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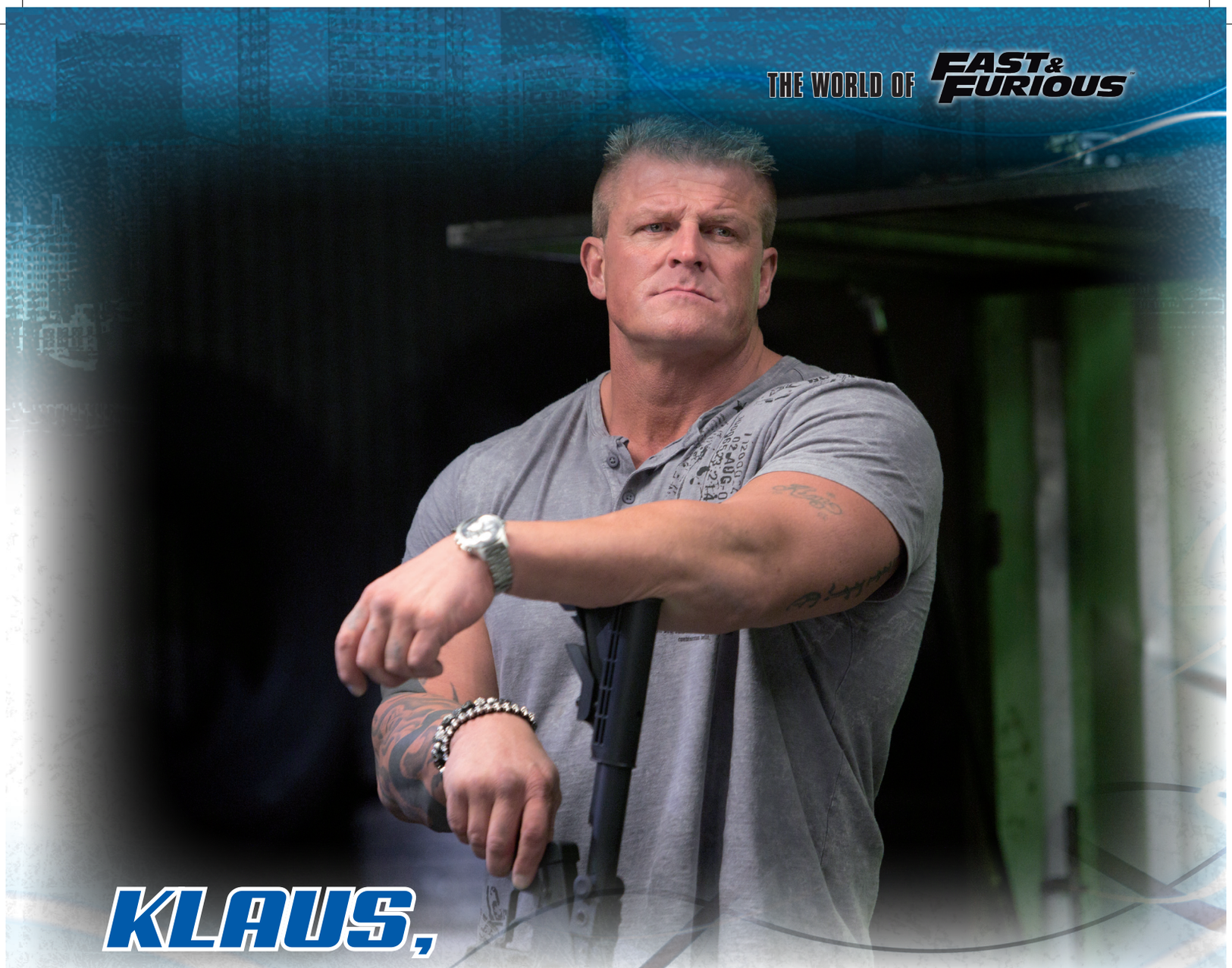
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KLAUS, A TOUGH GUY AT THE WHEEL

In Shaw's team there is one character who stands out above all the rest because of his enormous size. It is Klaus, a serious, disciplined, silent man who, when the occasion calls for it, turns into a virtually indestructible fighting machine.

