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THE BEST FIGHTS

***Fast & Furious* has the most memorable and dynamic action scenes. The protagonists never back down in the face of a challenge, whether it's physical or mental, and this has given us some extremely intense moments.**

Action scenes and hand-to-hand fighting are essential elements in the franchise, despite being sequences of great technical complexity that require days of preparation.

THE FIGHT AS A SPECTACLE

Hand-to-hand combat began to take on a whole new dimension in the franchise from *Fast Five* onwards. It was in this film where one of the key names in the future of the franchise made his debut: DSS agent Hobbs. Played by Dwayne "The Rock" Johnson, this character was presented to the audience as an inflexible defender of law and order, who was determined to capture Dominic Toretto and his people at any cost. He was not a villain, but he was definitely a serious threat to our heroes. The highlight of the movie was therefore

Playing the part of Sean Boswell in *The Fast and the Furious: Tokyo Drift*, actor Lucas Black had to put up with all kinds of provocation from D.K. from the first moment he arrived in his new home town.



An illustration designed for the premiere of *The Fate of the Furious*. It reflects the strength of the character of Agent Hobbs, who gets involved in some of the toughest fights in the saga.

the inevitable encounter between two forces of nature, Dom and Hobbs, two colossuses whose titanic clash would remain etched on the memories of all the fans of the franchise.

Stunt coordinator Mike Gunther, who was in charge of all the action sequences in *Fast & Furious*, designed the fight. Together with Troy Robinson and Tanoai Reed, the regular doubles of Vin Diesel and Dwayne Johnson respectively, he came up with a clash that would end up destroying half of the car factory set. The two actors joined in the rehearsals several weeks before filming to polish every single detail. The filming of the scene took more than a week, and it required that the fight be choreographed right down to the last detail, since in this kind of sequence nothing can be left to chance or improvisation.

Speaking of the roughness of the final clash, Vin Diesel says. "Both Dwayne and I are very proud of the scene. From the start we knew that it had to be that way, and the effort was worth it." Dwayne Johnson adds: "It was a unique opportunity. It enabled me to use my entire arsenal: years of training, of wrestling, and the different fight styles that I had learned for other movies."

This was how the concept of the fight-as-spectacle emerged. Due to the massively enthusiastic reactions of the fans of the series, the producers of the franchise had no option but to come up with a monumental clash in each new film that would be even more exciting and spectacular than the previous one. And in this respect we have to recognise the brilliance of the creators of *Fast and Furious*, because they did not restrict these fights to the male characters; they soon showed that the women could also hold their own very well with their fists.

OTHER HIGH-OCTANE FIGHTS

In *Fast & Furious 6*, Dom Toretto was up against the elusive mercenary Owen Shaw. The big fight in the movie was not between them, however, but two women: Letty Ortiz, who after an accident in which she had lost her memory was working for Shaw, and Riley, agent Hobbs's tough assistant. The fight between these two amazons surprised the fans of the series, and they absolutely loved it. The clash between Letty and Riley was the most talked-about in the film, but not the only one; stunt coordinator Greg Powell and fight choreographer Olivier Schneider had to prepare as many as 16 fights. As well as the one already mentioned, the fight between Roman and Han, on one side, and martial arts specialist Jah, another member of Shaw's team, one the other, got the audience out of their seats. Filmed in the tunnels of London's busy Waterloo Station, the three actors who played these characters, Tyrese Gibson, Sung Kang and Joe Taslim, respectively, decided to act out the fight without stunt doubles, in amongst a hundred or so extras playing the passengers surprised by the fight. Rapid, unstoppable and explosive, this fight also went on to become one of the most accomplished in the franchise.

After raising adrenalin levels so much, no one even considered dropping the pace in *Furious 7*, just the opposite in fact. Once again a series of really first-rate fights was devised so as not to disappoint the fans of the franchise. After the incredible first clash between the vengeful Deckard Shaw and agent Hobbs, a mercenary called Kiet who was an expert in Muay Thai became an absolute nightmare for poor Brian. But the highest-rated fight was the one between two women. Letty, who by now had rejoined Dom's team, once again pulled no punches, trying to fend off Kara, the implacable bodyguard of a Saudi prince. The fight between the two women became another huge phenomenon.

