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DODGE CHARGER R/T



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ELENA NEVES, ALL HEART

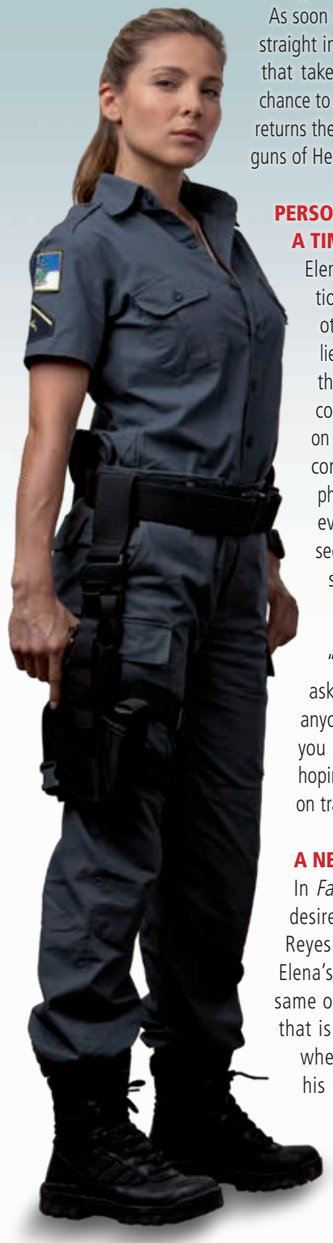
Elena Neves appeared for the first time in *Fast Five* and played a more prominent role in the following movies, solidifying her place in the world of *Fast & Furious*.

Luke Hobbs, the special agent sent to Río de Janeiro to capture Dominic Toretto, needs a local liaison in Brazil. He doesn't want just anyone to join his team, so he asks for agent Elena Neves to be sent out. "A patrol officer?" the officer who receives the request asks in surprise. "We have many more experienced people." But Hobbs remains firm. The reason? "I like her smile," the agent jokes. The actual reason is very different: he has done some research and knows that Elena is one of the few police officers who would never allow herself to be bribed.

READY FOR ACTION

The role of Elena Neves was given to the Spanish actress and model Elsa Pataky, who took her performance in the

The Spanish actress Elsa Pataky plays the part of the intrepid Brazilian police officer, Elena Neves.



Police officer Elena goes from patrolling the streets of Río to becoming the local liaison officer in Luke Hobbs's team. There, she shows her real potential as a crime-fighter.

movie very seriously. So much so that she trained with the military technical adviser, Armando Egurrola.

"The best thing about being an actress is having the chance to play different characters, as well as the preparation required for each of them," the actress says. "I liked the idea of training with Armando. I knew how to handle a gun, but I learned a lot more: how to enter a place in a high-risk situation, how to run with a gun, how to stop and change the clip. It was amazing."

As soon as she joins Hobbs's team, Elena goes straight into the front line. In a dramatic chase that takes place in the favelas, she has the chance to shoot Toretto, but she doesn't. And he returns the favor by protecting her later from the guns of Hernán Reyes's men.

PERSONAL LOSS AND A TIMELY ENCOUNTER

Elena is a thoughtful woman, a perfectionist who can see things that many other agents can't. So she doesn't believe that Toretto and Brian are guilty of the crimes they are supposed to have committed. "These guys are just names on a list," says Hobbs, denying this. "They come up, we take them down. Not a phone call more, not a bullet less." However, she gets close to Dom again and sees herself reflected in him. Both have suffered important losses: Elena lost her husband, a police officer killed in the line of duty; Toretto lost Letty. "Was she so special to you?" Elena asks him at one point. "I never thought anyone could understand how much. But you do," Dom replies. Both of them are hoping for a chance to get their lives back on track.

A NEW LIFE

In *Fast Five* Hobbs and Elena share the desire to settle an old score with Hernán Reyes using Toretto and his team. But in Elena's case, it's not just about sharing the same objective. There's a romantic reason that is revealed at the end of the movie, when she agrees to go with Dom to his retreat in a beautiful house in the Canary Islands, together with Brian and Mia, who are expecting their first child.

The new couple reappears, just as happy, at the beginning of *Fast & Furious 6*. However, on this occasion, their happiness is short-lived, as agent Hobbs wastes no time in visiting Toretto with a report showing that Letty is still alive. When he sees her photograph, Dom is left speechless, thinking it is impossible. Aware of what she meant to him, Elena goes to him and says, "If that was my husband in the photo and there was a chance, no matter how small, that he was alive, I'd go."