The heroes in the world of *Fast & Furious* are used to action. Some of them, as in the case of Dominic Toretto or agent Luke Hobbs, are tough and extremely strong. However, they occasionally face enemies with a really threatening presence. This is the case with Klaus, one of the mercenary Owen Shaw's most loyal men, an essential member of his team, above all when it is necessary to go into action.

A HIGH-SPEED CHASE

In *Fast & Furious 6*, we first see Klaus in one of the thrilling chases in the movie. Along with his fellow team members, he takes part in the mission at Interpol's London HQ. Their objective is to locate military bases that possess the parts necessary to build the device known as Nightshade, capable of disabling an entire country's power supply.

Klaus has his first encounter with Dom Toretto and his team on this mission. In the exciting chase that follows, he and his companion Denlinger activate some electronic chips with which they put Tej and Roman's BMW M5 out of action. Klaus also tries to neutralize Brian's car, but Brian manages to foil him although he can't stop the mercenaries.

A DREAM COME TRUE

Justin Lin, the director of *Fast & Furious 6*, was looking for a man with an imposing presence to play the part of Klaus. After reading Chris Morgan's screenplay, he im-

Actor Kim Kold was a serious bodybuilding athlete in Denmark before he was given the chance to act and play the part tough guy Klaus.

Klaus, a tough guy at the wheel



Shaw's right-hand man Klaus is a key player in a team of mercenaries who will stop at nothing to carry out their sinister plans.

agined him as a sort of Indestructible Hulk, who not even Toretto's punches would bring down. It was casting director Lucinda Syson who first mentioned the name of Kim Kold to him, a Danish bodybuilding star who had done some work in the cinema. Justin was fascinated by his appearance and wanted to recruit him for the movie, even though he had far less experience than the rest of the cast.

The choice of Kim Kold for the movie was a real event in Denmark, since he was very popular there due to his activities as a bodybuilder. Because of this, the new actor was extremely proud to be able to make his contribution to the franchise.

"I found all the actors very relaxed and very open," Kim remembers. "I was pleasantly surprised. And for me it was fantastic to have the chance to play a man of action."

For Kim it seemed like a dream come true to be part of the *Fast & Furious* franchise. Not just because of the possibility of working in a Hollywood blockbuster but also for having the opportunity to demonstrate his talent as an actor. When he spoke to Justin Lin, Kim realized that he wasn't just going to be limited to playing the classic muscle-bound bad guy in the movie. The director wanted to highlight the personality of Klaus, emphasizing his efforts to protect Shaw, and he is one of the first to suspect Letty when her past connection with Toretto is discovered.

"We got a problem. We got a picture of her with the guy who almost took you out," Klaus tells Shaw.

THE ENFORCER

There can be no doubt that Shaw basically considers Klaus to be his enforcer. If it is necessary to carry out a possibly illegal action, the strong man of the group goes into action. This is what happens, for example, when they try to kidnap Mia Toretto in the Canary Islands, to have something with which to be able to stop Toretto. Although Mia and her son Jack are helped by Elena Neves, Dom's sister cannot avoid falling into the clutches



During the filming of *Fast and Furious 6*, Kim takes time out to stay in training and follow his demanding body building routine to stay in shape.

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KIM KOLD

Born in Copenhagen, the capital of Denmark, on August 25, 1965, Kim Kold became a brilliant soccer goalkeeper until a serious Achilles tendon injury forced him to give up his sporting career. In the gymnasium where he went for his rehabilitation exercises, he discovered the world of bodybuilding. After a period of training, Kim began entering competitions. Then one day his friend Mads Matthiesen convinced him to star in a short film, *Dennis* (2007), in which he played a shy bodybuilder. A convincing performance led this giant of a man, 1 meter 93 tall, and weighing 140kg, to continue working in the cinema, first as the star of the feature-length film *Teddy Bear* (2012), based on *Dennis* and again directed by Matthiesen, and then playing Klaus in *Fast & Furious 6*, with which he made his debut in Hollywood. While running his own security firm, Kim has sporadically continued to appear in movies such as *Star Trek Beyond* (2016), *Requiem for a Fighter* (2018), and *6 Underground* (2019).

of Shaw's organization, something that will lead to all-out war between the two groups.

