FAST & FURIOUS™

61

Build the Legendary

DODGE CHARGER R/T



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ZIZI, DANGER IMMINENT

As in any action movie, in the *Fast & Furious* franchise the heroes need their own adversaries. In the fifth film, the danger comes mainly from Zizi, businessman Hernán Reyes's right-hand man.

Río de Janeiro looks like an ideal place to go unnoticed. It seems this way at the beginning of *Fast Five*, when Brian and Mia meet Vince, who has settled in the favelas neighbourhood of the populous Brazilian city. It is he who tells them about a quick and simple job to make some money, stealing a few high-end cars from a moving train. At the last moment, Dominic Toretto also joins in the operation. But when the time comes to do the heist, Dom immediately begins to suspect the man who organised the whole affair: a guy with an elusive gaze who goes by the name of Zizi.

THE WRONG ENEMY

The vehicles the train is carrying turn out to be cars seized by the DEA. In one of them there is a small memory stick with some very compromising information about the activities of the businessman Hernán Reyes. As Dom and Brian will soon discover, Zizi is Reyes's henchman and his sole objective in the entire train operation is to recover the memory stick. However, before he manages to get hold of it, Mia escapes at the wheel of a car that just happens to be the one containing the device that Reyes wants so much.

Michael Irby plays the part of Zizi in the fifth movie in the *Fast & Furious* saga. He is well-known for his parts in popular TV series.



For the powerful criminal businessman Hernán Reyes, Zizi is a loyal and efficient right-hand man who follows his boss's orders without question.

Things get complicated and it's obvious that Zizi is not one of the most patient people in the world, so it's not long before there is a direct confrontation between his men and Toretto. Although Dom and Brian try to escape, they end up falling into the hands of Zizi's team.

AN URBAN SOLDIER

To play this character, Justin Lin wanted an actor with a certain amount of experience. He therefore gave the part to Michael Irby, who for some time had been familiar with working in police and action stories, mostly on the small screen.

"I grew up watching James Edward Olmos in American Me and the guys in Colors," says the actor. "They weren't bad people. In some ways I felt I identified with them and I knew it wouldn't be hard for me to play these kinds of roles."

It wasn't too hard for Irby to get beneath the character's skin. Along with costume designer Sanja Milkovic Hays, he looked for some kind of urban uniform that would define the personality of Zizi, who is a kind of urban soldier. So the clothes he wears feature sports jerseys, camouflage pants and military boots. He also wanted to enhance the character's personality in some ways, having him wear a crucifix around his neck, like Toretto does, to draw attention to his religious beliefs.

LEARNING PORTUGUESE

Due to the demands of the script, Michael Irby had to learn to say some of his lines correctly in Portuguese, a language he'd had no contact with previously. For this he had the inestimable help of a private language coach, Lincoln de Oliveira, who helped him say the lines as if he were an authentic Brazilian.

"I always like to have people like Irby in the filming," says Justin Lin. "He's a good professional actor who comes ready to give it his all and who reinforces the team."

A VERY INTENSE SHOOT

These two thrilling action sequences had one thing in common: a very tight filming schedule. For example, the ambush had to be done in just three and a half days' filming, record time if you think of the number of explosions and special effects it needed. To achieve this, director Justin Lin had to remember his beginnings in the cinema, when he worked fast on small independent productions. Now however, he had far better means at his disposal. Just in the ambush sequence six cameras were used, filming from different points of view.

"I wanted everything to be intense, very realistic," he says, "so we worked like a small army unit. I have to say that everyone got really involved, especially Tanoai Reed, Dwayne Johnson's regular stunt double. There's a moment when Hobbs is standing near a car which is the target for a rocket launch. I asked him to get as close as possible to the explosion and he did it without batting an eyelid. It was incredible."