TWO TOUGH GUYS DESTINED TO UNDERSTAND ONE ANOTHER

There was an almighty clash in *The Fate of the Furious*, when screenwriter Chris Morgan came up with the idea of placing the former elite DSS agent Hobbs in the same jail as his biggest foe, Deckard Shaw. This is how F. Gary Gray, the director of the movie, decided to pitch the definitive rematch after the colossal confrontation between them in *Furious 7*.

During the series we saw that by collaborating with Toretto's group, agent Hobbs's rock-hard character was softening up. So in this movie Hobbs cannot forgive Dom after he betrays him during an undercover mission in Berlin, thus turning him into collateral damage. To cap it all, the US government turns its back on him, so Hobbs has to hand in his badge, and he ends up in a maximum security prison where it just so happens that his sworn enemy Deckard Shaw is doing time.

Hobbs and Shaw are real hard men; they both have military training and are experienced fighters. Although it appears that they can't stand one another and that they have to constantly challenge each other, the audience sees that a bond is gradually growing between them.

The big fight in the prison is Mr. Nobody's idea to help Hobbs escape from there. But placing Hobbs and Shaw inside the same four walls and sparking off a fight between them could have unforeseen consequences.

"Hobbs and Shaw are in the same jail, but they're fighting for very different reasons, that's why the sequence is so dynamic," says director F. Gary Gray. "Also, one of the things I like the most is that they use two totally different martial arts styles. Shaw's is colder, purer, with touches of parkour, while Hobbs is raw power; he crushes everything and punches everyone out of the way. I love the contrast in their styles. This scene is going to become a classic movie moment."

The explosive and occasionally humorous love-hate relationship between these two characters led the producers of the series to consider the first spin-off from the franchise, which was released in 2019, entitled *Fast & Furious Presents: Hobbs and Shaw*.

JONATHAN EUSEBIO

The spectacular fight between Hobbs and Shaw in *The Fate of the Furious* was choreographed by Jonathan Eusebio, one of the most sought-after fight coordinators in Hollywood. Born on 15th September, 1973, he was introduced to martial arts by none other than Dan Inosanto, who had been a training partner of the legendary Bruce Lee. Determined to carve out a niche for himself in the film industry he began working as a stuntman in *Crocodile Dundee in Los Angeles* (2001), before taking part in other action movies such as *Blade II* (2002), *Windtalkers* (2002) and *Daredevil* (2003). Meanwhile, he increased his knowledge of fight techniques: besides mastering taekwondo and aikido, he practiced other disciplines like Muay Thai, Shooto, or Philippine martial arts. All this experience stood Eusebio in good stead when it came to pitching for jobs as a fight coordinator. He created the fights in *The Bourne Ultimatum* (2007), *The Expendables* (2010) and *The Avengers* (2012). Later, apart from standing out for his work on the *John Wick* franchise and taking part in the eighth *Fast & Furious* movie, his reputation was consolidated when he became a virtually essential name in superhero movies, leaving his mark on the action scenes in *Doctor Strange* (2016), *Black Panther* (2018), *Deadpool 2* (2018) and *Birds of Prey: And the Fantabulous Emancipation of One Harley Quinn* (2019).



DODGE DYNASTY 1988 MODEL

Launched in 1988 and on sale until 1993, the Dodge Dynasty, built on the intermediate wheelbase variation (measuring 2.65 metres between axles) of the Chrysler Group's front-wheel drive K platform, was only marketed with four-door saloon bodywork and with straight-four or V6 engines.

The Dodge Dynasty was the last classically designed Dodge vehicle, and also the last one to offer six seats in two rows (the front row had a bench seat instead of two individual seats).

The Dodge Dynasty was almost the twin of the Chrysler New Yorker and Imperial, the latter with the long-wheelbase variation of the same platform. With a classic, conservative but elegant design, it was 4.87 metres long and had an almost vertical rear pillar, a front with rectangular headlamps and a central radiator grille.



In 1989, the brand's advertising promoted the "classic" design of the model that was aimed at customers with conservative tastes.

The successor to the Dodge 600, it was an updated version of its predecessor, from which it inherited the platform and some engines. The range was composed of a 2.5-litre 4-cylinder engine, as well as two 3L and 3.3-litre V6s. The first of these was by Mitsubishi, a brand with which the Chrysler Corporation had technological agreements to design models jointly; the second, which replaced the 3-litre version, was newly created and launched in 1990.