Working on these scenes, Jordana Brewster, the actress who plays Mia, was really surprised when she found out that Kim Kold's fierce appearance belied his true personality.



"Dwayne Johnson is imposing. The first time you see him, you think, 'There can't be anyone bigger than him.' That's until you see how huge Kim is!" the actress says with a smile. "But what's truly surprising about him is that he is so sweet and always ready to learn new things."

A TITANIC CLASH

From the moment he appeared in *Fast & Furious 6*, Klaus posed a series of questions for the audience. The first of them is obvious: in hand-to-hand combat, would Toretto be able to neutralize such a powerfully built rival? This exciting duel does not take place until the movie's thrilling finale, the spectacular chase at the airbase.

When Dom and his team burst into a military aircraft in which Shaw is trying to escape and to hurt Mia, Klaus first has to deal with Brian, who he disarms with a simple swipe of his hand. In this case, the struggle seems clearly unequal. Barely breaking sweat, the giant lifts the driver up and smashes him down on the hood of his car. Brian skilfully manages to slip away and goes looking for Shaw, and Klaus then proceeds to neutralize Dom. He defends himself using the butt of his shotgun, but the blow doesn't seem to have the slightest effect on the enormous mercenary. And so a really fierce fight between them begins inside the plane. Although Toretto makes a prodigious leap and manages to knock the giant down with a powerful head-butt, he gets straight back up again. Dominic realizes he has a really hard job on his hands. Luckily for him, Hobbs joins in the fight. After a titanic struggle, the combined power of Hobbs and Toretto wins out and Klaus ends up among the victims when the plane crashes and then explodes.

Despite the fact that all the stars put their hearts and souls into preparing the scenes in this thrilling encounter, they bonded massively during the entire shoot.

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A 1954 Dodge Royal with two-door saloon bodywork. This car was, at the time it was launched, the brand's most elegant deluxe car.

DODGE ROYAL

Presented in 1954, the Dodge Royal took its place as the brand's largest and most deluxe model. Available in many different kinds of bodywork, it was manufactured until 1960 through three generations of elegant models, just at the time when ponton-style rounded bodywork gave way to designs with large fins.

The complete range of the Dodge Royal's bodywork in 1958, when the new look of large tailfins was all the rage.



The Dodge Royal, offered only with V8 engines, was available as a saloon (two or four doors), hardtop with B pillar (two or four doors), with station wagon bodywork (two or four side doors), and as a convertible. It replaced the Dodge Coronet as the brand's largest and most powerful vehicle, which went on to occupy an intermediate place in the brand's offer. In its first year of life, the convertible version was the pace car in the Indianapolis 500 and to celebrate it, a special series was launched with the spare wheel on the rear bumper and the spoked wheel rims of the unit that was used in the legendary race.

Within the Dodge brand, the Dodge Royal was part of the stylistic shift that took place in the mid 1950s, when the rounded shapes of the early years gave way to more extreme cars, with long raised tailfins. Deluxe two-tone paintwork, an increasingly large number of chrome-plated features and longer bodywork with more prominent tailfins (changes obvious in the third generation of the Dodge Royal, launched in 1957 and manufactured until 1960) signaled the evolution of a model that, in 1961, gave up its place in the range to the Dodge Polara.

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TAILGATE PANEL

In this assembly session you will attach all the respective components and accessories to the tailgate panel. Follow our instructions and accompanying illustrations carefully.

PIECES FOR THIS STAGE

73A



73B



73C



73D



73E



73F



73G



AP



73A Tailgate panel
73B Boot lock, piece 1
73C Boot lock, piece 2 (x 2)
73D Boot lock, piece 3
73E Boot lock spring
73F Boot lock cylinder
73G Boot lock cylinder spring
AP Screws 1.7 × 4 mm, (x 5)*

* Some of the parts are spares.

