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Build the Legendary

DODGE CHARGER R/T



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MAGDALENE SHAW, A PROTECTIVE MOTHER

One of the biggest surprises in *The Fate of the Furious* was kept a closely guarded secret by the creators of the movie: the brief but essential appearance on screen of Magdalene Shaw, the mother of Deckard and Owen Shaw, a hard-as-nails, no-nonsense woman, played by the popular British actress Helen Mirren.

Dominic Toretto's luck changes quickly in *The Fate of the Furious* when he falls into the clutches of the cruel cyber-terrorist Cipher. To protect his son's life, Dom has to change sides, without being able to give his people any explanations, since he is being kept under close surveillance at all times. Dom, however, is a resourceful guy.

During a mission in Manhattan, Toretto parks his Charger in an alleyway. "The engine's misfiring. I gotta check it out," the driver gives as an excuse. From her airplane and hacking into the multiple cameras in the streets, Cipher keeps a constant watch over the driver, fearing a possible ruse. A van parks just in front of Dom, making him invisible to the eyes of the cyber-terrorist and her accomplices. It's no coincidence. Dom has prepared everything down to the tiniest detail in order to have a few seconds to enter a bar in the alleyway where an enigmatic woman is waiting for him. "Do you know what I'm capable of?" she asks when she sees him. "That's why I'm here," Toretto replies with his usual confidence.

FOR LOVE OF THEIR CHILDREN

Dressed in a stunning leopard-skin jacket and covered in jewelry, the mysterious woman is drinking tea under the

Actor Luke Evans plays the role of the mercenary Owen Shaw, one of Magdalene's sons and the villain of the sixth episode in the *Fast & Furious* saga.



Magdalene trusts her other son, Deckard, with the safety of their family. Jason Statham plays the part of Deckard Shaw.

watchful eyes of her bodyguards. Right from the start she is hostile toward Dominic. "You've already taken everything I have of value, Mr. Toretto. What more could you possibly want?" But Dom knows how to change people's opinions of him.

"The first time I saw my son was behind a bullet-proof glass," he says with a hard look in his eyes. "When he reached out to me, I couldn't hold him. It's the worst pain I've ever felt. And I know you know exactly how that feels. Maybe we could change that."

Shortly afterwards, we will discover that she is none other than Magdalene "Queenie" Shaw, the mother of Deckard and Owen. And although she considers Toretto to be an enemy, she listens whenever there's a deal that's got something in it for her.

BE CAREFUL WHAT YOU WISH FOR

Helen Mirren had already appeared in action movies, as she had played the part of Victoria in the *Red* franchise, so she was a fabulous candidate for the part of Magdalene Shaw. The character played by the Oscar-winning actress is a very sure and intelligent woman who, hiding behind a reserved appearance, has a profound protective instinct towards her family.

THE ONLY THING MISSING WAS DRIVING A CAR

If there's one thing that characterises Helen Mirren as a professional it is that for her there are no small parts. Therefore, even though Magdalene Shaw's appearance in the eighth movie was brief, she insisted on preparing thoroughly for the part: the clothes, the accessories, the accent … she made sure that her appearance would make an impression.

"My character is intelligent and strong; she knows where she stands in the world," Mirren said proudly. "To participate in such an action-packed movie at my age with these young men, you have to make an effort not to get left behind, and that's what I tried to do with Mrs. Shaw."

During filming the actress's contagious enthusiasm rubbed off on everyone. She really enjoyed playing a woman used to pulling the strings in the underworld, but who treats her sons, two mercenaries accustomed to extreme action, as if they were two little boys. The only thing she regretted was not having the chance to drive one of the incredible cars that appear in the film.

Helen Mirren admits that she didn't know what to expect from the part, but that she liked the idea of joining the team. She was so eager for the opportunity to come up that she herself took the initiative. "I sent out the word and they offered me a part," she says with a sassy smile. "I had no idea of what was in store for me, but I was delighted that they had found the way of writing me into the story. And it ended up being a brilliant role."