For actress Elsa Pataky this unexpected plot twist in the franchise was a real surprise, although she understood that it gave the whole story an unexpected emotional boost.

"Elena is strong, but she finds it hard to let Dom go, despite the fact that her first inclination is to fight for him," says Pataky. "She knows it's the right thing to do and if she was in the same situation she would have handled it the same way. Elena would prefer Dom to stay with her, but while there's a possibility of Letty being alive, Elena knows that she has to be brave and let Dom sort it out."

SACRIFICED FOR LOVE

Elena sees that she won't be able to realize her wish to form a family with Dom, but she bravely admits it and stays close to the group, where she feels loved. And this enables her to protect Mia and her son Jack from harassment by the dangerous Owen Shaw's men. Nevertheless, at the end of the sixth movie, she agrees to go back to working with Hobbs and to distance herself from Toretto. He tells her that she doesn't have to go. "This is your family, it's who you are. This is my family," she says pointing to her police badge, "this is who I am."

Elena returns to the franchise in *Furious 7*, now in a more minor role, this time with the job of protecting Samantha, agent Hobbs's daughter. Meanwhile, her relationship with Dom continues to be complicated.

Actress Elsa Pataky admitted that while she was reading the script of this movie, deep down she wanted to see her character fight again to win back Dom's heart. But she eventually understood that Elena's attitude actually shows the love she feels for him. "The sacrifice that Elena makes is an incredible way of showing her love, but it doesn't mean she's not suffering," she explains. "Not many people would be capable of doing something like that, and that's beautiful. Elena is not selfish and I think the audience can feel that she is doing this for him. At the same time, she's strong enough to get her life back, especially her job, which is something she fought for. She's very strong."



In *Fast & Furious 8*, Elena becomes one of the victims of the dangerous terrorist, Cipher. However, she handles the situation with her usual presence of mind.

IN DANGEROUS HANDS

Elena Neves's story takes an absolutely unexpected turn in the eighth movie in the franchise. Dominic Toretto finds himself forced to work with a dangerous terrorist called Cipher. No one in his team can explain the change in the hero's behavior. What is driving him to behave like a villain? The explanation lies in the people that Cipher is in fact holding hostage: Elena and Marcos, the baby born as a result of her relationship with Dom. The situation could not be more dramatic.

"The only thing that really matters about Elena and Dom is that they will always be ready to help one another," says Elsa Pataky. "The affection that binds them is no longer romantic, it's now based on respect. What they experienced together is the basis for a profound friendship. Although appearances can be deceiving, Elena knows, as does Letty, that the family is the most important thing for Dom."

And saving the future of the family is what will give both of them the strength to make all of the sacrifices they may have to, no matter how painful they are.

ELSA PATAKY

Born in Madrid in 1976, Elsa Pataky studied Journalism and Dramatic Art at virtually the same time that she began her career as an actress, becoming especially popular thanks to the TV series *Al salir de clase*. This allowed her to also do her first work as a model and make her debut in the cinema, appearing in films like *El arte de morir* (The Art of Dying, 2000), *Sin noticias de Dios* (Don't Tempt Me, 2001), *Romasanta* (2004) and *Ninette* (2005). Her gift for languages – she speaks Spanish, French, English, Italian and Romanian – later allowed her to appear in international projects, like *Snakes on a Plane* (2006) and *Manuale d'amore 2* (Manual of Love 2, 2007), before she moved to Hollywood and established herself in the Entertainment Industry. There she had the chance to win the part of Elena Neves, which made it possible for her to appear in four movies in the *Fast & Furious* franchise. Since then, she has combined her professional career with her family life and some of her great passions, like horse riding, snowboarding and skateboarding.



THE DODGE DART: FIRST GENERATIONS

Before it became a successful compact car known virtually all over the world, the Dodge Dart was created as a full-size sedan in the manufacturers catalogue of larger models. Although the look of its first two (short-lived) generations changed radically, both of them sold far better than had been expected.

The 1960 Dodge Dart kept the rather overelaborate look typical of large American sedans in the preceding decade.