THE FINAL ACT

To finish off Reyes's organisation, Dom and Brian literally take the safe that the businessman keeps hidden in a police station with them. They do it by dragging it with their cars through the streets of Río de Janeiro. As you might expect, Zizi heads up a group of cars that set off after them. "Stay close to them Zizi," Reyes tells him from the back seat of the car. The thrilling chase leads to a bridge where our heroes have no way out. Dom asks Brian to carry on in his car and look after Mia. Dragging the safe thanks to the extra power the nitrous gives his car, Dom makes an about turn and begins crashing into all his pursuers before launching his car against the one Zizi is driving. He manages to jump out onto the road just before the fatal impact occurs. Stunned, he stands up and walks toward Toretto ready for the final combat. Nevertheless, Brian, who had refused to follow Dom's orders, turns up providentially and puts an end to Zizi's criminal career.

MICHAEL IRBY

A great lover of cooking and soccer, he even played in the USA team until he had to give up due to injury. But more than anything else, what Michael Irby really loves is acting. Born on November 16, 1972, in Palm Springs, California, he made his name playing Sergeant First Class Charles Grey in the CBS series *The Unit* (2006-2009) after having had smaller parts in other series like *Law and Order* or *Line of Fire*. Irby also wanted to try his luck in the cinema, and after making brief appearances in action films *Law Abiding Citizen* (2009) and *Faster* (2010), he had the chance to become really popular thanks to the part of Zizi in *Fast Five*. Since then, he has become one of the best-known faces on TV thanks to his constant appearances in a host of series, standing out especially for his roles in *Almost Human*, *True Detective*, *Barry* and, above all, the spinoff of *Sons of Anarchy* known as *Mayans M.C.*, in which he plays the tough "Bishop" Losa.



As time goes by, taking on Dom Toretto and his team becomes a personal matter for Zizi and he will stop at nothing to eliminate them.

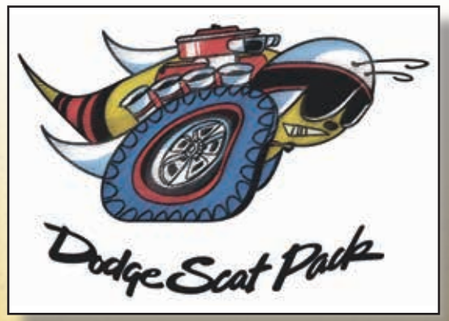


SCAT PACK

The Scat Pack was a Dodge muscle car owners' club promoted by the brand in the late 1960s. For a small subscription fee, they received information and free gifts. Mopar, a subsidiary of the Chrysler Group, has revived the name for different preparations in Dodge Chargers and Challengers.

Three Dodge Challenger Scat Pack units. The first one (centre) dates from 1970, when the club existed as such; the other two, from the present day, are fitted with Scat Pack kits.

In 1968 owners of the Dodge Coronet R/T, Dodge Charger R/T and Dodge Dart GTS, the brand's muscle cars, could join the Scat Pack club, organised by Dodge's marketing department. In return for a three-dollar annual subscription fee, "members" received a quarterly magazine, a monthly bulletin, a sticker for the car, a logo to stitch on to their leather jacket, a membership card and information about sporting activities. In the following two years the owners of Dodge Charger Daytonas, Dodge Challengers and Dodge Demon 340s joined the club, and sister brand Plymouth introduced a similar initiative called the Rapid Transit System.



The Scat Pack logo that club members wore on their cars and jackets was developed from the buzzing bee of the Dodge Super Bee.

The Scat Pack disappeared in 1972, when sales of muscle cars dropped off. In recent years, Mopar (the official accessories manufacturer and distributor for Chrysler Group models) has revived this name, although now it is used for different brand preparations of the most powerful versions of the Dodge Charger and Dodge Challenger. Numerous kits of parts to increase the power of the engines of both models are now marketed under the name Scat Pack.



ATTACHING THE STEERING WHEEL

In this assembly session you will attach the steering wheel to the steering column, and connect the wiring for the lights and sound effects.