HELEN MIRREN

Considered the absolute queen of British film, she has appeared in over 100 movies and TV series. Born in Hammersmith, London, on 26th July 1945, she first took an interest in acting at St. Bernard's High School for Girls. Later on, she began her professional career in the theatre, while at the same time she made her first appearances in films and on TV. From the mid 1960s onwards she had small parts in movies; her first major role came as Morgana in *Excalibur* (1981). After that came movies like *The Cook, The Thief, His Wife & Her Lover* (1989), *The Comfort of Strangers* (1990), *The Madness of King George* (1994), *Some Mother's Son* (1996) and *Teaching Mrs. Tingle* (1999). Nevertheless, her most successful period began at the turn of century, when she established herself as an elegant, charismatic actress in such highly praised roles as those in *The Queen* (2006), for which she won her first Oscar, *The Debt* (2010), *Woman in Gold* (2015), *The Leisure Seeker* (2017) and *The Good Liar* (2019). Since 2017, when she joined the cast of *The Fate of the Furious* playing Magdalene Shaw, she has been closely associated with the franchise.

ALWAYS THE FAMILY

Queenie Shaw was one of the best-loved characters in *The Fate of the Furious*. Audiences strongly applauded all her appearances. It was therefore no surprise when her character was immediately considered for inclusion in the cast of the first spin-off in the franchise, *Fast & Furious Presents: Hobbs & Shaw* (2019). In this movie, in which agent Luke Hobbs and Deckard Shaw had to join forces to fight a genetically modified super-villain threatening the future of mankind, the family once again played a very important role. And in this case it was the Shaw family, which had a new member, the indomitable Hattie, sister of Deckard and Owen, an MI6 secret agent as hard as the rest of the family. Of course, Queenie played a big part in the story.

"Magdalene Shaw has many attractive characteristics," says Helen Mirren. "I love that she's down to earth, I love her clothes, although in this one she appears in prison garb, but I like her style of dressing, and most of all I like her attitude. She is absolutely straightforward, fearless, courageous, and she's a survivor. I really liked playing this part and I was longing to repeat. And more so in a film with such a frantic pace, which lives up to the name of the franchise."

Queenie's peculiar personality had seduced fans of the franchise once again, so they were more than happy to be told that the character would be appearing again in Fast & Furious 9, to witness the furious confrontation between Dominic Toretto and his missing brother, Jakob.



Magdalene blames Toretto for the tragic end met by her son,Owen.



DODGE DEMON 340

Muscle cars were mid-sized cars powered by large V8 engines from full-sized models. However, at the start of the 1970s, different small cars also appeared with engines taken from the mid-range segment. Light and with a powerful V8 under the bonnet, the Dodge Demon 340 was a good example of these affordable muscle cars.

The Dodge Demon 340 was the sportiest version of the brand's new small model, launched in 1971. It had a 275hp engine that made it an affordable muscle car.

In 1970 the Plymouth Duster was launched, a small car (by American standards) with two-door bodywork and a fastback rear. Its fresh look and its attractive price made it a big seller, so the Dodge brand undertook to incorporate it in its range as a basic model named the Dodge Demon.



Fastback bodywork with only two doors was in fashion in the period and the Dodge Demon also adopted the style.

Both vehicles could be distinguished by the design of the front and the veteran straight-six engine they shared. Optionally a V8 with twin carburettor could be chosen or, above all, the 5.6-litre V8 inherited from the Dodge Dart, the brand's mid-range car at that time. With four carburettors, a twin exhaust system, a higher compression ratio and a few other changes, this engine delivered 275hp. This very respectable power, combined with the vehicle's lightness, made the Dodge Demon a high-performance car at a very affordable price. The standard gearbox was a three-speed manual, but an automatic transmission could optionally be fitted or a manual four-speed.

The Dodge Demon was only on sale in 1971 and 1972, as in 1973 it joined the Dart range as the Dodge Dart Sport without the 340 engine.



THE INNER BOOT PANEL

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

100A





100A Inner panel boot lid
100B Boot lid safety latches (× 2)
100C Safety latch ring seals (× 3)
100D Base safety latches (× 2)
AM Screws 2 × 4mm (× 11)*
OP Screws 1.5 × 3 × 2.5mm (× 3)*

* 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.

