FAST & FURIOUS™

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Build the Legendary

DODGE CHARGER R/T



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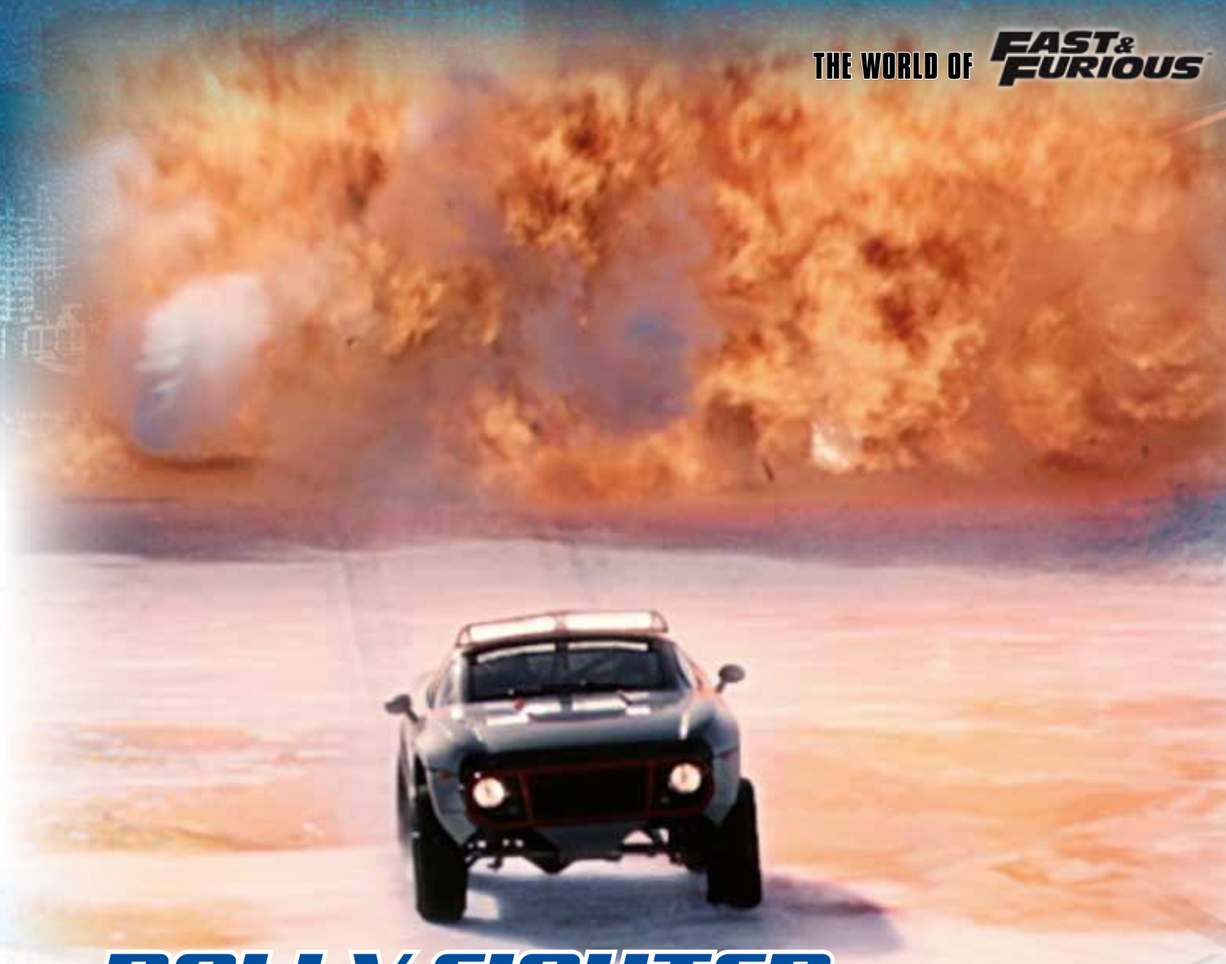
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RALLY FIGHTER: FIRE ON THE ICE

The *Fast & Furious* franchise surprised everyone once again with the incredible fleet of vehicles that it showcased in the eighth movie. One of the models that most caught the eye was the powerful Rally Fighter driven by Letty in the explosive chase in Iceland.

