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108

Build the Legendary

DODGE CHARGER R/T



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DODGE CHARGER R/T



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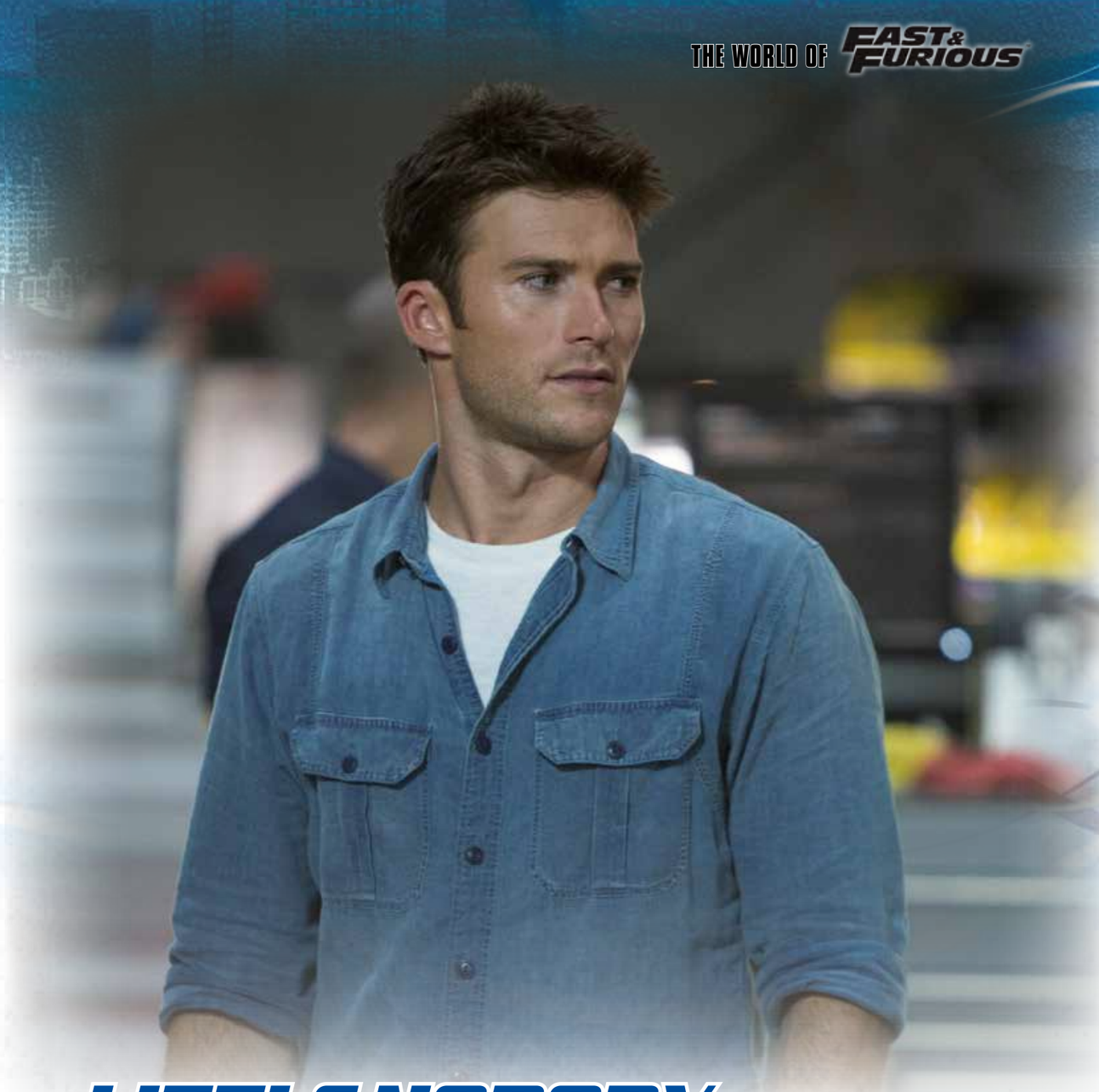
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LITTLE NOBODY

Among the special guests in *The Fate of the Furious* there is a character who audiences immediately took a liking to: Little Nobody, agent Mr. Nobody's reliable, if somewhat straight-laced assistant, who became a new member of the Toretto family.