In 1960 the Chrysler Group decided to create an exclusive distribution network for the Plymouth brand, which went on to have its own showrooms. Therefore, the ones that up to then had shared the space with Dodge vehicles were devoted solely to Plymouth. The company then developed more economical and less equipped models to replace the Plymouths, which had become direct competition. In this context, in 1960 the Dodge Dart was launched as an introduction to the brand's full-size vehicles.



The second generation of the Dodge Dart, less extreme, lasted barely a year, as the name was transferred to a new series of compact models.

The 1960 Dodge Dart, a big car (5.37 metres long), was sold with six- or eight-cylinder engines and different styles of bodywork (sedan, coupe, convertible and station wagon). It kept the large rear tailfins and the elaborate chromed radiator grilles that were popular in the period. In 1961 it was completely redesigned, with a more discreet front and a less spectacular rear end. In both years, the Dodge Dart was the brand's most successful full-size vehicle. Its short-lived second generation, in 1962, was smaller, and it had a new chassis (always monocoque) and a controversial look, with an elevated radiator grille that incorporated two headlamps, with two more outside. By 1963, the third generation became a compact car, in the lower segment of the range.

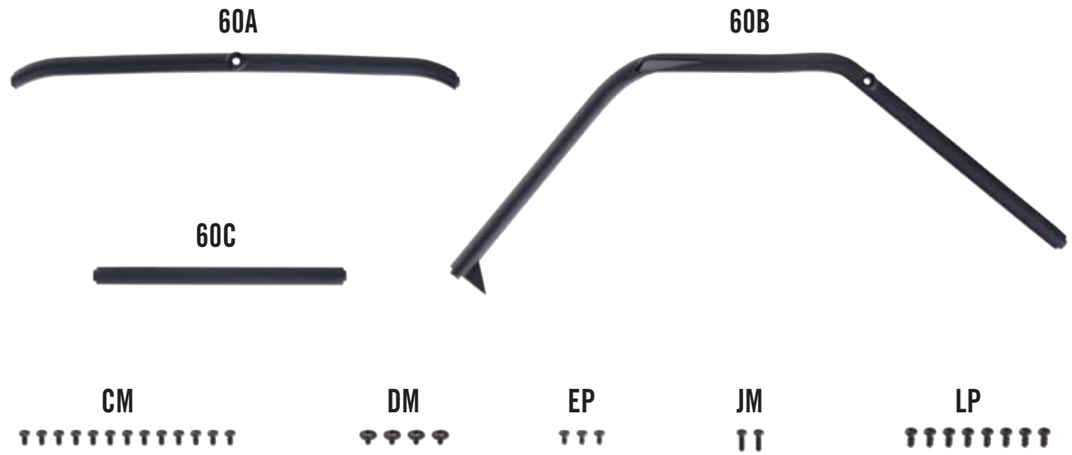


MOUNTING THE ROLL CAGE (III)

In this assembly session you will attach the roll cage to the car floor. Finally, you will anchor the completed section to the chassis.

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



60A Roof bar 1 of the roll cage
60B Right arch of the roll cage
60B Roof bar 2 of the roll cage
CM Screws 1.7 × 3 mm (x 13)*
DM Screws 1.7 × 3 × 5 mm (x 4)*
EP Screws 1.7 × 3 mm (x 3)*
JM Screws 1.7 × 5 mm (x 2)*
LP Screws 2.3 × 4 mm (x 8)*

* Some of the parts are spares.

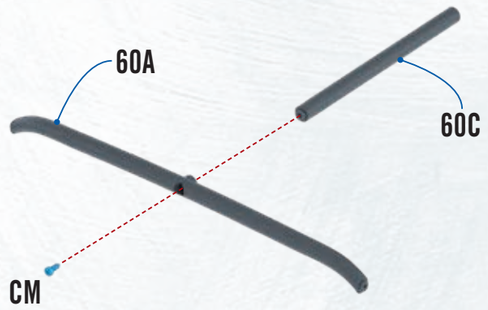
ASSEMBLY AREA



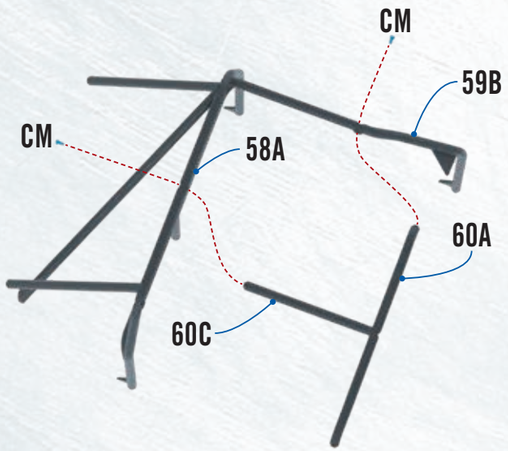
ROLL CAGE

Mounting the roll cage (III)