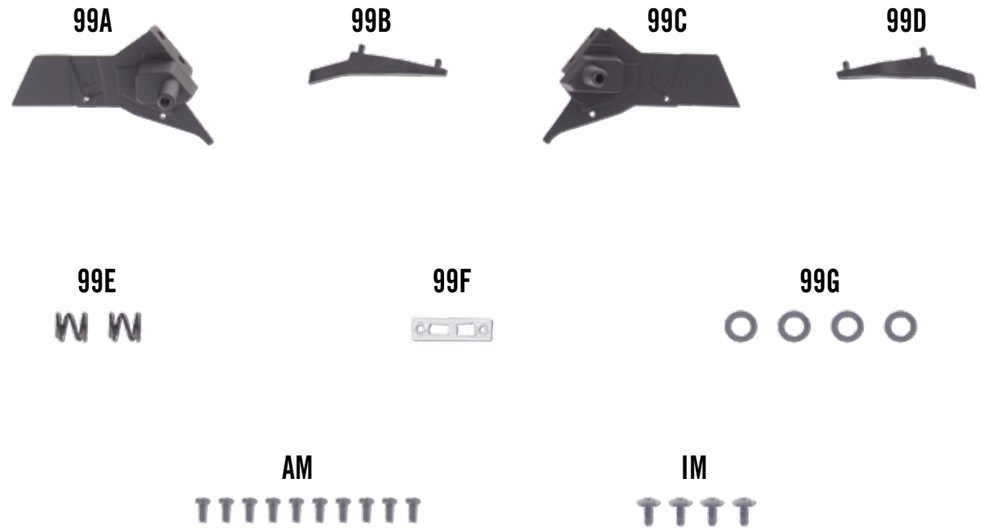
All the versions had three and four-speed automatic gearboxes. Most of the units sold to private individuals were fitted with the V6 engine, while the 4-cylinder option was sold to fleets. In three finishes (Base, LE and Brougham, the last one a more deluxe optional package for the LE), the Dodge Dynasty remained virtually unchanged until 1993, when it was replaced by the more modern Dodge Intrepid.



THE BOOT HINGES AND BOOT LID

In this assembly session you will be working on the boot lid. Please follow our instructions and the explanatory illustrations carefully.

PIECES FOR THIS STAGE



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.

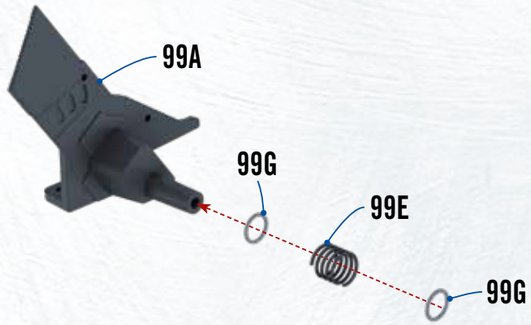
99A Left boot hinge reinforcement 1	99D Right boot hinge reinforcement 2	99G Washers (× 4)
99B Left boot hinge reinforcement 2	99E Boot lid springs (× 2)	AM Screws 2 × 4mm (× 10)*
99C Right boot hinge reinforcement 1	99F Boot lock housing	IM Screws 2 × 5 × 5mm (× 4)*

* Some of the parts are spares.