In the seventh movie in the series, we had the chance to meet Mr. Nobody, a mysterious federal agent who is not afraid of stretching the law to breaking point to put criminals behind bars. His help, especially when providing Toretto's team with vehicles and cutting-edge technological devices, was essential for them to successfully meet the challenges they came up against.

Scott Eastwood looks very much like his father, the legendary Clint Eastwood, as he plays the part of Little Nobody in *The Fate of the Furious*.



The young rookie agent, Eric Reisner, listens to the instructions given by his boss, the mysterious Mister Nobody.

In *The Fate of the Furious*, when everything seems to point to Dom Toretto having betrayed the family and gone rogue, Mr. Nobody appears on the scene once again. This time, he does so in the company of a young assistant, Eric Reisner, a sort of youthful replica of himself, who right from the start shows that he is very particular with regard to following the rules.

LIKE A FEATHER

In his first time out, Mr. Nobody's assistant has a small brush with former DSS agent Hobbs, who is standing outside a prison after leading a disastrous operation in Berlin. The US government has turned its back on him and he is about to be locked up in the same maximum-security jail as his great enemy Deckard Shaw. Mr. Nobody wants him to admit his guilt and become an undercover agent, but Hobbs refuses. To try to put pressure on him, young Eric mentions Hobbs's daughter and he gets so mad that he lifts him up with his bare hands as if he were a feather.

"He's still working from the manual. He still doesn't even really know the rules," Mr. Nobody says as an excuse to prevent Hobbs from suffocating his new colleague.

The novice, always as straight as a die, does not seem to be much good at making friends. When Mr. Nobody asks him to summon Letty, Ramsey, Tej and Roman to his new centre of operations to talk with them about the new challenge they have to face, Eric can think of nothing better than to bring them into the meeting room handcuffed. Once again, Mr. Nobody tries to justify his inexperience, before going on to explain to them that they have to try to find Dom Toretto, who for some unknown reason has started working for the dangerous cyber-terrorist Cipher, a woman capable of hacking everything within her reach.

THE ORIGIN OF THE NAME

Hobbs and the former secret service agent Deckard Shaw, who are sworn enemies, join the team on this new mission. Although Eric Reisner wants to give his opinion on everything and show he is more capable than he most likely is, none of them takes him too seriously. Hobbs, for example, refers to him by the name of "Rules".

Later on, Roman, perhaps the one who shows the greatest dislike for the newcomer, gives him his definitive name, Little Nobody, referring to how he looks like a younger clone of Mr. Nobody. Although the agent turns on him and warns him that he does not like being called that, Tej admits that the name is "definitely stinky".

To play the part of Little Nobody, the movie's director, F. Gary Gray, suggested the name of Scott Eastwood, son of the legendary Hollywood actor and director Clint Eastwood. The new addition to *The Fate of the Furious* soon felt at home among his fellow cast members, who welcomed him with open arms.

ADAPTING THE RULES OF THE GAME

As has been seen throughout the series, the Toretto family code tends to blur the dividing line between good and evil: nothing is black or white. You always have to take the subtle nuances into account. In this respect, the absence or presence of Dom changes nothing. In *The Fate of the Furious*, the game of false appearances becomes more obvious than ever.

Little Nobody emerges as yet another representative of the law who comes to the franchise convinced that he is on the right side and that he can control, arrest and imprison Dom and his team as he would other criminals. It is something quite similar to what Brian O'Conner had felt earlier, when he joined the FBI, or DSS agent Hobbs. Like them, Little Nobody believes he has all the answers and he leads the team chosen to find Dom and Cipher. Only as the operation unfolds does he understand that there are no great certainties and that strict rules have to be followed when you actually go into action.

"Some rules are made to be broken," says Scott Eastwood in reference to how his character evolves during the movie, "especially when you realise that the line between good guys and bad guys is not as clear as it seems. As an actor, I always really want to go deeper into human nature and issues of morality."

In *The Fate of the Furious*, Little Nobody appears as an almost comic character who everybody laughs at, until he starts to really show his worth and his ability to understand what kind of world he is in. From then on, he truly begins to be thought of as a real member of the group.