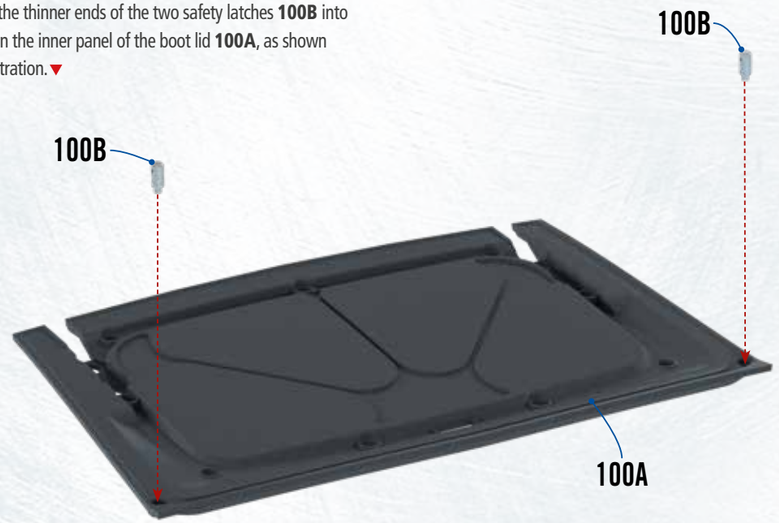
ASSEMBLY AREA

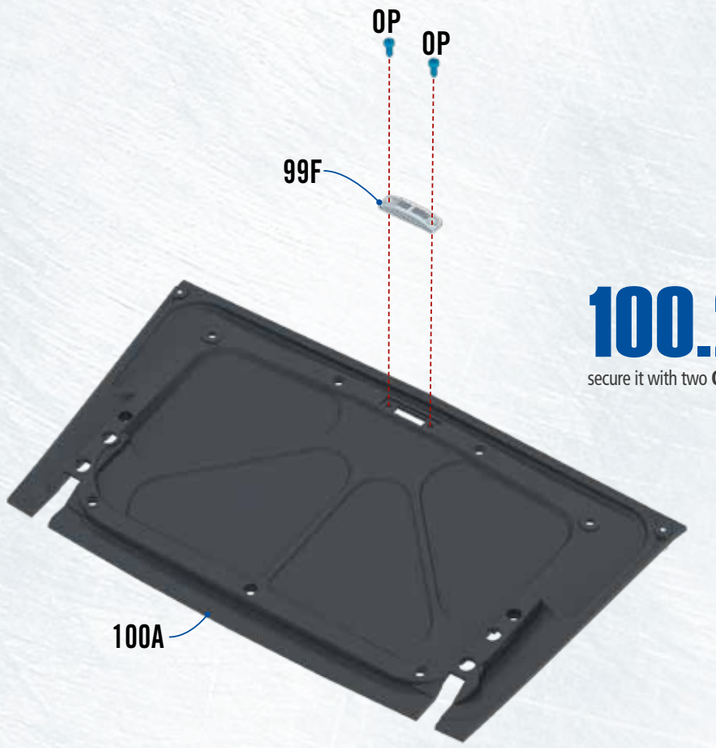


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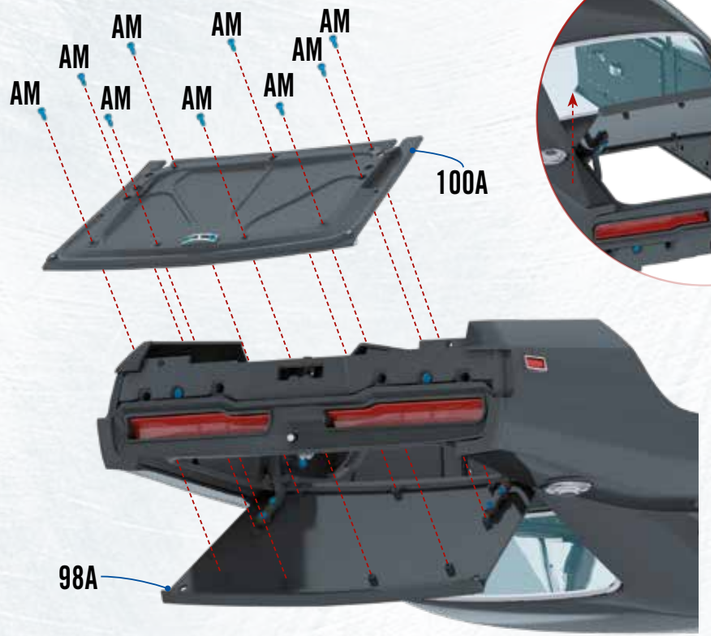
The inner boot panel

100.1 **INSERT** the thinner ends of the two safety latches **100B** into the holes in the inner panel of the boot lid **100A**, as shown in the illustration. ▼