If driving over a frozen lake in the middle of Iceland already seems like something extremely complicated for the majority of mortals, imagine having to do it at high speed because you are being chased by a submarine, which surfaces, launching dozens of sheets of ice into the air.

PREPARED FOR THE ICE

In what is without doubt one of the most spectacular scenes in *The Fate of the Furious* a large variety of vehicles takes part: Dom leads the group in a Dodge Ice Charger specially prepared for the occasion; Hobbs drives a Dodge Ice Ram truck; Tej is at the controls of a Ripsaw tank; Roman is having the time of his life in an orange Lamborghini, and agent Little Nobody is driving a Subaru WRX. Nevertheless, all of them are overshadowed by the power with which the Rally Fighter bursts onto the scene, an absolute beast that only Letty Ortiz can tame.

As usual, all the vehicles passed through the garage that vehicle coordinator Dennis McCarthy has in southern California. There, they required various retouches to adapt them to the harsh weather conditions of the Arctic. After several weeks' work, the fleet was transported in a cargo plane to Iceland, where the spectacular chase was filmed.

The powerful Rally Fighter that Letty drives helps her to escape from an explosion on the frozen lake. It is one of the most exciting scenes in *Fast & Furious 8*.

CRYSTAL HOOKS

She is capable of galloping on horseback just as assuredly as when she drives a fast car or a motorcycle at breakneck speed. Bold and competitive, Crystal has become one of the best-known stunt performers in the film industry today. Born into a family of famers in southern Georgia, she spent her childhood alternating school with looking after the herds. In the countryside she learned to ride a horse, but she soon felt the need to go faster. With this in mind she started to enter different motorcycle races before, attracted by the cinema, beginning her career as a stunt performer, taking part briefly in *Fast Five*, which served as a springboard for working later in the TV series *Vampire Chronicles*, *Sleepy Hollow* and *Banshee*. Before returning to the world of *Fast & Furious*, as Michelle Rodriguez's stunt double in the eighth and ninth movies, she had the chance to take part in other popular franchises, like *The Hunger Games* and *Divergent*. Crystal has also demonstrated her talent for acrobatics in movies such as *Baby Driver* (2017), *Game Night* (2018), *Ant-Man and the Wasp* (2018) and *Avengers: Endgame* (2019), among many others.

AN OPEN CODE CAR

The Rally Fighter, an astonishing all-terrain vehicle whose lines are reminiscent of a Buggy, is one of the original creations of Local Motors, a small ground mobility company based in Arizona, founded in 2007, whose ideas are very different to those of traditional car manufacturers. The way its understands the automobile industry was clearly seen when it began the Rally Fighter project as an open code vehicle, in whose design all the aficionados who wanted to could take part, in a crowdsourcing process. The design, by Sangho Kim of Pasadena, inspired by the P-51 Mustang fighter plane, was the most voted by all those taking part, and therefore the one on which this ground-breaking vehicle was based.

With fibreglass bodywork, designed to limit the vehicle's weight, the Rally Fighter is a tall robust vehicle powered by a 6.2-litre GM LS3 V8 engine, developing 430hp, mounted at the front and connected to a four-speed automatic gearbox. It has rear wheel drive and impeccable dual A arm suspension at the front and a 9-inch Ford rear axle with four arms. With a wheelbase measuring 2.92 metres, it is 4.8 meters long and it weighs 1,720 kilos unladen.

DIFFERENT, BUT SAFE

As the actress Michelle Rodriguez found out when filming *The Fate of the Furious*, one of the challenges of getting behind the wheel of the Rally Fighter is actually reaching it. It is a tall vehicle, so a good push up is needed to reach the cabin. Then, once the driver is seated in its Recaro bucket seats, the feeling of protection is complete. It's rather more than a simple feeling, however. Although the interior of the vehicle is quite simple, the safety measures are obvious, with standard 3-point safety harnesses and a complete roll cage.