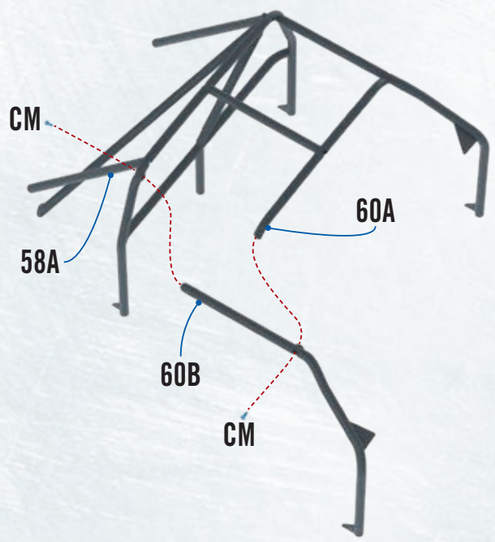
60.1 **JOIN** roof bar 2 **60C** and roof bar 1 **60A** using one **CM** screw, as shown in the illustration. ▶

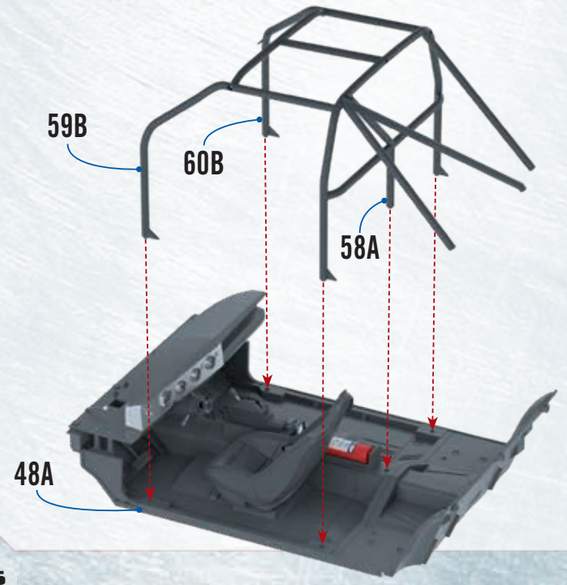


60.2 **GET** the section of the roll cage you assembled earlier and align the free end of roof bar 2 **60C** with the hole in the middle of the underside of the rear arch **58A**. At the same time, align one of the two ends of roof bar 1 **60A** with the hole in the left arch **59B**. Insert one **CM** screw into both connecting points. ▼



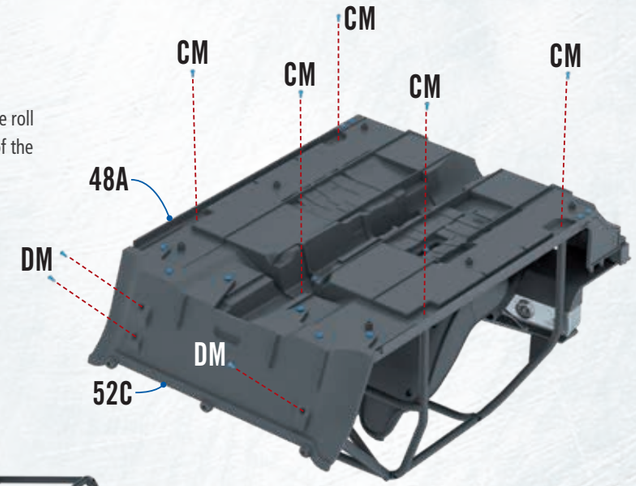
60.3 **ALIGN** the end of the larger arm of the right arch **60B** with the hole in the rear arch **58A**, as indicated in the illustration. Align the hole in the middle of the right arch **60B** with the free end of roof bar 1 **60A**. Secure all the pieces with two **CM** screws. ▼