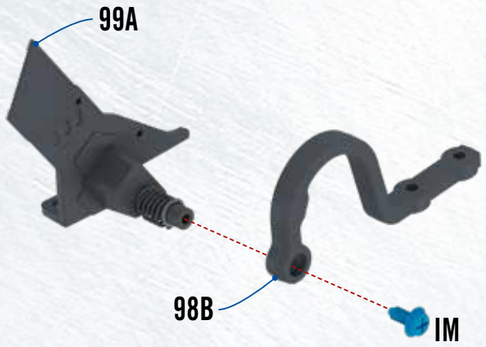
ASSEMBLY AREA



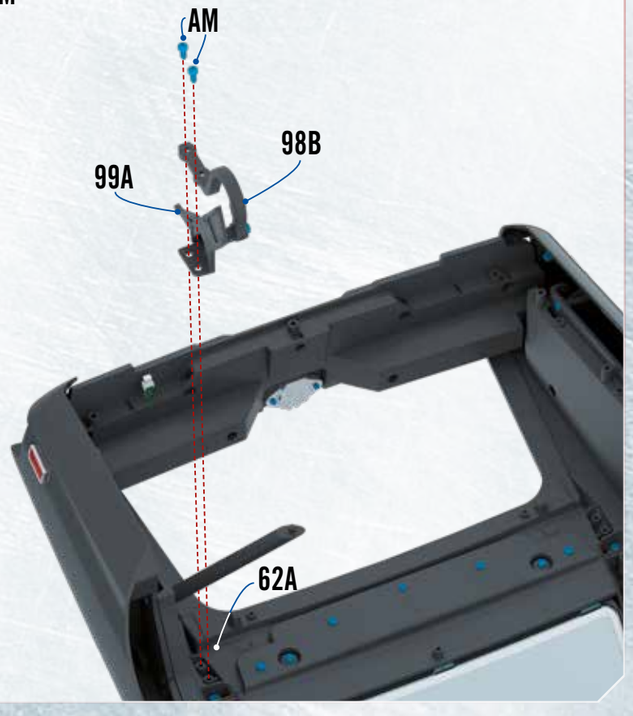
BOOT LID



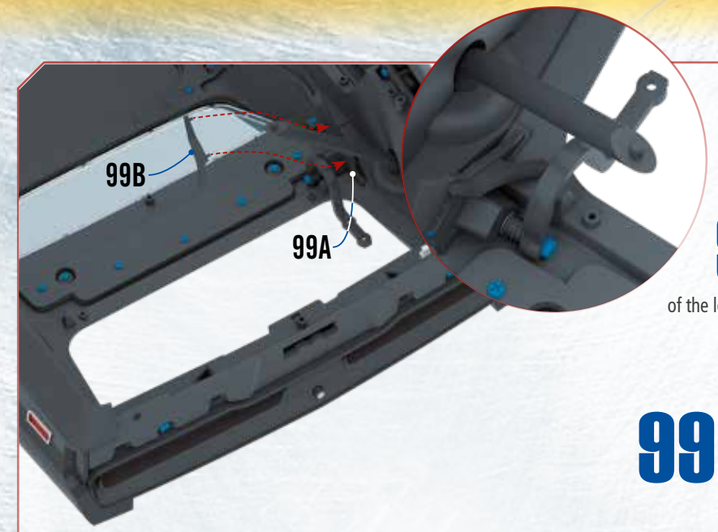
99.1 **SLIDE** a washer **99G**, a spring **99E** and a second washer **99G** onto the cylindrical post on the left boot hinge reinforcement 1 **99A**. ▶



99.2 **GET** the left hinge **98B** and slide the eyelet on the end of its curved end onto the post on the left boot hinge reinforcement 1 **99A**. Secure with an **IM** screw. ◀



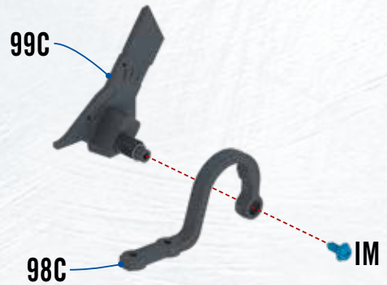
99.3 **TURN** the body of your model upside down. Align the two holes in the flat tab on the left boot hinge reinforcement 1 **99A** with the two holes in the body, as shown in the illustration. Secure the piece with two **AM** screws. ▶