100.2 **TURN** the inner panel **100A** over. Put the boot lock housing **99F** into the rectangular recess in the back of the panel **100A** and secure it with two **OP** screws. ◄





100.3 **OPEN** the boot lid **98A** and carefully turn your model over. Attach the inner panel of the boot lid **100A** to the boot lid **98A**. Secure with nine **AM** screws. ◄



100.4 **TURN** your model back over and insert the bases of the safety latches **100D** into the holes in the rear end of the body **62A**, as shown in the illustration. ►



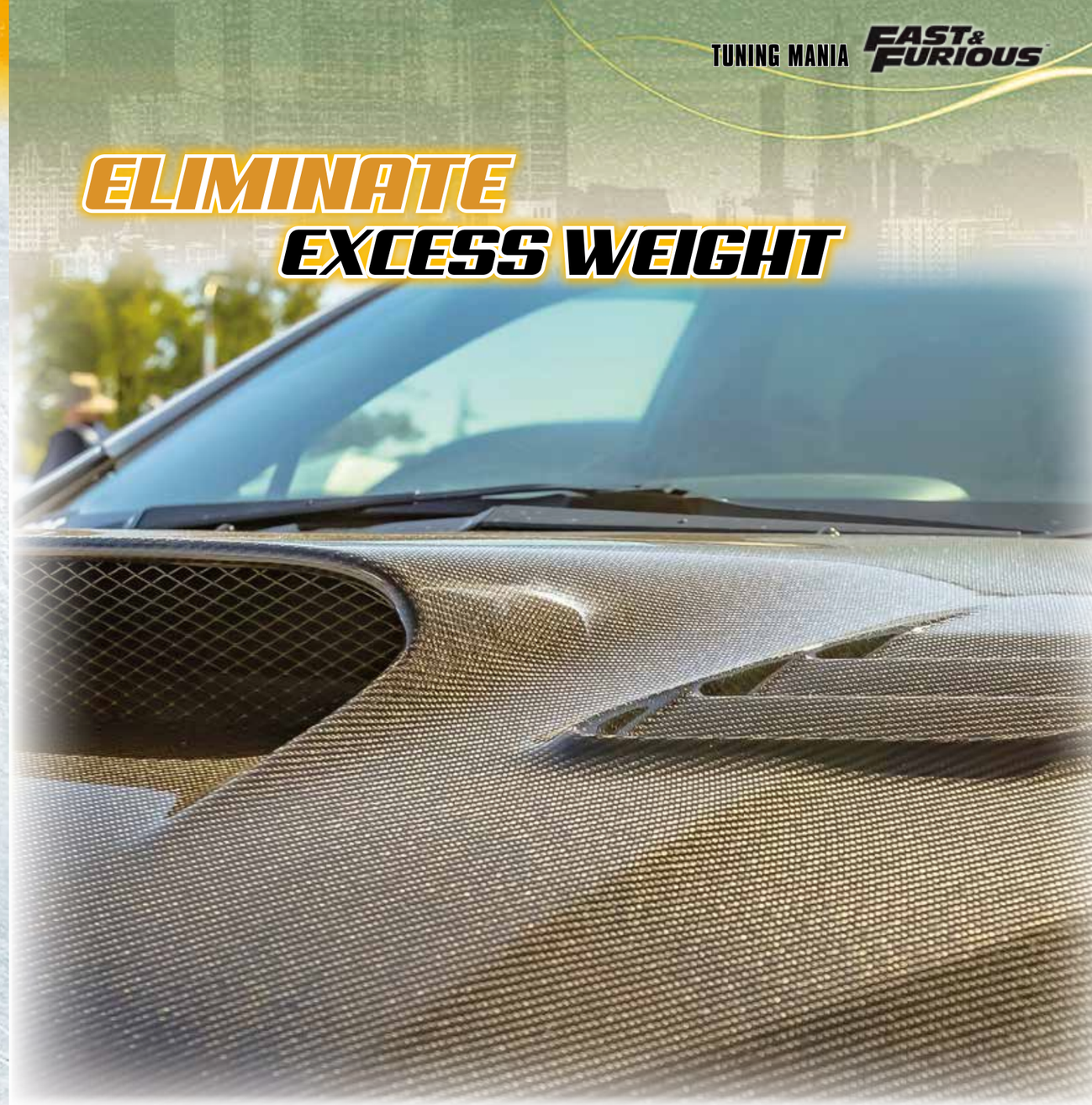
100.5 **FINALLY,** close the boot lid and insert the ring seals **100C** into the holes in the safety latches **100B**. ▶

RESULTS OF STAGE 100



You have now attached the inner panel of the boot lid and the locking system.