The entire interior is characterised by its austerity, something seen above all in the front control panel. However, it has a comfortable sports steering wheel, and a surprising open gate gear shifter, similar to those found in many old Italian cars.

Another of the Rally Fighter's strong points is the one referring to the power of its lights. They are so powerful that, according to its builders, they could light up the dark side of the Moon. Only with good visibility can a vehicle be ready to fight on any surface and at any time. Its enormous tyres also contribute to this, clearly designed for off-road driving, and its huge disk brakes.

But before actually enjoying the experience of driving a car designed specifically for accepting challenges on the most difficult surfaces, the Rally Fighter already stands out from all other SUVs because of the process by which it was produced. Faithful to its sustainable philosophy, Local Motors invites its potential customers to go to one of its micro-factories, which are spaces adapted to small-scale production, and which can be found in both the USA and Europe. There, the customer has the chance to take part in assembling his future vehicle, always aided by Local Motors personnel, as if it was a kit-built car.

THE FIGHTER GETS MAD

The personality of this big, bold powerful vehicle is faithfully depicted in the unforgettable sequence in which Dom Toretto's team escapes from the relentless pursuit of a powerful submarine commanded by the dangerous cyber-terrorist Cipher. With Letty at the wheel and Ramsey in the passenger seat, the Rally Fighter skids over the ice at lightning speed. However, at a given moment, the submarine surfaces and bursts through the ice sheets like a shark ready to devour the passengers of the SUV. For a few seconds, Ramsey is not sure that this isn't going to end in tragedy. But when Letty is at the wheel of a vehicle, you need a lot more than nuclear power to be able to neutralise her. With the concentration and coolness that only great drivers have, Letty waits for the moment to activate all the Rally Fighter's power and make a prodigious leap that sends it out of range of the submarine.

Because of the car's personal image and the harsh sound of its engine, the Rally Fighter does not go unnoticed in the city. Nevertheless, the vehicle moves deftly through the traffic, although there can be no doubt that when it gets on to difficult terrain it explodes with joy, submarine or no submarine.



Designed by Sang Ho Kim, the Rally Fighter is big, tough, agile off-roader that can go anywhere thanks to its immense all-terrain tyres.



DODGE 1996 INDIANAPOLIS PACE CAR

In 1996 Dodge supplied the vehicles to act as pace cars in the Indianapolis 500-Mile Race. The race was the perfect opportunity to present to the public the Dodge Viper GTS, the first coupé version of the brand's high-performance sports car. However, it was not alone in that year's Indy 500.

The bodywork of the Dodge Viper GTS that acted as the pace car in the 1996 edition of the Indianapolis 500 was painted blue with white stripes.

The brand supplied four units of the Dodge Viper GTS, launched on the market the previous year. All four were painted blue with white stripes, one of the two available combinations (the other was the opposite, white with blue stripes), and they were decorated with discreet red logos on the doors that designated them as pace cars of the 80th edition of the 500-Mile Race, run on the legendary oval-shaped Motor Speedway circuit on May 26, 1996.



Buddy Lazier and various members of his team on the lap of honour in a Dodge RAM.

The official pace car is the vehicle used to neutralise the race whenever there is an accident, and the American brands compete with one another to have one of their cars chosen as such, given that the Indianapolis 500 is one of the most popular American sporting spectacles, watched live and on television.

In 1996 the Dodge Viper pace car, which had kept the standard 8-liter V10 engine, was completed with the necessary safety features and driven by the then president of the Chrysler Corporation, Bob Lutz. Along with the Dodge Viper, and as the official truck, the brand supplied the Dodge RAM, which allowed the race winner, Buddy Lazier, to make the mandatory lap of honour.