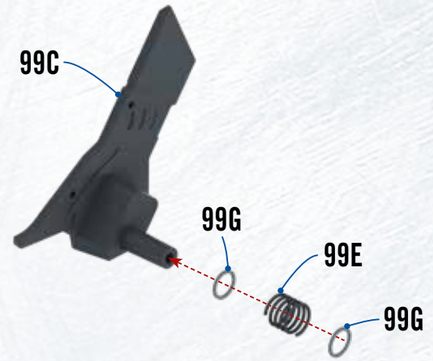


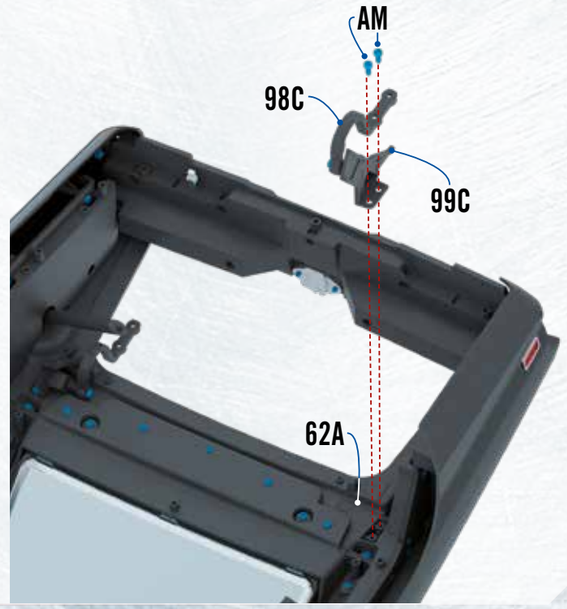
99.4 **INSERT** the two pins on the left boot hinge reinforcement 2 **99B** into the two holes in the top of the left boot hinge reinforcement 1 **99A**. ◀

99.5 **SLIDE** a washer **99G**, a spring **99E** and a second washer **99G** onto the cylindrical post on the right boot hinge reinforcement 1 **99C**. ▼

99.6 **GET** the right hinge **98C** and slide the eyelet on the end of its curved end onto the post on the right boot hinge reinforcement 1 **99C**. Secure with an **IM** screw. ▼



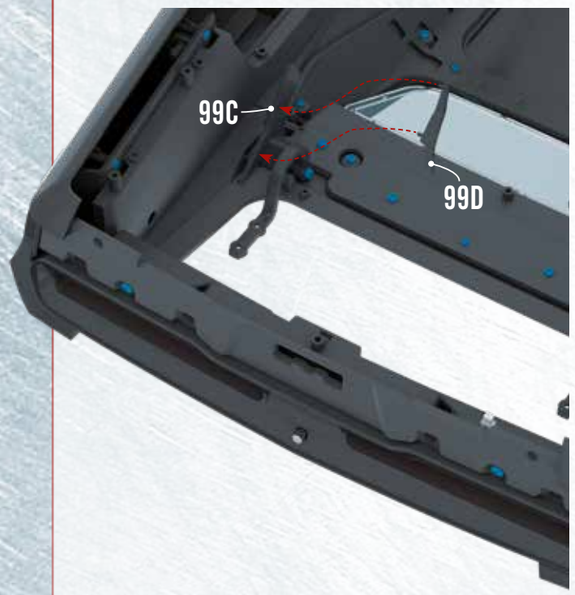




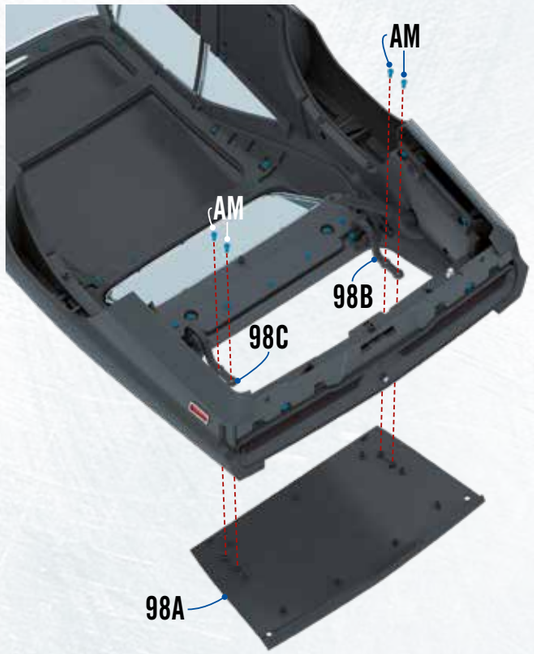
99.7 **ALIGN** the two holes in the flat tab on the right boot hinge reinforcement 1 **99C** with the two holes in the body, as shown in the illustration. Secure the piece with two **AM** screws. ▶

The boot hinges and boot lid

99.8 **Insert** the two linchpins on the right boot hinge reinforcement 2 **99D** into the two holes in the top side of the right boot hinge reinforcement 1 **99C**.▼



99.9 **Align** the mounting holes in hinges **98B** and **98C** with those in the boot lid **98A**. Secure the pieces with four **AM** screws.▼



RESULTS OF STAGE 99

You have now attached the boot lid. Keep what you have built so far in a safe place until you need it.