PIECES FOR THIS STAGE

61A



61A Middle section of the car body

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



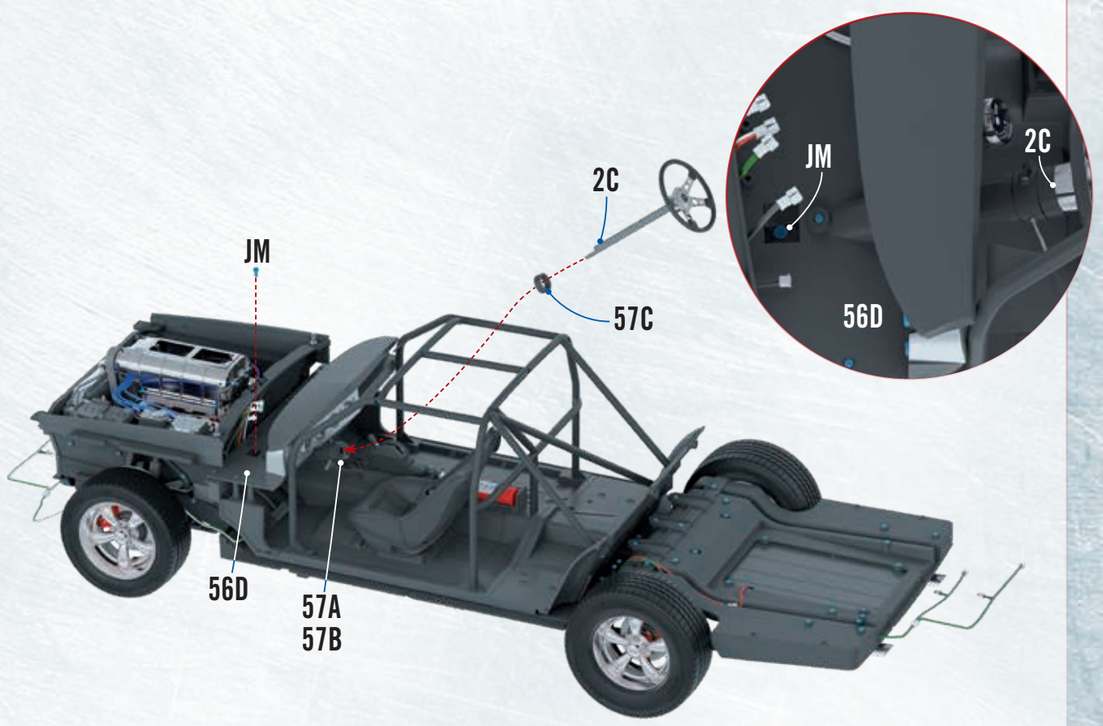
STEERING WHEEL AND DASHBOARD

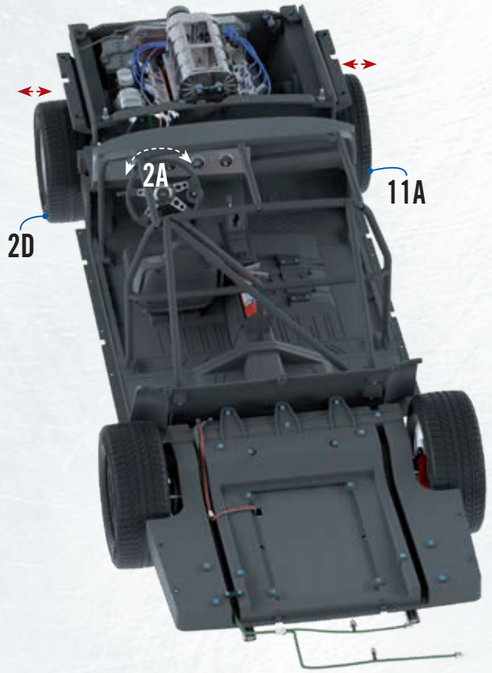
Attaching the steering wheel

61.1 **GET** the steering wheel that you assembled in assembly session 2. In the hole at the end of the steering column **2C**, screw and then unscrew a **JM** screw (provided with session 60), to prepare the hole for the next step. ▶