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.

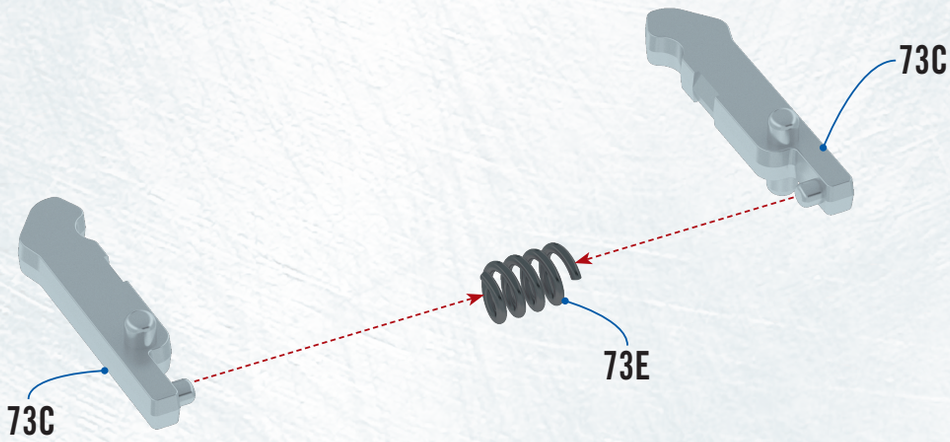
ASSEMBLY AREA



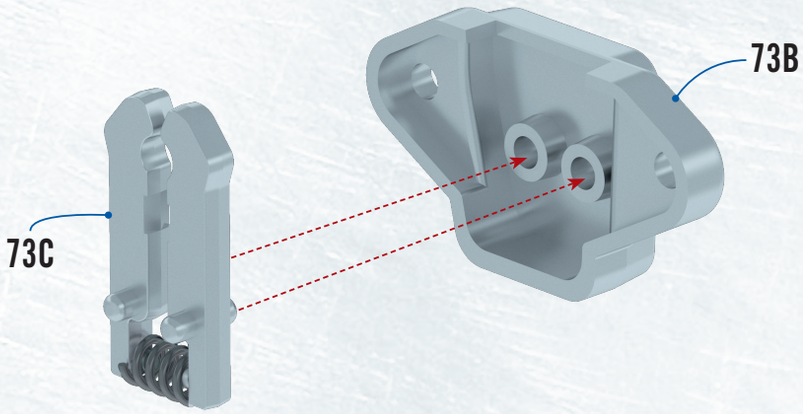
BOOT

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73.1 **PUT** the lock spring **73E** between the pins on the ends of each piece 2 of the lock **73C**, as shown in the illustration. ▼



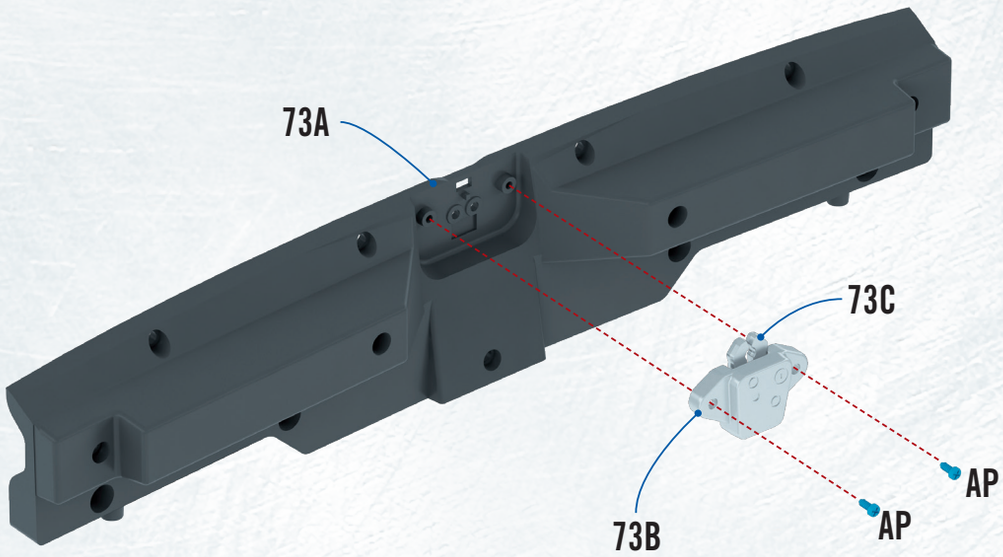
73.2 **INSERT** the pins on the piece you have just assembled into the inside holes in piece 1 of the lock **73B**. ▼