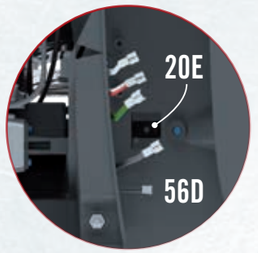


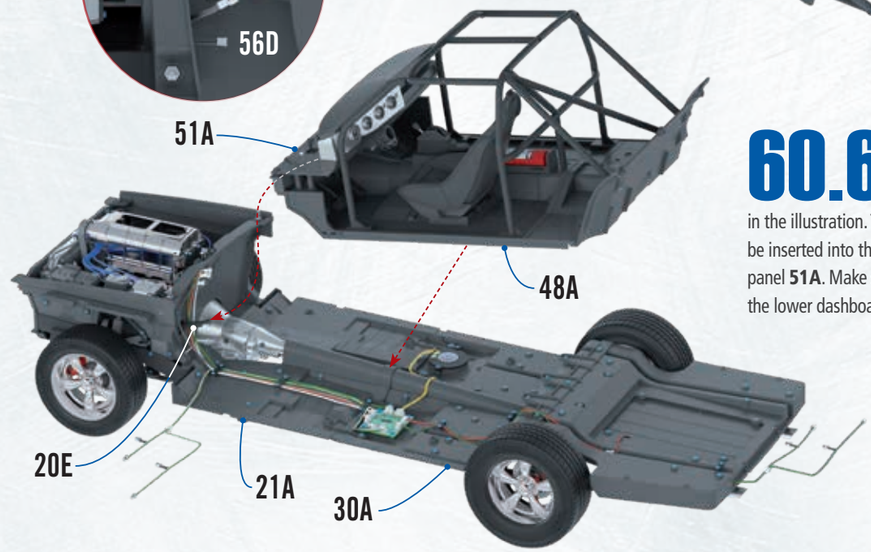


60.4 **ALIGN** the five free ends of the roll cage with the corresponding holes in the car floor. ◀

60.5 **TURN** the car floor **48A** over and secure the roll cage with five **CM** screws. Secure the back of the roll cage with three **DM** screws. ▶