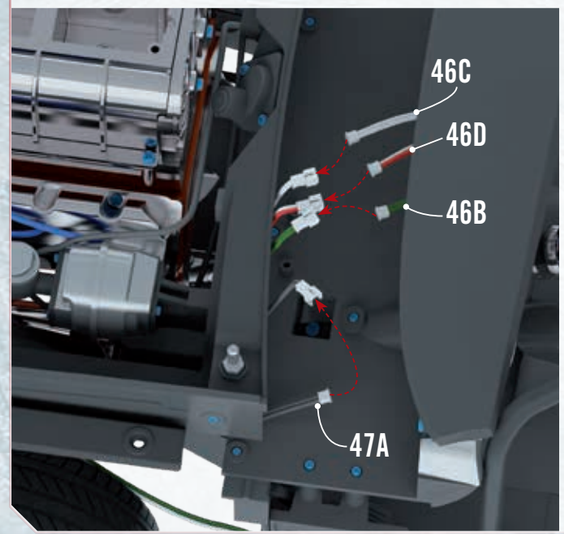
61.2 **SLIDE** the steering column washer **57C** onto the end of the piece made up of the left and right covers (**57A** and **57B**). Now insert the steering column **2C**, with the flat part of the end facing downwards. Insert a **JM** screw into the hole in the end of the steering column **2C**, using the corresponding opening in the lower dashboard panel **56D**. ▼



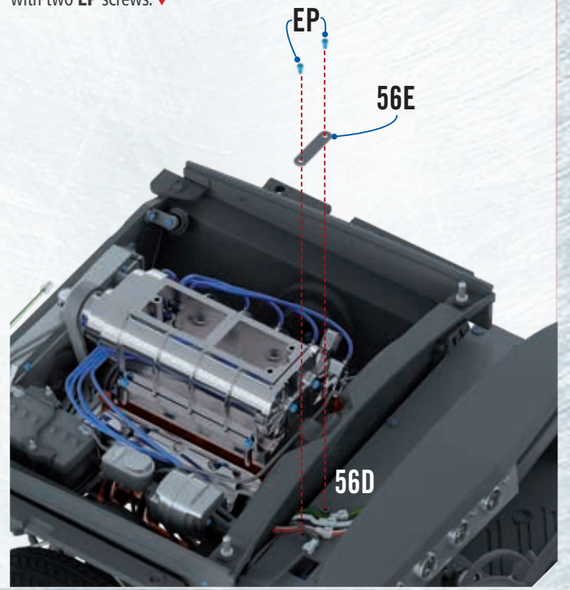


61.3 **TEST** the steering system by lifting the front of the model and turning the steering wheel clockwise and counter clockwise. When you do this, the front wheels should turn. ◀

61.4 **FIND** the ends of the following wires: wiring for the brake light **47A**, wiring for sound effects of horn and engine **46B**, wiring for the headlights **46C**, and the wiring for the dashboard lights **46D**. ▼