THE BOOT PANELS

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

PIECES FOR THIS STAGE



101A Rear inner boot panel
101B Upper boot lid panel
101C Left boot hinge bracket
101D Right boot hinge bracket

CM Screws 1.7 × 3mm (× 3)*
CP Screws 2 × 5mm (× 4)*
FM Screws 2 × 5mm (× 4)*

*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.

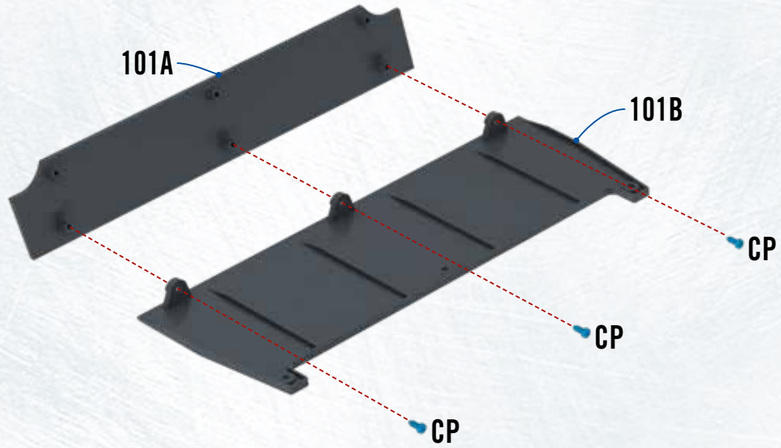
ASSEMBLY AREA

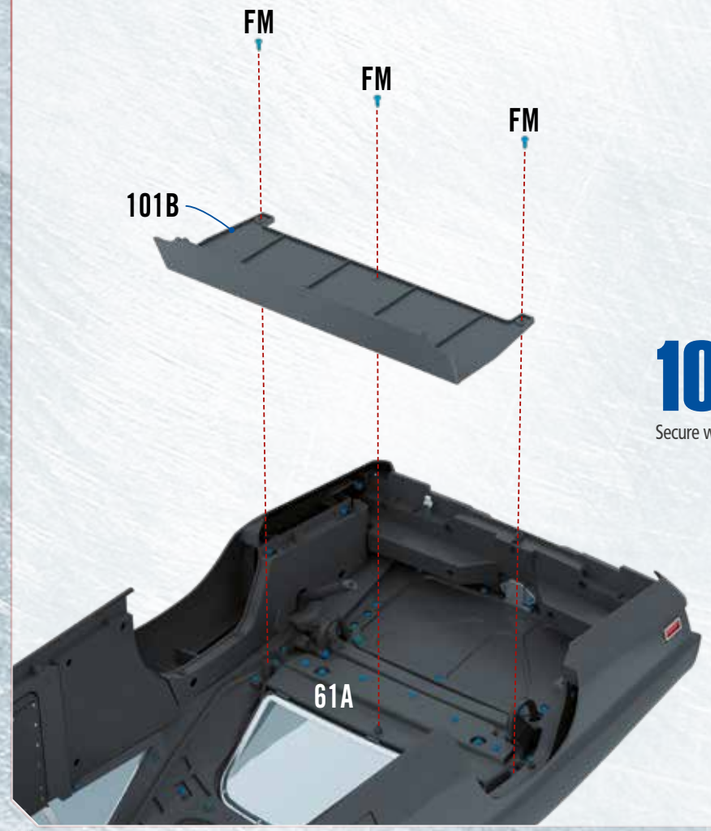


BOOT



101.1 **ATTACH** the rear inner boot panel **101A** to the upper panel **101B** using the connecting pins. At each connection, insert and tighten a **CP** screw. ▼