SCOTT EASTWOOD

It cannot be easy working in the movie industry when you are the son of a great legend. And it is even harder when your appearance makes you a young replica of your father. Although these two things are true in Scott Eastwood's case, it must be admitted that the actor is making a more than notable effort to carve out a niche for himself in Hollywood in his own right. Born in Carmel, California, on March 21, 1986, he began working with small parts in two movies directed by his father, the legendary Clint Eastwood: *Flags of Our Fathers* (2006) and *Gran Torino* (2008). While working as a model for companies like BMW, Persol or IWC, he continued polishing his acting style in movies in a wide variety of genres, like *Texas Chainsaw 3D* (2013), *Fury* (2014) and *Diablo* (2015), a Western in which it was impossible not to liken him to his father. As well as his enjoyable role as Little Nobody in *The Fate of the Furious*, Scott has continued doing great work in *Mercury Plains* (2016), *Suicide Squad* (2016), *Pacific Rim: Uprising* (2018) and *The Outpost* (2019).

The Dodge Shadow (in the picture, in the ES sports version) was a compact model that achieved a good level of sales against Japanese and Korean rivals.



DODGE SHADOW

In order to compete in the increasingly congested low-price compact car market, in 1987 the Chrysler Group launched two new front-wheel-drive models with three and five-door bodywork. They were the Plymouth Sundance and the Dodge Shadow, simple, reliable and properly equipped cars that enjoyed healthy sales.

The convertible bodywork, launched in 1991, made it possible to buy a car of this kind at a very affordable price.

The Dodge Shadow had the Chrysler Group's suitably shortened front-wheel drive K platform. Of course, it kept the front-wheel drive and the transverse engine, and its suspension was inherited from the Dodge Daytona sports car. The peculiar feature of the bodywork, available with three or five doors, was the hatchback rear. It was a large door to gain access to the boot, but concealed by a line that made it look like a saloon car. In 1991, two-door convertible bodywork was added to the range, available only as the Dodge Shadow and not under the Plymouth brand. The differences between the Shadow and its brother the Sundance were to be found in the design of the front and rear ends, where each of them acquired a look similar to other cars in the range.

The engines used were mostly four-cylinder, with 2.2 and 2.5-litre versions. A turbocharged version of the latter was used in the sports version, the Dodge Shadow ES. The range was completed by a version with a 3-litre V6 engine. Manufactured in the United States, and also in Mexico to supply the local market, the Dodge Shadow remained on sale until 1994, when it made way for the Dodge Neon.





THE FRONT LEFT WHEEL ARCH

In this assembly session you will assemble the front left wheel arch and attach it to the front of your model car. Please follow our instructions and the explanatory illustrations carefully.

PIECES FOR THIS STAGE

108A



108B



108C



108D



AM



AP



CP



IM



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.

108A Front left wheel arch (part 1)
108B Front left wheel arch (part 2)
108C Front left wheel arch (part 3)
108D Front left wheel arch (part 4)

AM Screws 2 × 4mm (× 3)*
AP Screws 1.7 × 4mm (× 8)*
CP Screws 2 × 5mm (× 3)*
IM Screws 2 × 5 × 5mm (× 2)*

* Some of the parts are spares.