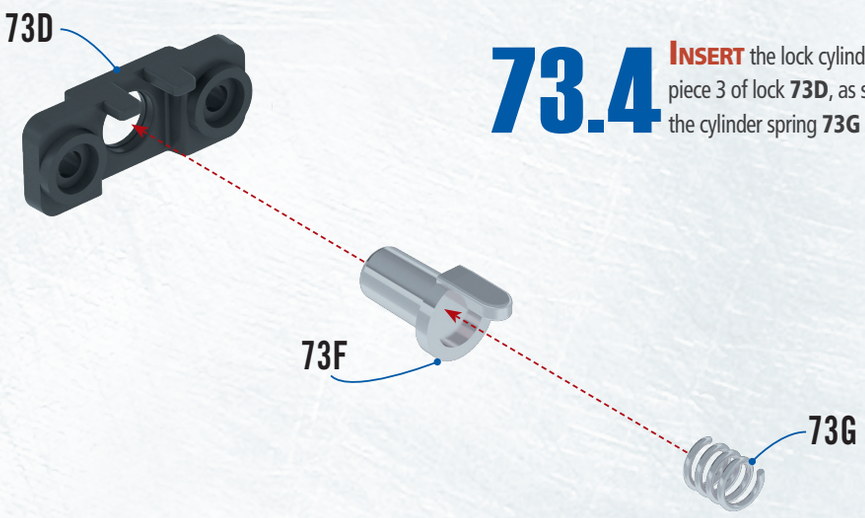


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73.3 **Now** position the piece on the tailgate panel **73A**. Look at the illustration to understand the correct position. Secure the piece with two **AP** screws. ▼