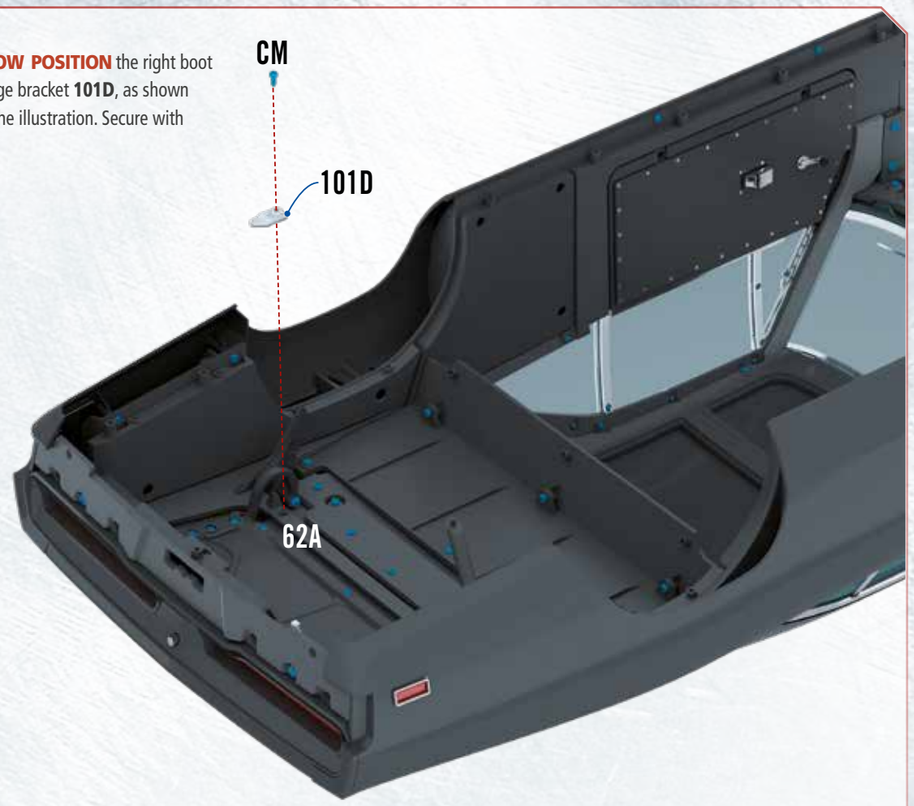


101.2 **CAREFULLY TURN** the car body over and put it on your work surface. Insert the boot panels as shown in the illustration. Secure with three **FM** screws. ◄



101.3 **POSITION** the left boot hinge bracket **101C** as shown in the illustration. Secure the part with a **CM** screw. ▲

101.4 **Now position** the right boot hinge bracket **101D**, as shown in the illustration. Secure with a **CM** screw. ▶



RESULTS OF STAGE 101

You have added more parts to the boot lid. Put what you have done so far in a safe place for the following assembly sessions.



RESTOMOD - CLASSIC CARS WITH MODERN TECH



Combining the lines of the most beautiful classic cars with the technology of the modern era is the secret to the new restoration trend in the world of tuning: the "Restomod". In this edition, we shall look closely at how it works and what motivates enthusiasts to update classic cars.

The Restomod is a relatively new phenomenon in the world of classic cars. Compared to traditional car restoration, the Restomod combines the style of the past with new technology, thus blending the best of both worlds by combining classic design with modern performance, reliability and comfort. Mainly in Europe, attention is turning to iconic cars of the past, while across the Atlantic, performance-enhanced classic muscle cars that take the name of Pro-Touring are more popular. Restomod adaptations involve every component, from suspension to brakes, from the audio system to the engine.

RESTOMOD INCREASES SAFETY

It must be admitted that most vintage cars, especially those of the 1950s and 1960s, had unreliable suspension and drum brakes and were not entirely safe. Driving around town in one of these cars can be quite scary nowadays! That is why a growing number of enthusiasts have decided to abandon the original components when they restore their cars, preferring to adapt them to use parts designed for modern vehicles. Initially, a small number of "add-on" spare parts kits began to appear. However, it soon became a rich marketplace for a new industry that manufactures components that make old cars drivable and safe for everyday motoring.