SWAPPING ENGINES – AN INSTANT UPGRADE



The instant solution to a performance upgrade for your car is to swap your old engine for something that produces more horsepower. You could, for example, switch from a naturally aspirated engine to a turbo in one go. It is not always the easiest of options, but it can bring almost instant satisfaction.

When we talk about an engine swap, we refer to the replacement of the original engine with another one (not necessarily from the same manufacturer) for one of two possible reasons: we want an increase in performance, or our engine is so damaged that it makes no sense to repair it. Right from the start, you have two basic options: change your old engine for a higher-performance version from the same manufacturer, or install a completely different high-performance engine from another brand.

A NEW ENGINE

On paper, swapping the engine may seem like a quick way to boost performance, as well as being a decidedly exciting challenge for any mechanics enthusiast. However, it takes a tremendous amount of time and a lot of skill to do it properly.

Replacing a car engine is like performing a heart transplant: all the other components of the car rely on it functioning correctly. Each element of the vehicle must be synchronised with the new motor, from the dashboard warning lights to the transmission. Even the most experienced car tuners will be put to the test.

SOME EXAMPLES

Once you have decided to go ahead with the swap, and before "getting your hands dirty", you will need to carefully choose which engine to install. In theory, you can install any engine in any car - but of course, it would be challenging to fit a big SUV motor into a small city car. So overall dimensions are your first consideration. In theory, you could modify the engine compartment by lowering and reinforcing the engine supports or remodelling the engine bay. However, it makes more sense to start with the right engine for the available space.

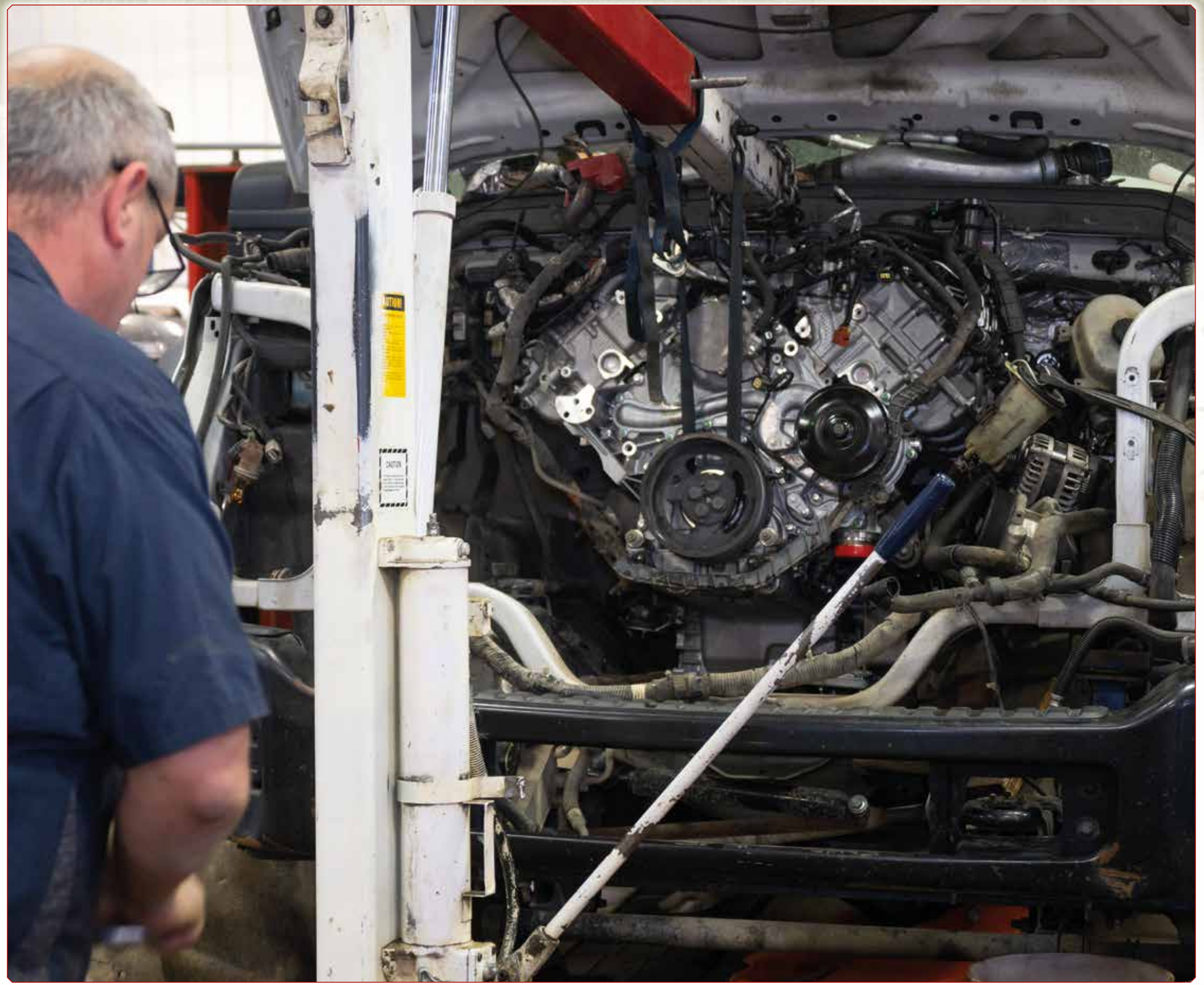
Suppose you have a lightweight, compact sports car that is already developed for performance. In this case, the engine swap will not require many modifications - just those needed to adapt the connections to the new engine. On the other hand, if you want to install a 1,000 horsepower V8 into a city car, you will have to intervene heavily on all the elements of the chassis, suspension, brakes, and so on to allow it to cope with all the new power and not bend in half the first time you brake or accelerate hard.