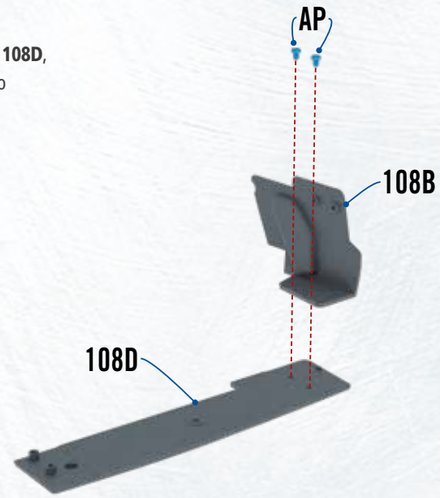
ASSEMBLY AREA

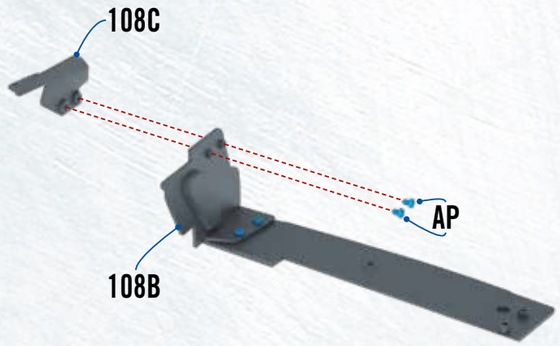


FRONT SECTION



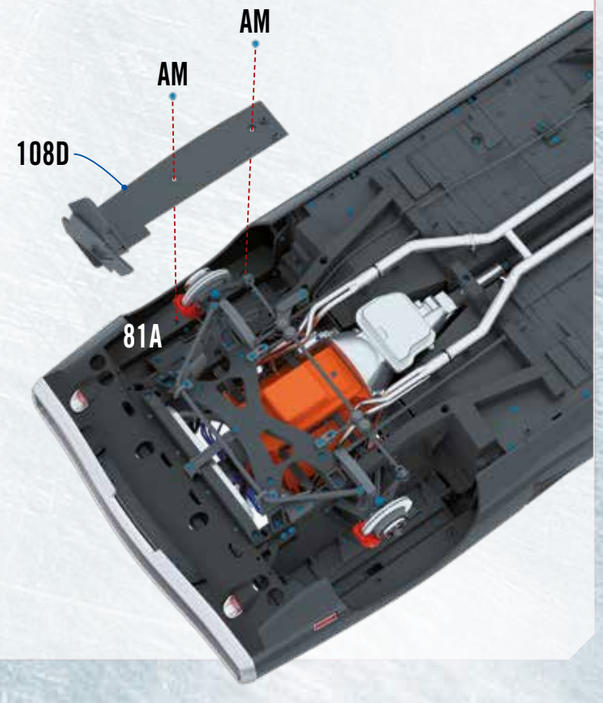
108.1 **JOIN** part 2 of the front left wheel arch **108B** and part 4 **108D**, positioning the pieces as shown in the illustration. Use two **AP** screws to secure the pieces in question. ▶