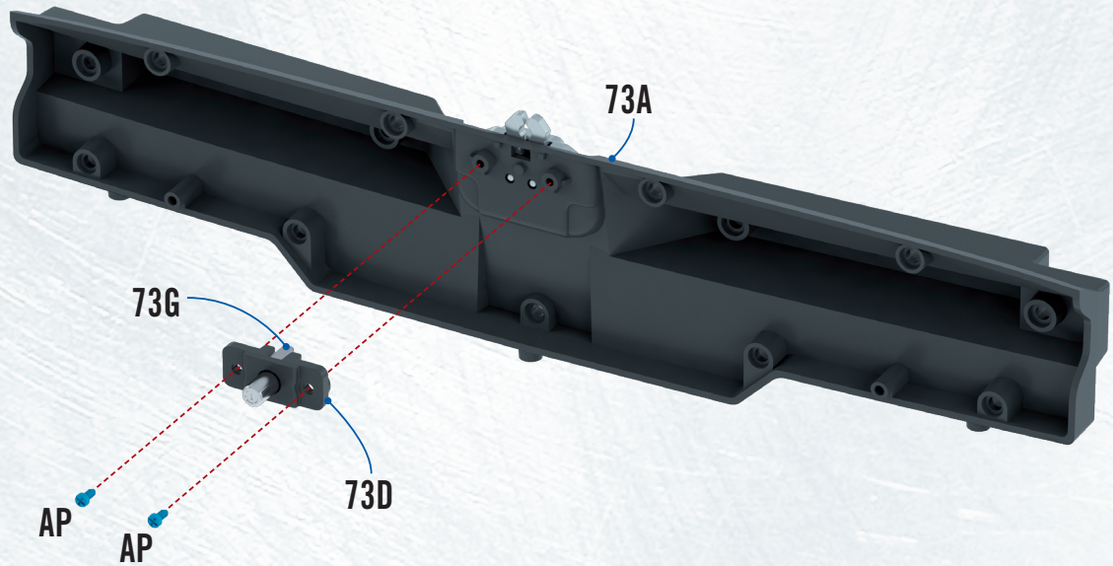




73.4 **Insert** the lock cylinder **73F** into the central hole in piece 3 of lock **73D**, as shown in the illustration. Then place the cylinder spring **73G** inside the cylinder **73F**. ◄

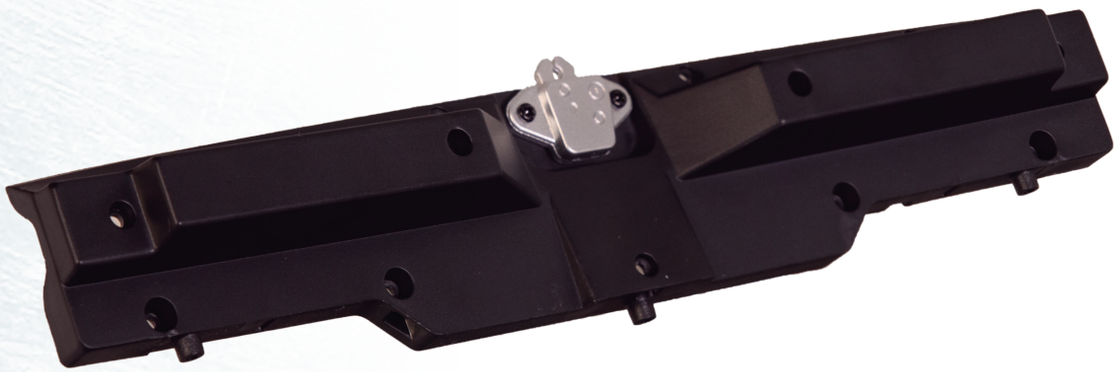
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73.5 **HOLD** the cylinder spring **73G** in place and position piece 3 of the lock **73D** onto the two pins in the middle of the inside of the tailgate panel **73A**. Secure the pieces with two **AP** screws. ▼



RESULTS OF STAGE 73

You have now attached all the components of the lock mechanism to the tailgate panel.



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MATERIALS: CONTINUOUS EVOLUTION



The materials sector is often the driver of significant advances in technical evolution. For example, the introduction of cutting-edge materials has also revolutionised the production of car components.

In recent years, several important milestones have been achieved in the world of materials, with solutions that have marked important progress in this sector. Sometimes it is thanks to technology transfers between different sectors, such as the movement in the use of special alloys from the aeronautical sector to the automotive sector. There are also more traditional materials, such as tempered steels that have been used since the 1950s and 1960s. These have become even more useful thanks to new production technologies that allow better control of the composition and quality. And then there are new types of steel that allow parts to be made with similar characteristics to those previously produced, but at a lower cost.

The evolution of forging systems allows careful monitoring of production. It is also possible to predict the result thanks to simulation software.

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Cryogenic treatments are not only applied to the human body but also to mechanical components. They contribute to increased wear resistance and reduced friction.

FROM CASTING TO MATERIALS

When it comes to melting metals, two clear objectives are to be achieved: first to reduce costs by introducing more and more advanced technologies, and then to improve the characteristics and quality of the parts produced. Effort is concentrated both in the development of new procedures and in the refinement of existing ones, creating new, more advanced and sophisticated variants.

The limits of conventional die-casting are well known: the finished product is extremely porous (which does not permit heat treatment and makes welding a problem), and it is not possible to cast hollow items. For these reasons, a process has been developed which creates a strong vacuum inside the mould while the molten metal is introduced. This almost completely eliminates the air and dramatically reduces porosity in the parts produced. For hollow items, an ingenious solution

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has been found that allows them to be cast, too. This is due to a reduction in the liquid metal input speed and pressure, and also to the use of cores made of ceramic material obtained by sintering, starting from powders.