Once you have chosen your ideal engine, you have to decide where to get it. You can find advertisements online for engines, which obviously will need to be checked before assembly to avoid unpleasant surprises. If you are unsure about making the right choice, often the mechanic you have chosen to carry out the work can help locate the right engine.

Replacing the car engine with a similar one (for example, the same model but with a higher displacement) will be much easier than installing a completely different engine. This is because the mountings will probably be similar, if not the same, and the space needed in the engine compartment will be practically the same.

GETTING STARTED

If you have chosen an engine from the same manufacturer, you will undoubtedly have an advantage. Sometimes the motors are interchangeable even after three generations, because the platform and the position of the mountings have remained the same. For reasons of economy of scale, sometimes even the various accessories and fittings have not undergone any changes for several years. In this case, only minor modifications may be necessary, such as moving





When swapping an engine, the most complicated aspect is the need to match it to the transmission and gearbox as closely as possible. There are several special kits for similar engines on the market. If the new engine is not of the same type as the old one, it is always better to pair it with the same kind of gearbox.

the radiator further forward or possibly cutting a few centimetres of sheet metal.

However, you will need to evaluate the shock absorbers and braking system, possibly thinking of replacing them with higher-performance elements that will cope with the increase in power provided by the new engine.

Everything becomes much more difficult if the new power unit is not from the same manufacturer. There will be some serious modifications to make in the engine compartment to position it correctly. Furthermore, the process of connecting the motor to the transmission will become highly complicated. It is usually necessary to manufacture customised shafts or purchase a special kit developed for this purpose.

When possible, it is always better to replace the gearbox, too, since the previous clutch and flywheel will probably not be suitable for the new setup.

With all the decisions made, you can now get down to work. First, you will remove the old engine, so the car goes up onto a ramp, and you drain all the liquids. Then you remove the bonnet lid, disconnect the battery, the fans and all the hoses. Continue by removing the radiator and unbolting the power steering pump and the air conditioning compressor. You then move on to the exhaust components. Unbolt the manifolds, and after raising the car, remove the entire exhaust line. You are now ready to remove the engine. Prepare a sling with the chains of the workshop hoist and slowly begin to lift, taking care not to hit anything while the unit is swinging back and forth.