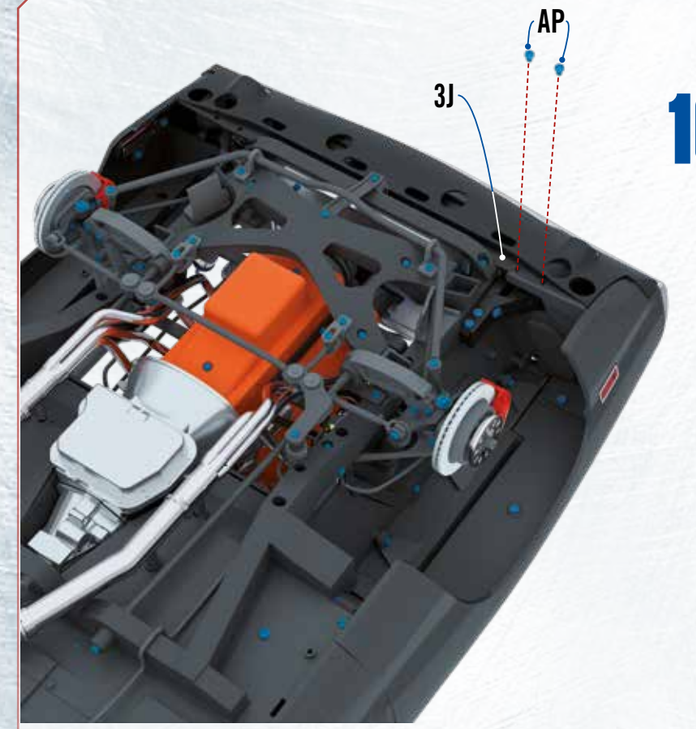




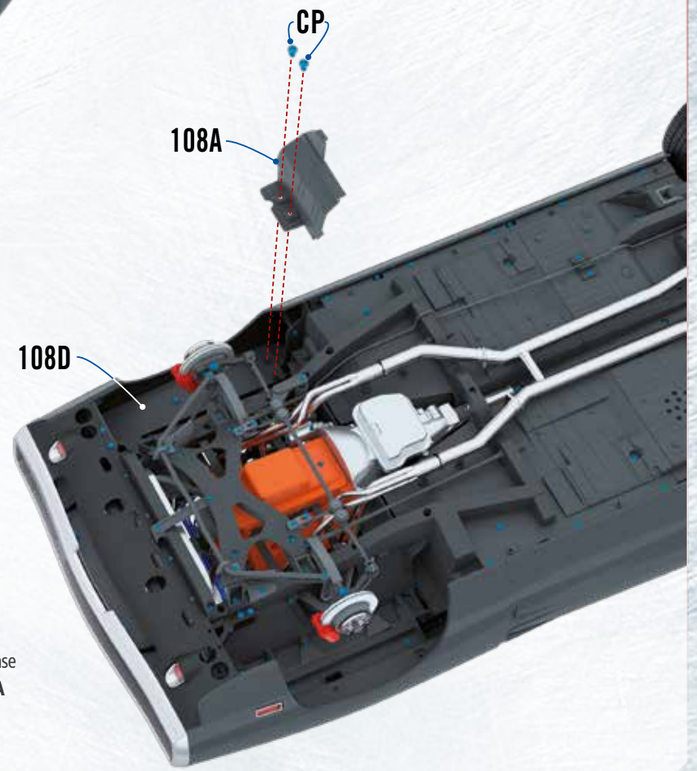
108.2 **NOW JOIN** part 3 of the front left wheel arch **108C** to part 2 **108B**, using two **AP** screws. ◀

108.3 **TURN** your model upside down. Put the piece you assembled in the previous steps in the correct position. Secure the piece by inserting two **AM** screws into part 4 of the front left wheel arch **108D**. ▶