A system that allows a drastic reduction in the amount of porosity in light alloy pieces obtained by casting is Hot Isostatic Pressing (HIP), which is carried out with very advanced technology in special plants. It is also applicable to other materials and also to parts made by sintering. It is a thermal process that uses high pressure to improve the properties of the material. The pressure is generated using an inert gas, usually argon.

Finally, a method known as "lost-foam casting" can be used to produce crankshafts in cast iron. These are widely used in the automotive field for medium and low-powered engines. It can also be used to produce cylinder heads made of aluminium alloy.

Materials: continuous evolution

It is a melting system that uses a single-use model made of expanded polystyrene buried in compacted sand. When the liquid metal is poured in, the model vaporises, leaving its shape in the compacted sand. This space is filled with the molten metal, and the gases escape easily thanks to the porosity of the sand.

STATE-OF-THE-ART TECHNOLOGY

The constant development of increasingly sophisticated and advanced simulation programs is a valuable contribution to the improvement of casting technologies. This is because these simulations allow users to preview the distribution of temperatures and the development of the solidification with great precision, and consequently to be able to intervene where necessary. Moreover, it makes it possible to control the cooling process of the molten metal, with advantages for the formation of the crystalline structure that the material assumes once solidified. Faster cooling corresponds to the formation of finer grains, thus improving the mechanical characteristics. In recent years we have seen the birth of "amorphous" alloys that are stronger and less brittle. These are obtained by dramatically increasing the cooling rate to speeds that can exceed 1000 degrees per second. This rapid solidification prevents the formation of a crystalline structure typical of metals.

The process allows manufacturers to obtain materials that could not be produced with other systems. Amorphous alloys are a class of metallic materials that are not crystalline in nature compared to most metals. They demonstrate excellent properties such as high strengths, high elastic strain limits, good corrosion resistance, etc., depending on the alloys that are used to create them. These can be based on zirconium, titanium, nickel, copper and beryllium, for example.

COLD THERAPY

In the world of tuning, they have been talking about cryogenic treatments of components for several years. There are a good number of experts in the sector who speak of excellent results, especially in terms of the durability of the mechanical parts. On the other hand, there are sceptics who, without documented evidence from long-term studies, do not yet completely trust the process.

Cryogenic treatment consists of gradual and carefully controlled cooling of the parts, followed by prolonged maintenance at low temperatures (from -150°C down) and then a slow and progressive return to room temper-

Many parts of the MIG 29 aircraft are made of an excellent but very expensive aluminium-scandium alloy, known for its very high strength.



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Looking for new alloys

Metallurgical evolution has also affected the field of aluminium alloys, although traditional ones such as the classic 7075 (Ergal) or 2024 (Avional) continue to dominate the scene thanks to their excellent characteristics. While it seems difficult to achieve anything better, things have moved forward in the field of research in recent years. The most interesting group, which has long been used in Formula 1 racing, is that of aluminium-lithium alloys that were originally developed for aeronautical use. The addition of lithium causes a decrease in density and an increase in the elastic modulus and, therefore, in stress resistance. These alloys are part of the 8000 series, but the most used is known by the number 2090, and it contains almost 3% copper. Its tensile strength is about 570MPa (therefore similar to that of 7075) with a stretching coefficient of about 8%. With the collapse of the Soviet Union, the Western world discovered a number of different avenues in the field of metallurgy, such as the development of aluminium-scandium alloys, widely used in the manufacture of military aircraft. The characteristics of these materials are very interesting but not superior to those of other advanced alloys, and their cost is exorbitant. For this reason, today, they do not have any apparent practical applications.

ature. If necessary, the treatment can be repeated several times.

According to specialists in the sector (who obviously have an axe to grind), the impact on the components is extremely positive, and the results include the elimination of residual stresses inside the parts, the disappearance of residual austenite in the hardened steel pieces, and the formation of small metal carbide crystals with high hardness and a low coefficient of friction.