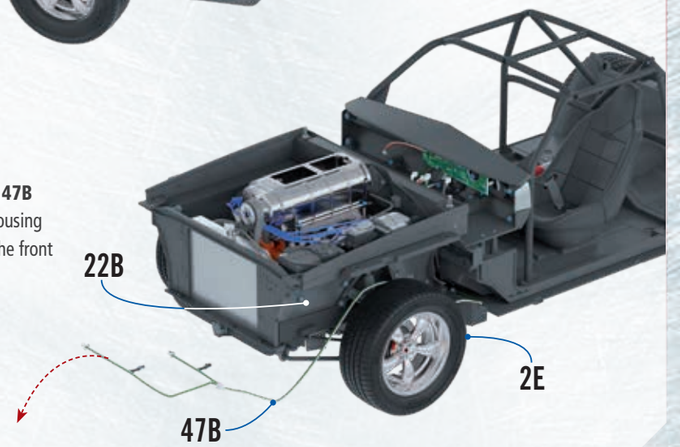


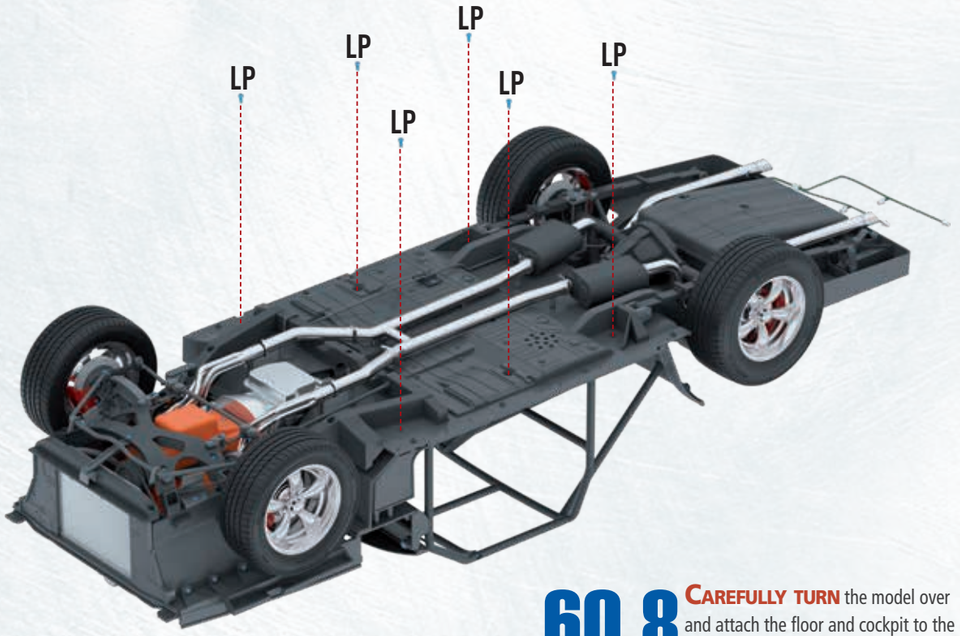




60.6 **POSITION** the cockpit on the chassis, with the pieces facing the same way as those in the illustration. The steering shaft **20E** must be inserted into the hole in the pedal cover panel **51A**. Make sure all the wires pass over the lower dashboard panel **56D**. ◀

60.7 **PASS** the wiring for the LED headlights **47B** between the left panel 2 of the engine housing **22B** and the left front tyre **2E**, towards the front of the model. ▶





60.8 **CAREFULLY TURN** the model over and attach the floor and cockpit to the chassis, using six **LP** screws. ▲

STAGE 60 FINAL RESULT



You have now attached the car floor, cockpit and roll cage to the chassis. Keep your model car in a safe place.

STRETCHING THE TYRES



Tyre stretching means fitting a tyre to a wheel when the tyre is narrower than the wheel itself. The tyre sidewalls, instead of being 90° square to the tread, are stretched over the oversized rim, flattening the profile. We shall see how it is done and understand the consequences.

The tire stretch is typical of the German style of tuning, where low-profile tyres are pulled on rims with very wide channels. It is only a useful practice for aesthetic purposes, and can affect some of the tyre safety parameters. So great care is needed.

TRUE OR FALSE?

Let us dispel the first myth: with a stretched tyre, the risk of punctures is not increased, because the structure remains unchanged. It would be more dangerous to fit a wide tyre on a narrower rim! Furthermore, the parameters of grip and response to aquaplaning are not affected in any way, because the tread is not modified. With the lower tyre shoulder, however, we undoubtedly increase the rigidity of the tyre and slightly lose steering sensitivity. Care must be taken not to accelerate too hard in the corners, because the tyre could roll off the rim! When the car leans at high speeds, weight is transferred to one side and the bead can separate from the rim, causing rapid deflation of the tyre. This is much more likely to happen on a stretched tyre.

HOW IS STRETCHING DONE?

Tyre stretching is a fairly simple procedure, although it is not always easy, especially if you want to fit a tyre that is much too narrow for an oversized rim. We recommend that you rely on an experienced tyre fitter to be sure that the work is done properly. Avoid the "do it yourself" method that you can find described in the box on these pages for information purposes only. Experienced fitters use a high-pressure cylinder called, among other names, a "bead blaster". It can discharge up to 10bar of pressure in about a second. On the following website - www.tyrestretch.com - you can find a series of photo galleries divided by tyre/channel/rim size, with photos of stretched tires. It is a good idea to take a look at the results before deciding which tyres to buy.

On the left is the tyre that is normally mounted on an 11x18 rim, a whopping 305/30R18. We have stretched a 245/40 onto that rim!

Stretching the tyres



1) Firstly, prepare the new inflation valve to be inserted into the rim.



2) Remember to screw the valve in, or you will not be able to inflate the tyre and the stretch will fail.



3) Take a soft bristled brush, soak it with the tyre shop soap and paint it onto the valve.



4) The valve is then inserted into the valve hole in the rim. Are you ready to stretch?.



5) To begin with, you need to lubricate the tyre as much as possible. Carefully paint abundant tyre shop soap around the tyre's bead.



6) To help the tyre to easily enter the channel and spread out effectively, you also paint the soap onto the rim channel.



7) Repeat the soaping procedure on the upper part of the rim: it is an essential step for the successful fitting.



8) Position the rim on the hydraulic tyre-changing machine and align its arm with the rim.

Stretching the tyres



9) Lift the tyre and rest it on the rim. Push down hard to get it into the seat.



10) At this point, the hydraulic tyre remover will widen the upper part of the tyre to allow it to slide onto the rim.



11) Once it is on the rim, you will find yourself with a tyre that is considerably smaller than the rim channel.