NOT ONLY ORIGINAL PARTS

To the casual observer, Restomods can go unnoticed since the lines of the bodywork and the purely aesthetic components reflect those of the year of construction of each individual car. However, a closer look reveals details that make you realise there is more to these cars than meets the eye.

The modifications usually focus on increasing performance, such as installing higher-performing engines. Safety aspects include the installation of large disc brakes and more modern suspension. Restomod fans have ample room to manoeuvre, and some allow themselves the luxury of modifying the interior as well, such as the installation of sports seats and new, modern upholstery. The audio sector also plays its part, with modern car radios and LCD screens appearing on the dashboards. After all, who wants to travel today without a satnav?

FROM *RESTOMOD* TO RETROFIT

With an ever-increasing focus on zero-emission mobility, some owners of classic cars have begun converting their classics to electric vehicles, taking advantage of the more plentiful number of kits available on the market. For purists, it may seem like blasphemy, but the conversion to electric power (technically known as retrofit, or the addition of new features to an old system in order to extend its life) brings with it many advantages. Undoubtedly, your classic car has lost much of its "oomph" over the years, and installing an electric motor can generate new enthusiasm, because electric motors offer exceptional power delivery. So now, a vintage car driver will be able to enjoy improved acceleration and speed compared to the original.

In addition, most electric motors are lighter than the original engine, which could positively affect the car's dynamic behaviour when cornering. However, drivers must never forget that pushing an electric motor to the



Very often, the interiors are also modified, including creating new dashboards ready to house LCD screens and multimedia audio systems.

limit means running out of power very quickly, so it is a good idea to keep an eye on the battery charge at all times - especially on longer journeys.

.SIMPLIFIED MAINTENANCE

Although all classic car owners love to take care of their "little toys", it is not always pleasant to be under the car by the side of the road due to a sudden breakdown. Older engines need constant maintenance, with regular checks, to avoid nasty surprises. For this reason, conversion to an electric power unit is a good option and should reduce breakdowns to zero, since these motors are highly reliable and require practically no maintenance. It is a factor that should not be underestimated, especially if you want to reduce maintenance costs.

ZERO CONSUMPTION

The main advantage of the electric conversion is undoubtedly the saving on fossil fuel costs. A car from the 1950s almost certainly has very high fuel consumption compared to its modern counterparts. With an electric conversion, you can recharge it for just a few Euros. Nowadays, the motors included in these kits can achieve quite good autonomy, even on long trips. Not only that, but with an electric car you often have free access to low-emission traffic areas in city centres, free parking and sometimes even exemption from paying road tax.

ECOLOGICAL BUT EXPENSIVE

While, on the one hand, you will favour the environment with zero emissions of harmful gases, on the other, you will considerably lighten your wallet, because converting an old car to electric is an expensive process.

Your first expense will be the purchase of the conversion kit, which includes everything you need. Expect to spend around £8,500. To this, you must add all the costs of installing the electric power unit and batteries, as well as dismantling the previous internal combustion engine, transmission and the entire exhaust system. That will be at least another £3,500.

THE DEBATE

Restomodding is the subject of heated debate. There are the purists, who are more concerned with driving emotions and the roar of the engine than savings on fuel costs. Then there are the "ecologists", who see the future of mobility in electricity, but do not want to give up the retro lines of their motoring classics. On balance, an electric conversion takes a long time to recover costs. Still, it may be the only way to bring faithful old cars back to life, perhaps not with their original engine, but with perfect bodywork.