ELIMINATE EXCESS WEIGHT



Weight plays a crucial role in determining a car's performance. If you can combine high horsepower with low weight, it is easy to imagine how the car's performance will benefit. Nevertheless, a car that is too light can become unstable, so here are some tips to help you avoid making mistakes.

Reducing the weight of a car may seem simple; after all, everything could be removed, leaving just a seat and a steering wheel. Of course, in reality, this cannot be done: reducing weight without knowing the effects can even be dangerous, and there is a risk of making the car undriveable. Therefore, it is essential to understand weight distribution and how to lighten the vehicle in the right places.

WEIGHT DISTRIBUTION

If the car's balance is normally satisfactory, you should try to preserve the current weight distribution status. From a

Did you know that a 17-inch wheel could weigh up to 12kg? By replacing the stock rims with ultralight versions, you will undoubtedly improve the acceleration and handling qualities of your car.

theoretical point of view, the distribution of 50% of the mass at the front and 50% at the rear has always been considered optimal. Production cars tend to have this balanced ratio straight out of the factory. However, if you want to drive on the racetrack, you need to trust your feel for the car and try different weight configurations until you find the one that feels most comfortable, corner after corner.

Every car has been designed to work with a particular weight distribution, but that does not mean that you have to accept it. On the contrary, you are free to modify it as you wish! The important thing is to get the car to a point where it gives you the best response when accelerating and braking, with handling that allows you to deal with everything the circuit can throw at you.

WHERE TO START

The first step is to understand the weight distribution of the car. If you are lucky, you might find it in the car's technical documentation or even online. For example, you could ask other owners who have already modified their car's balance. If you cannot find anything at all, you will have to go to a specialised workshop to get the car weighed. If you are really keen, you can purchase vehicle-weighing scales that are placed under each of the wheels. Calculating the total weight is simple; just add the values of the four scales. You can then add the two front scales to obtain the front weight and then do the same thing for the rear. Now divide each of these two values by the total weight of the car and multiply the result by a hundred to get the weight distribution percentage. With this data, it becomes much easier to reduce the car's weight correctly.

SIMPLE WEIGHT LOSS

As for the items that can be removed from the inside of a car, you are spoiled for choice. The only precaution to take into consideration if you are preparing the car for competition concerns any regulations and specific restrictions that are in force. Some modifications cost practically nothing, while others require an investment that is not always insignificant.

Starting with the simplest things, you can begin by eliminating the spare wheel, the jack and all the tools supplied by the manufacturer. Then move on to interior components like the rear seats, door panels, carpet, radio and sun visors, all of which can be easily taken out by removing a few screws or bolts.

Another way to eliminate some weight inside your car is to replace the standard driver and passenger's seats with lightweight racing seats, preferably made of carbon fibre. Standard seats are very heavy and have additional weight due to the sliding and reclining mechanisms. Monobloc racing seats are made in a single piece and allow you to cut a good number of kilograms off the total weight. If you do not worry about feeling lonely, you can also remove the passenger seat!



THE ENGINE COMPARTMENT

In addition to using as many aluminium components as possible inside the engine compartment, you can further reduce weight by eliminating all the air conditioning components. This way, not only will you lighten the front of the car, but at the same time, you will reduce the parasitic power loss from the air conditioning compressor. You can also replace the battery with a smaller one. Smaller batteries produce the same amount of energy needed to power the car, but they take up less space and weigh just half the weight of a standard battery. Additionally, if you want to relocate some weight, you can move the battery to the back of the car. You will only need longer battery cables. This is standard practice in racing cars.