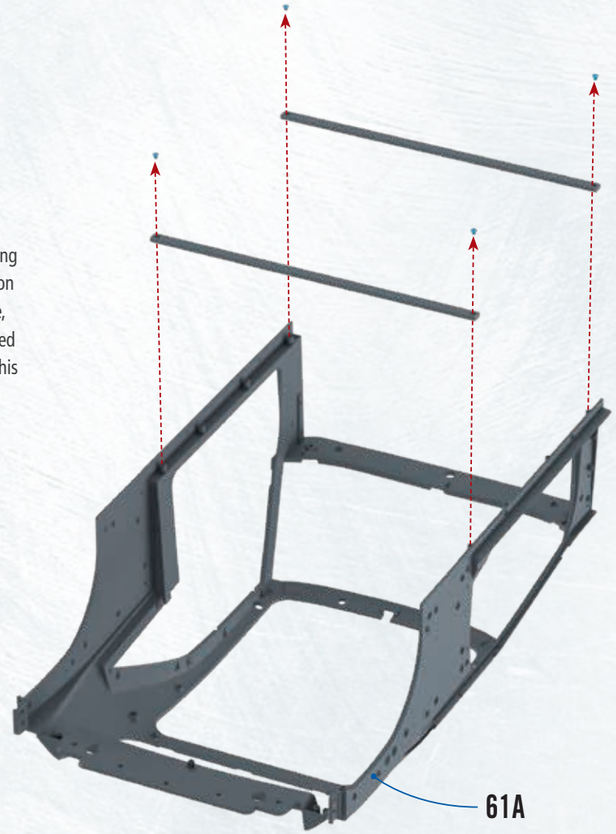


61.5 **GET** the wire clamp **56E**. Place the wires identified in the previous step between the two screw posts on the lower dashboard panel **56D**, and secure the wire clamp **56E** with two **EP** screws. ▼



Attaching the steering wheel

61.6 **REMOVE** the screws holding the rods on the middle section of the car body **61A** in place, and remove the rods. These parts are not needed for the car; their only function was to protect this large part during transport. ▶

