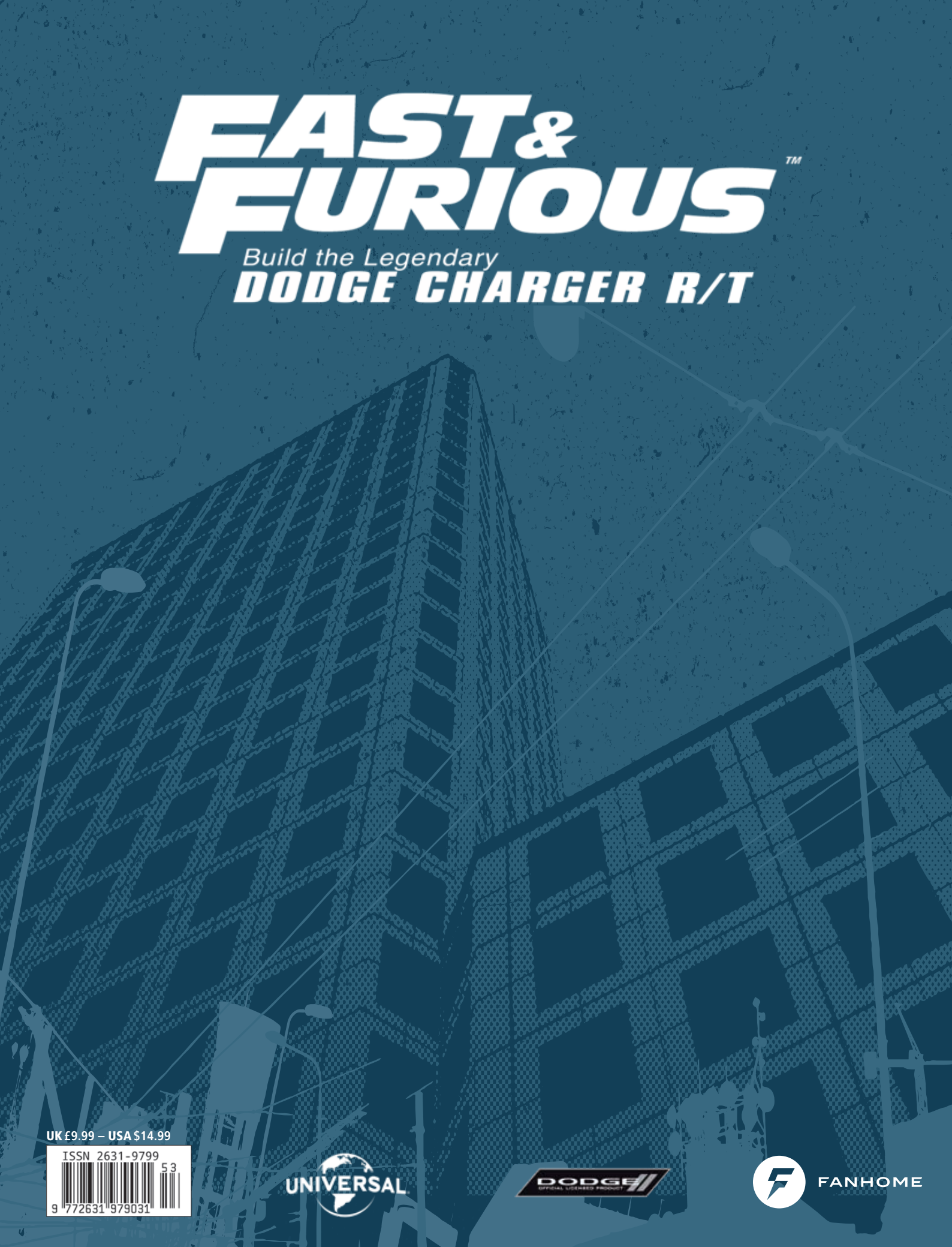
BIRD DROPPINGS

Bird droppings can quickly cause very serious damage to your paintwork. The droppings have an acid base, and if left on the paintwork can corrode the clear coat right through to the underlying colour. The longer it is left on your vehicle, the more damage it will cause. When the clear coat is completely affected, it will not be possible to fix it without completely respraying the entire body panel. The timely removal of excrement limits this problem. The application of waxes or sealants can partially prevent the danger of irreparable damage by providing protection that will slow down the corrosive process of the acid agents present in the droppings.



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