RIMS AND WINDOWS

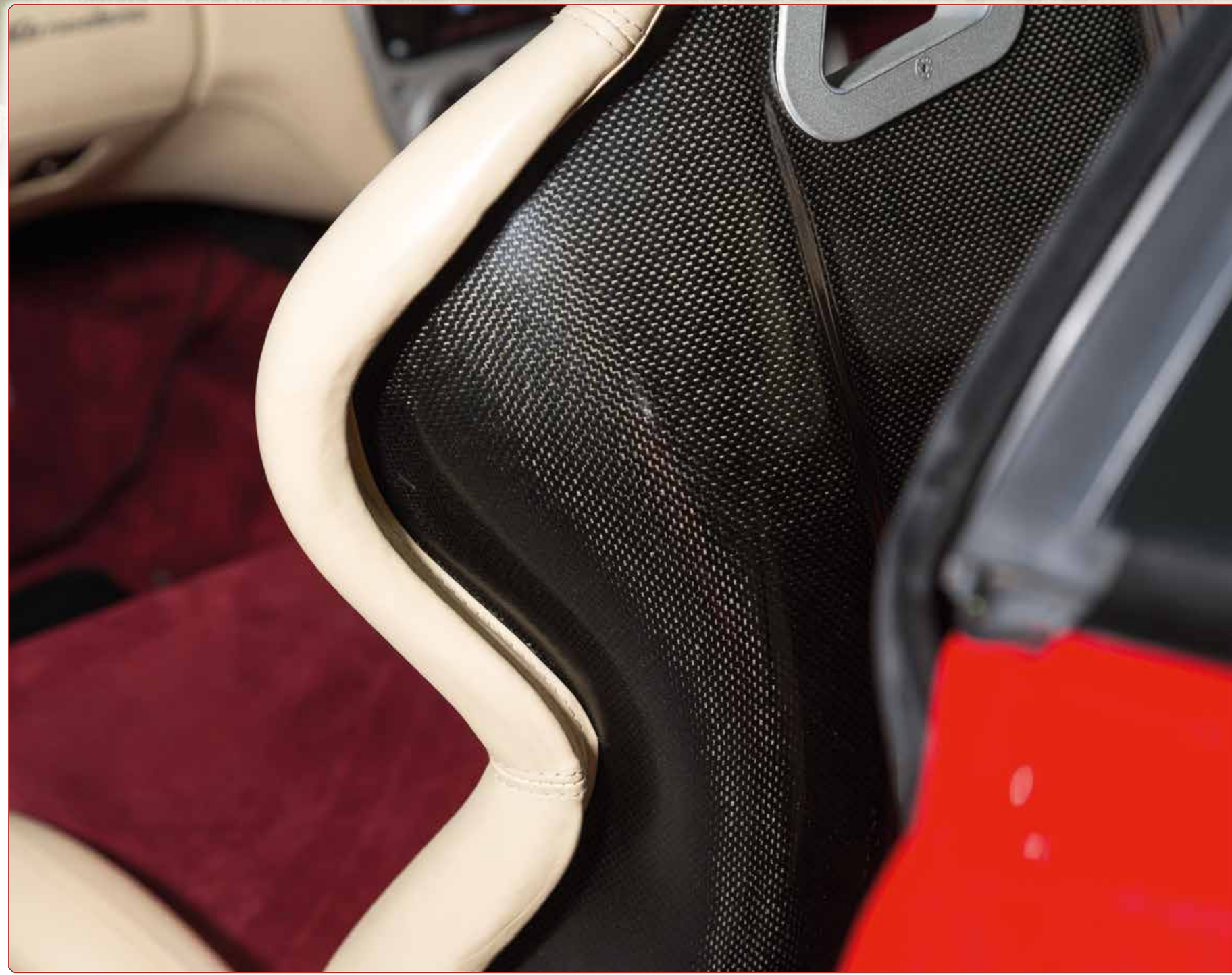
Another heavy element in the car is the alloy wheels. Standard rims are built to last and withstand shocks in daily use. Consequently, they are often massive. Even one can weigh around 12kg for a 17-inch wheel. You can find ultralight rims that are half the weight, but they also lighten your wallet since they can be pretty expensive.

If your goal is to use the car only on the racetrack, you can replace all the windows with polycarbonate panels. This material is a very resistant plastic weighing 50% less compared to glass. Be aware, however, that this type of window is not road-legal.

LIGHTER MATERIALS

If, after removing the superfluous elements from your car, you are still not satisfied with the weight, you can replace some components with lighter versions. For example, you can use carbon fibre or fibreglass for body parts like bumpers and wings, thus eliminating heavy sheet metal. If you can afford it, you can consider installing a titanium exhaust system, which can reduce overall weight by 20kg or more. Finally, one more item you should not underestimate - the driver! Stay fit and keep in shape so as not to add ballast to the car.