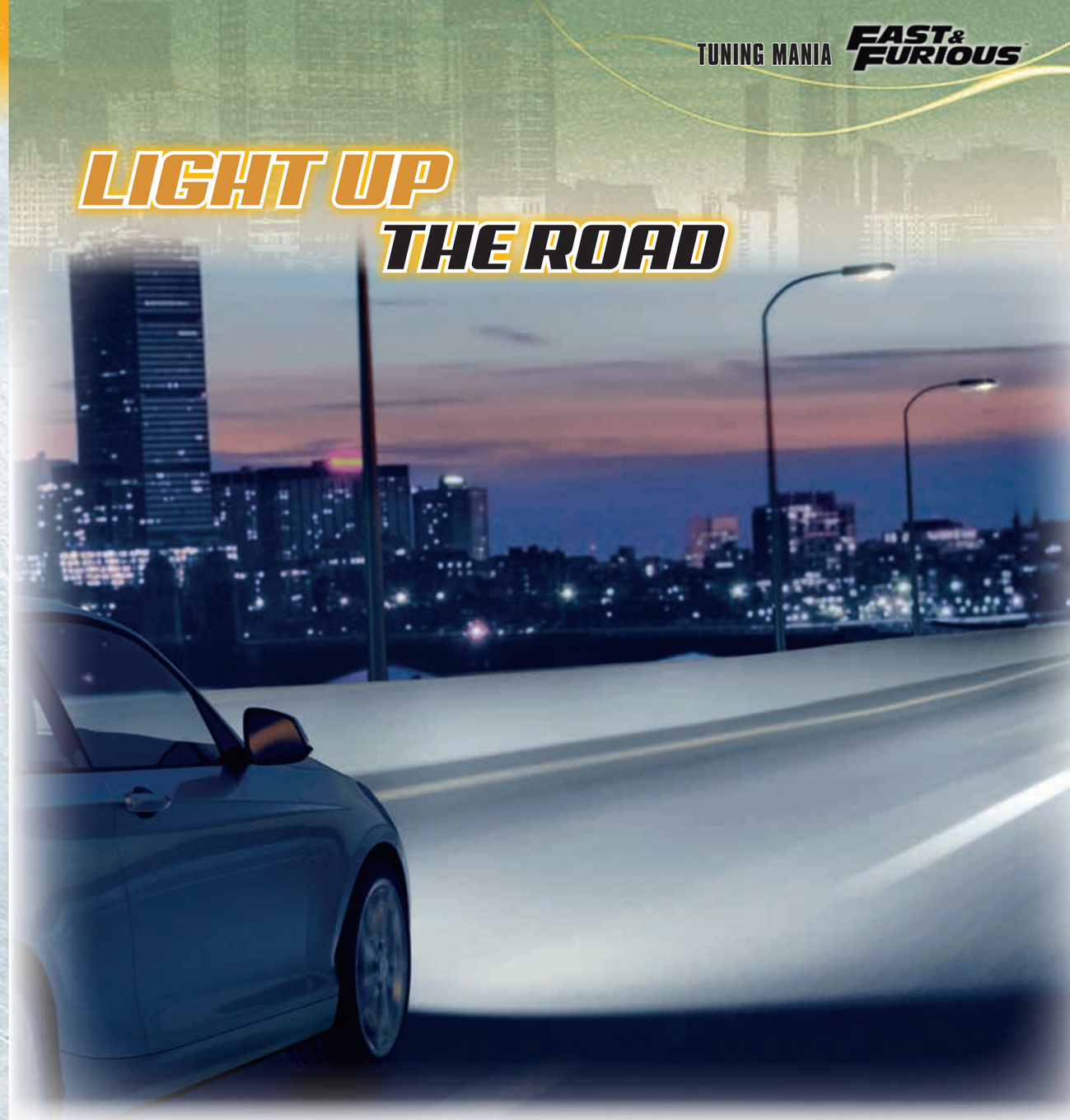


STAGE 61 FINAL RESULT

You have now attached the steering wheel to your model. Put what you have built so far in a safe place, together with the middle section of the car body, which you will need for the next assembly session.



LIGHT UP THE ROAD



Halogen, Xenon or LED? Which are the most effective bulbs to light up the road? We take a close look at headlights and discover the advantages and disadvantages of the different types of lighting in modern cars.

Headlights are, of course, an essential feature of all cars, although the lighting technology may vary from model to model. "Entry-level" cars will probably use halogen lamps to illuminate the road, while top-of-the-range models will almost certainly be equipped with xenon or complete LED systems. Before analysing the different bulbs, we shall review the purpose of each type of light:

Sidelights. These are the least powerful bulbs and are used to signal the presence of the stationary vehicle. They are not used for illumination. In newer cars, they have been replaced by daytime running lights, which also

Lighting has progressed enormously, introducing super-performing, efficient technologies like xenon and LEDs. So very soon, we will be able to say goodbye to traditional halogen bulbs!



This photo shows the enormous difference in power and intensity between a LED headlight (left in the image) and traditional halogen lamps (right).

perform the function of low-beam lights during the day in countries where it is mandatory to switch them on while driving.

Dipped-beam headlights. These have the function of illuminating the road at night in towns or when there is other traffic on the roads. Their light beam must extend at least 10 metres.

Main beam headlights. These lights project a powerful beam of light and are used to illuminate the open road when they will not dazzle other drivers.

Fog lights. These lights should only be operated when visibility is limited due to heavy rain, mist or fog. Fog lights project white light at the front of the car and intense red light at the rear.

Full LED technology is the latest development in lighting science. It includes optical applications that use the technology for both low and high beams, as well as daytime running lights.