108.4 **INSERT** two **AP** screws into the holes indicated in the illustration. ◀



108.5 **ALIGN** the two holes in the base of part 1 of the wheel arch **108A** with the two rearmost pins on part 4 **108D**. Secure the pieces with two **CP** screws. ▶



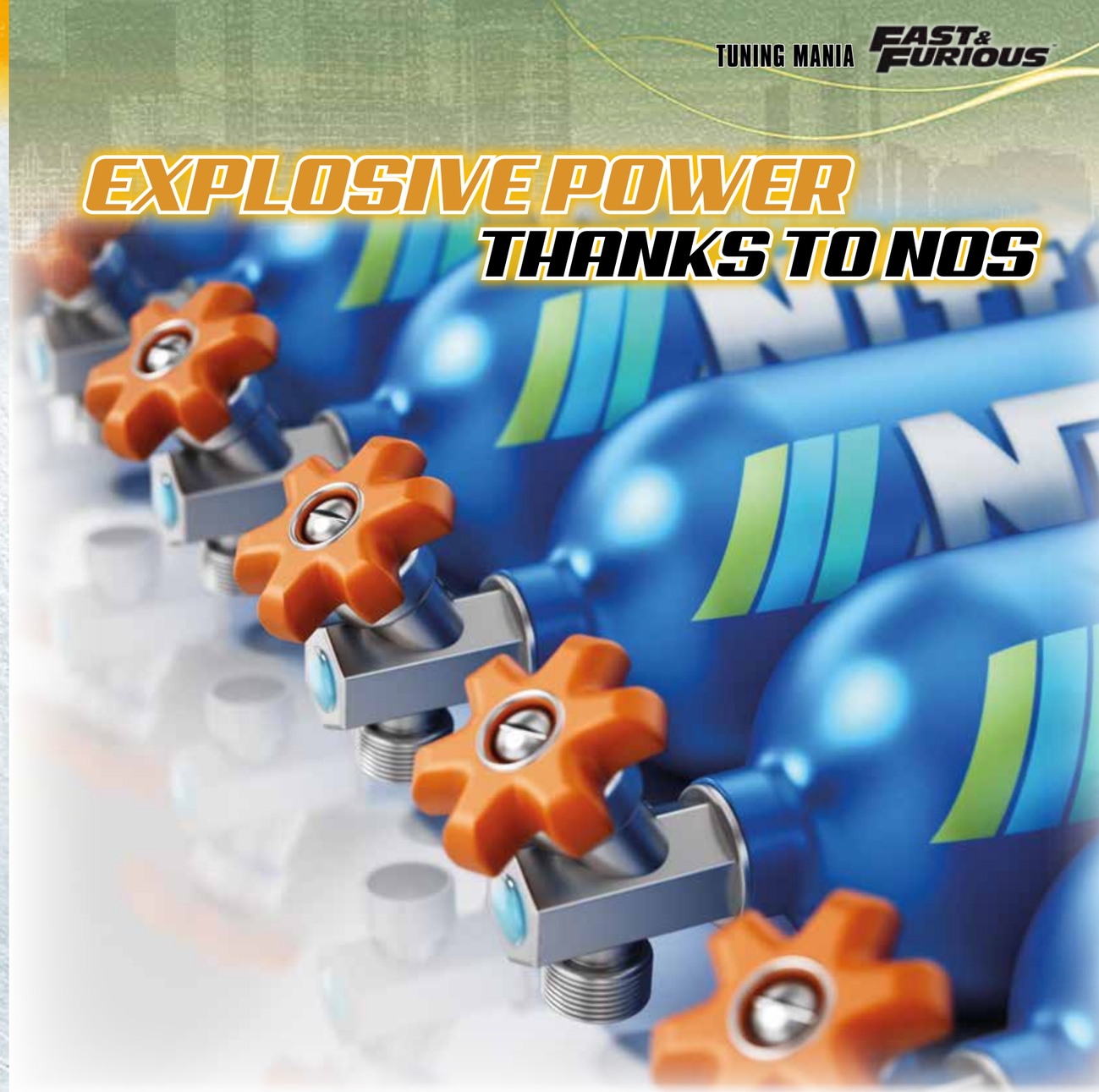
108.6 **GET** the front left wheel and put it on the hub. Secure it with an **IM** screw. Finally, attach the hub cap **2J** to the centre of the wheel. ▲