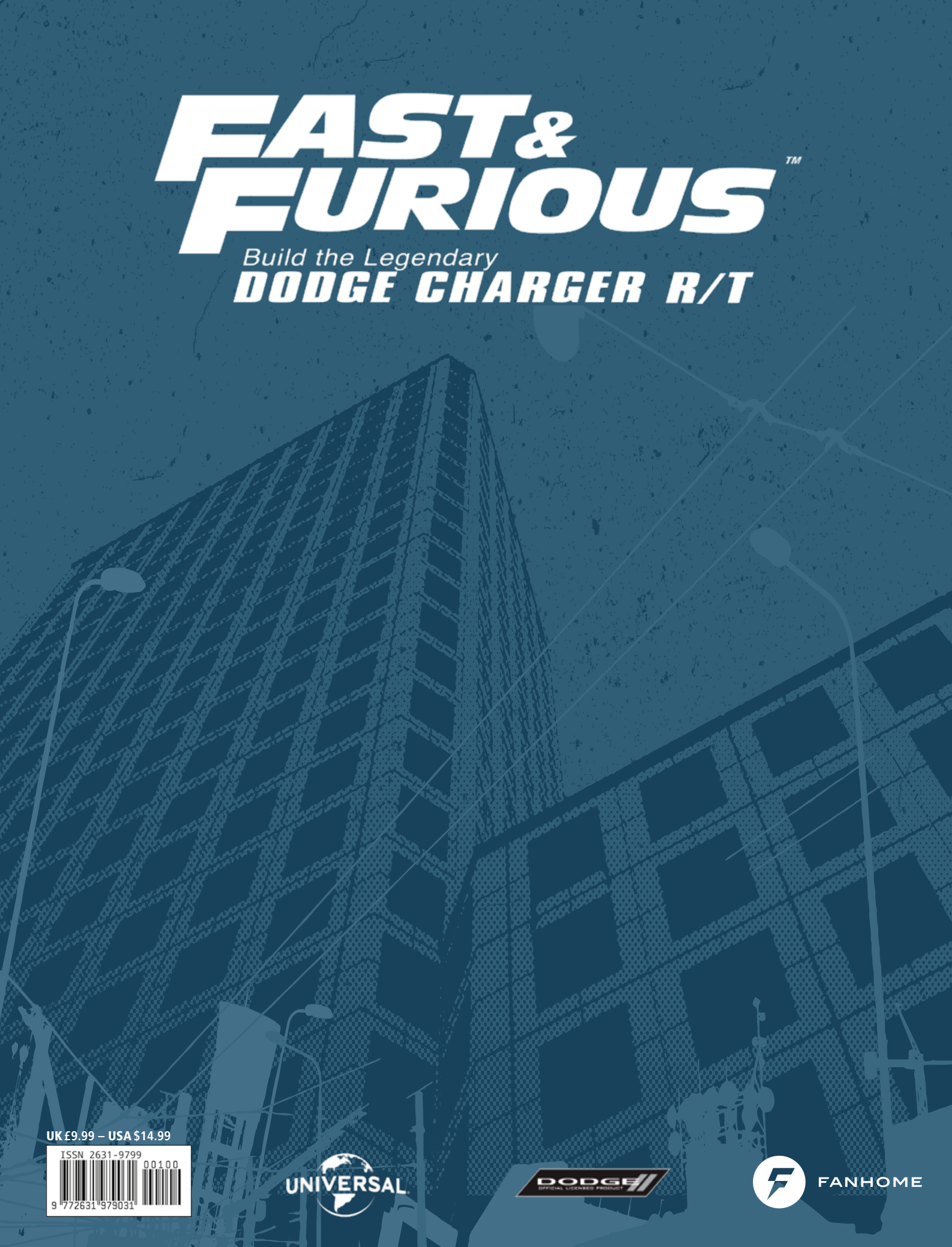
Whether you want to keep the current weight distribution or change it, always keep track of how much you are removing. It is a good idea to weigh each object removed from the car and then, if needed, try to remove an equivalent amount of weight from the opposite end of the vehicle. Similarly, if you want to change the weight distribution, you can shift weight from one end to the other by changing the position of some components, as in the case of the battery.



Standard seats weigh a considerable amount. It is better to replace them with carbon monocoque versions, which are much lighter, although obviously much more expensive.

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