HALOGEN BULBS

These were the first type to be fitted to modern cars, and they are still used in most of them. Inside them, it is easy to see the characteristic tungsten filament. Electricity reaches the bulb, and resistance makes the filament incandescent. The tungsten evaporates, releasing particles that combine with the halogen gas inside the bulb. The filament temperatures increase almost to the melting point of the tungsten (about 3400°C), thus generating a bright light. The tungsten-halogen molecule then migrates back to the filament, and the tungsten is re-deposited and recycled onto the filament, extending the life of the lamp. The halogen gas is then free to start the cycle again. Currently, there are two types of halogen bulbs: Single filament, which are used for either dipped or main beam lights and are designated H1, H3, H7, H9, H11, HB3; and double filament H4 types, used for both the dipped beam and main beam. The colour of traditional halogen light is a very bright yellow, and their useful life is limited to between 800 and 2000 hours. They are very susceptible to vibrations, and too many potholes can damage a bulb. For some time, several manufacturers have been marketing halogen bulbs that provide a white light beam similar to daylight (about 4000-4500K), providing up to 150% more illumination thanks to a special gas mixture inside the bulb. The driver's eyes receive brighter, clearer light, with the benefit of being able to drive for longer without eye fatigue. They also look more modern from outside the car.



Which one to choose?

Efficiently illuminating the road is a key safety issue during night driving and significantly reduces the risk of accidents. The choice of headlights must take into consideration various factors, starting with the purchase cost. However, performance and battery consumption are also important issues. Logically speaking, we should all choose the most advantageous solution, namely LED headlights: they illuminate much more than halogen (but less than xenon), last longer and have no high maintenance costs. On the other hand, xenon headlights offer unparalleled light intensity. Still, if they are not fitted as standard, modifications to the headlight housing are often required to install them. Finally, suppose we only travel a few kilometres, on well-lit roads. In that case, we could make do with the classic halogen bulbs, perhaps choosing models that guarantee white light and greater illumination.

HOW IS THE REFLECTOR MADE?

There are two types of headlights - projector and reflector. Reflector headlights are the old style found on cars made in the early 2000s or before. Projector headlights are newer. In the first case, the bulb does not directly illuminate the road. Instead, the reflecting dish positioned behind it has the task of collecting the light generated by the bulb and redirecting it toward the road. Whereas previously most reflectors were made of pressed metal, nowadays, thermoplastic materials are used to meet the required characteristics of the headlights, such as shape, surface quality, weight etc. Then the reflectors are coated to obtain the required surface quality. Aluminium or magnesium reflectors are also used in high thermal stress projector systems. In the next step, an aluminium reflecting layer is vaporised, followed by a silicon protective layer. Projector headlights are similar to reflector headlights. They contain a bulb in a steel bowl with mirrors to act as reflectors. However, a projector headlight also has a lens that acts as a magnifying glass, increasing the brightness of the light beam.

XENON AND LED

The automotive industry is constantly evolving. Continuous research has led to new technologies that have significantly improved driving conditions for motorists. The lighting systems sector is no exception. It is slowly abandoning halogen in favour of the higher-performing xenon and LED bulbs.