12) Connect the inflation gun to the valve and get ready to inflate the tyre as soon as it has been stretched over the rim.



13) To stretch the shoulder we use a special cylinder, the bead blaster, which blasts 10bar of pressure into the tyre in about a second.



14) Now the shoulder is completely stretched over the channel. The tyre must immediately be completely inflated before it "unstretches" again.



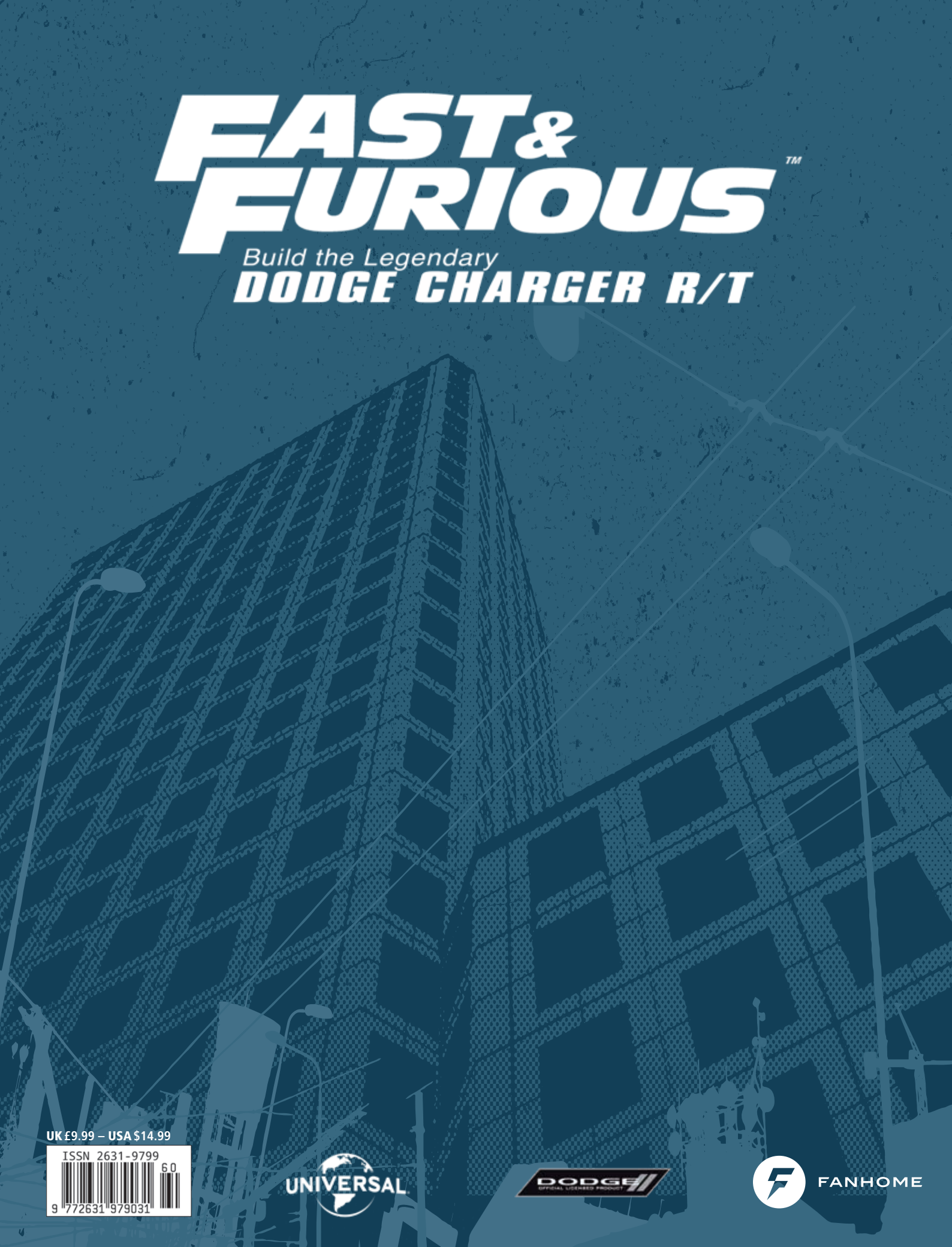
15) This is what the tyre looks like from the front. The shoulder is completely stretched over the channel.



16) As you can see in the picture, there is almost no space between the channel and the tyre.

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