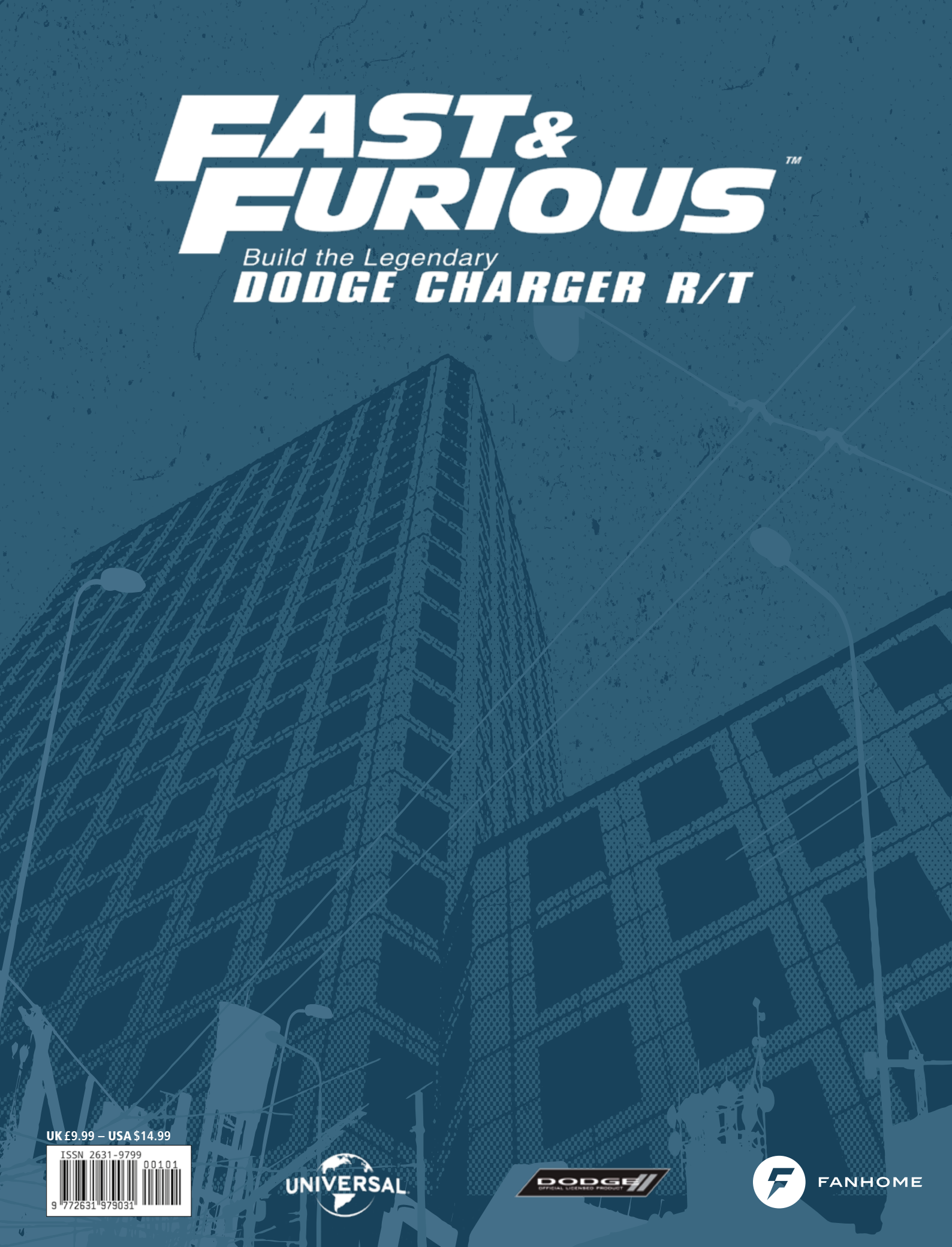
Furthermore, in most cases, the conversion to electric power also allows you to increase your car's performance, especially in terms of acceleration and handling. A trade-off may be the need to store bulky components in the boot, whose capacity would be reduced. Another might be a reduction in autonomy that would limit the car to journeys of around a hundred kilometres - enough for a short trip out of town. For longer trips, you will need to plan to stop at public charging points.

If you want to transform your classic car into an electric vehicle, you can purchase a specific conversion kit and take it to retrofit specialists. Then, with a cost of between £8,500 and £15,000, you will be able to put your zero-emissions classic vehicle on the road.



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