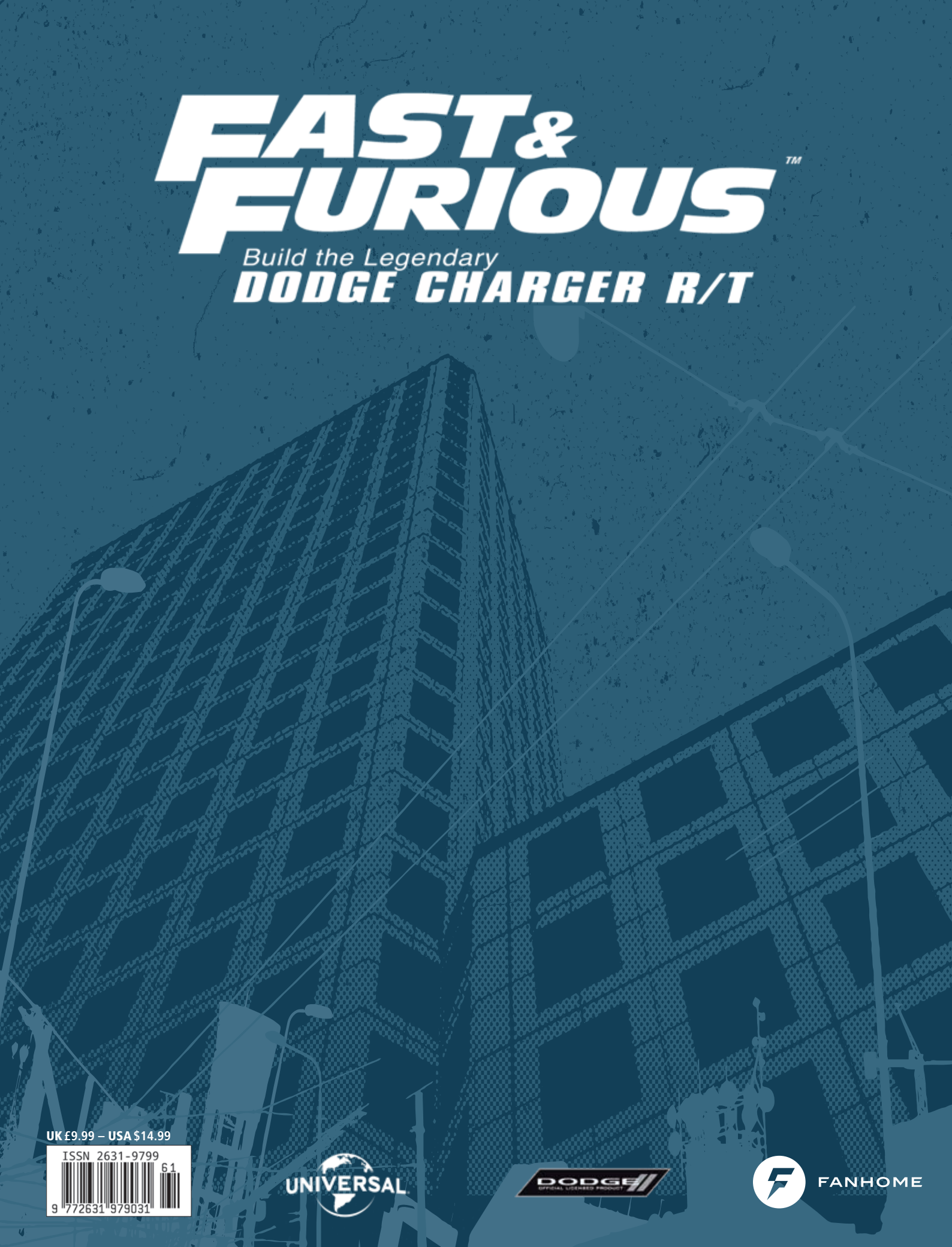
Xenon headlights are now fitted as standard to sports cars and top-of-the-range saloons. These lamps contain xenon gas and two electrodes: when the headlights are turned on, a very high-intensity electric arc is created, which interacts with the gas and produces a very intense light. Unfortunately, it is impossible to replace standard halogen bulbs with xenon bulbs because the system comprises different components that allow their correct operation. However, there are complete aftermarket kits available to enable them to be installed on virtually any car.

Fitting a xenon system will give you a beautiful blue-white light that allows much-improved vision of the road ahead. They also have a longer lifespan of up to 3000 hours, with a lower power consumption of 35w compared to 55w for conventional halogen headlamps. The main disadvantage is the cost, both for the initial purchase and for maintenance. It is not by chance that they are standard only on top of the range cars.

The final frontier of nighttime car lighting is LED technology, which offers the best relationship between price and performance. With LEDs, an electric current passes through a semiconductor (or diode) to produce light that is brighter and often has a wider beam pattern than other types of headlights. LEDs are more efficient, generate less heat and last longer than either halogen or xenon lights. However, they become dimmer as they age. Their structure and operation create a cool, white, intense light with reduced power consumption. This type of bulb can last up to 5,000 hours. The ratio between performance and price is excellent, but this does not mean that they are cheap, especially in the full LED version. However, switching from halogen is easier, and there are very affordable conversion kits available.

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