RESULTS OF STAGE 108

You have now attached the front left wheel of your model. Put it aside for the next assembly session.



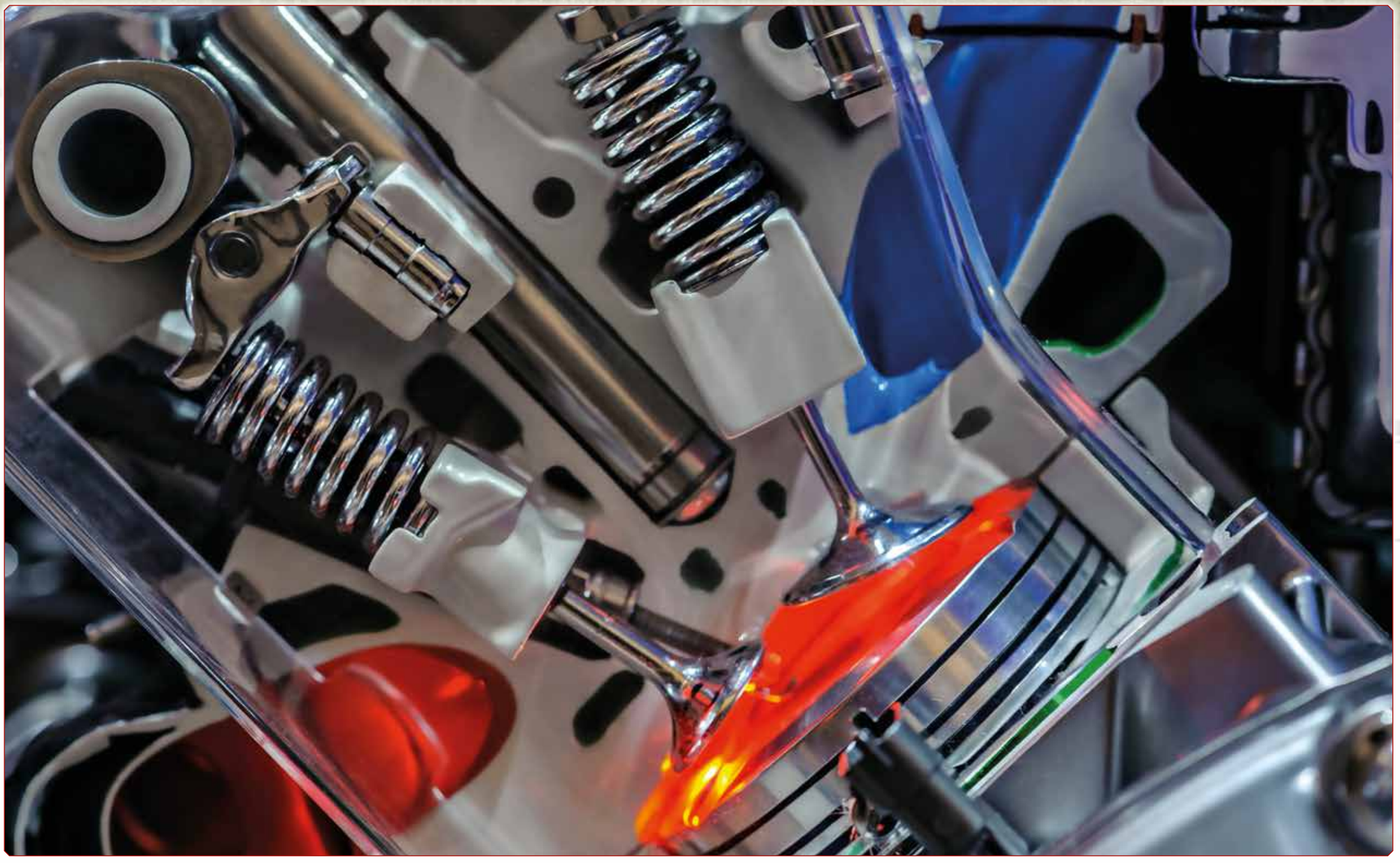
EXPLOSIVE POWER THANKS TO NOS



A NOS kit allows you to instantly obtain a surge of power at the push of a button. But how is that possible? In this edition, we will examine the history of nitrous oxide and its use in motorsport.

The history of nitrous oxide (N_2O) is unique, and the scope of its application was not originally what we know so well today. This gas was first discovered in 1772 by Joseph Priestley, an English chemist and philosopher. Initially, it was thought it could be used as a preserving agent, but experiments yielded negative results.

Twenty years later, Humphry Davy of the Pneumatic Institute in Bristol, England, began to experiment with its physiological properties, such as its effects on breathing. He even tried to administer the gas to visitors to the institute, and after seeing the effects on people who inhaled it, coined the term "laughing gas". At the same time, Davy also noted the anaes-



The chemical breakdown of decomposition of N_2O into nitrogen and oxygen that takes place in the combustion chamber allows the introduction of additional fuel. At the same time the nitrogen that remains in the combustion chamber, being an inert gas, helps to keep the temperature low and gives a certain progressiveness to combustion, effectively damping the greater pressure of the cylinder.

thetic effects of the gas. In those who took it, it considerably attenuated feelings of pain until a semi-conscious state was reached. However, despite this discovery, nitrous oxide was used for the next forty years only for recreational purposes and in travelling shows where the public paid a small price to inhale the gas for one minute.

It was only from 1840 that N_2O was put to a more useful purpose and was used in the medical field as an anaesthetic, especially by dentists who needed the patient to remain awake enough to be able to interpret any verbal commands. Fortunately, N_2O is very safe and popular with dentists, especially in America where it is regularly used by nearly 60% of professionals. In addition to being non-toxic and with a very low explosion risk, it helps alleviate the anxiety that many patients may have toward the dentist and offers a degree of pain-relieving ability. However, they had to be cautious with the quantities. If inhaled in pure form for too long it can cause asphyxiation, because the oxygen in nitrous oxide is not available to the body.

THE PROPERTIES OF THE GAS

At room temperature, N_2O tends not to react with most substances, including alkaline metals and halogens. Nitrous oxide reacts with ozone and is the main natural regulator of stratospheric ozone. It is also an important greenhouse gas. Over a period of one hundred years, it has a 298 times greater impact on the atmosphere per

unit of weight than carbon dioxide. In addition, it is 200 to 300 times more effective at trapping heat than carbon dioxide and remains in the atmosphere much longer than other greenhouse gases, lasting up to 150 years. Fortunately, nitrous oxide makes up an extremely small amount of the atmosphere.

At higher temperatures, nitrous oxide becomes a powerful oxidant similar to molecular oxygen. Due to this particular property, it has often been used, along with other fuels, as a rocket propellant. Because of its characteristics and stability at room temperature, it is easy to store and relatively safe to transport in flight. The transition period from missiles to racing cars was short, and this is where the Nitrous Oxide System (NOS) was born, linked to the name of the company that first introduced it to the automotive industry.