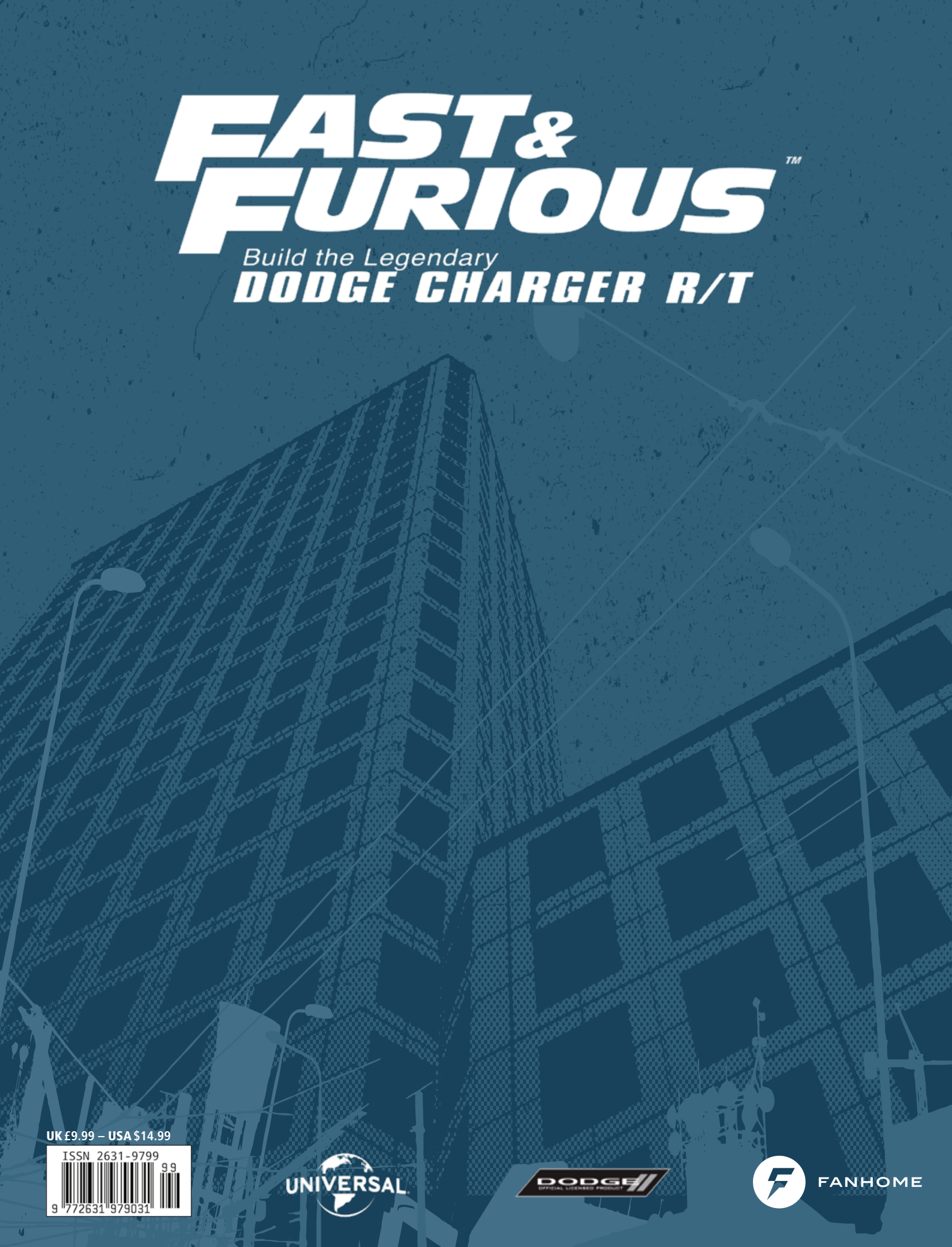
To install your new power unit, you will simply have to repeat all these operations in reverse order.

PAY ATTENTION TO THE ELECTRONICS

The engine swap is easier to accomplish on older cars, where electronics were not as pervasive as they are today. Nowadays, they provide valuable safety and comfort functions, substantially influencing all the surrounding components such as brakes and driver aids. As well as tuning modern cars, updating the electronics is also becoming common practice among those who want to give new life and modern performance to vintage cars. The so-called "Restomod" technology is a particular type of tuning that is becoming more and more popular among fans of engine tuning, even offering innovative, electrically-powered conversions of historic cars.

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