On a practical level, the components that have undergone cryogenic treatments have higher wear resistance, which results in longer life. There is also higher dimensional stability and higher mechanical efficiency of the parts, thanks to the lower friction coefficient.

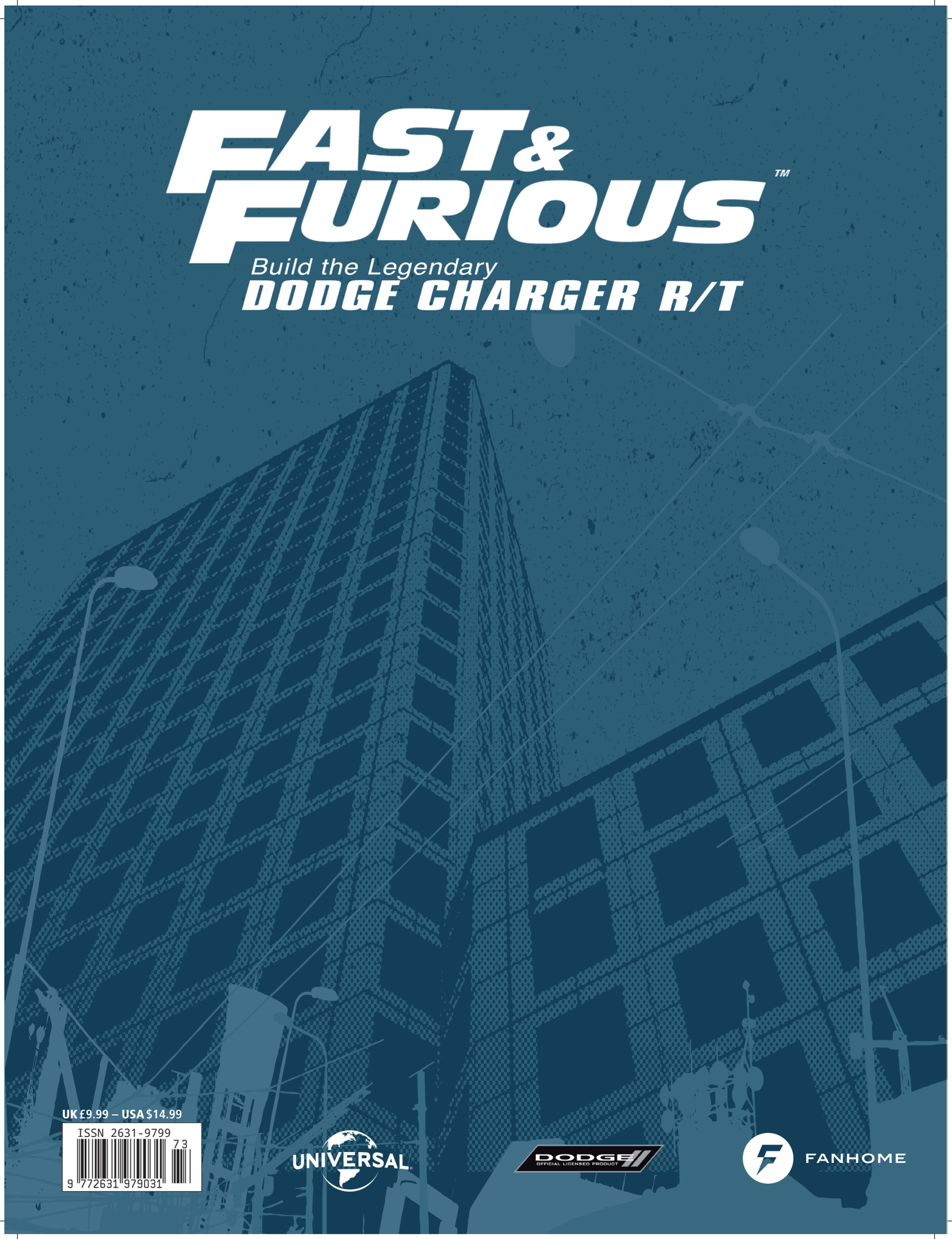


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