EXPLOSIVE CHARGE

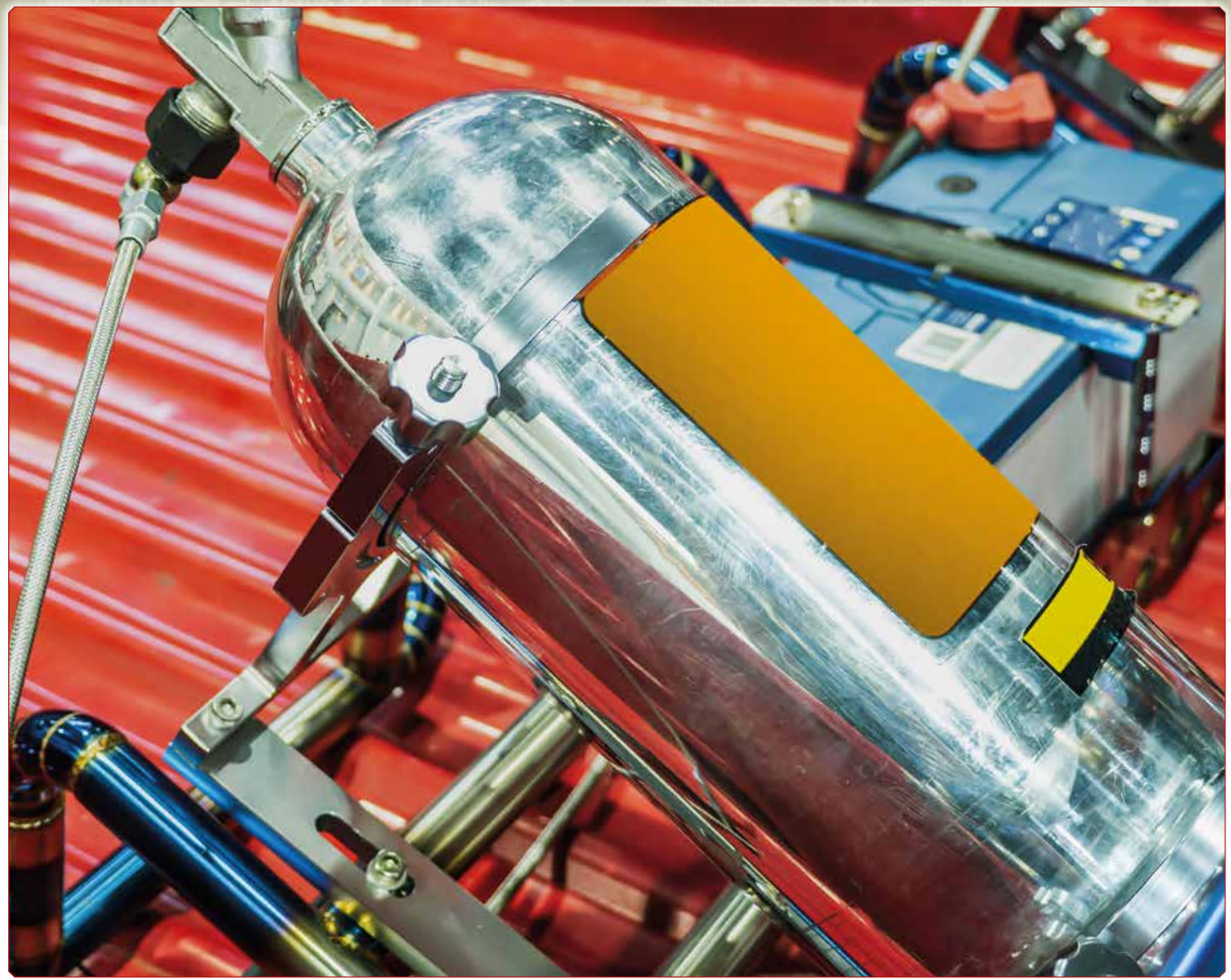
How can "laughing gas" produce up to 150 more horsepower in an instant? It is not magic, and there is a very simple explanation: nitrous oxide allows the engine to burn more fuel by providing the engine with more oxygen during combustion. However, let us take a step back and analyse how the engine itself works.

As we know, internal combustion engines are designed to convert one form of energy into another. The engine takes the energy in the fuel and then, through combustion, converts it into heat and pressure to produce power and torque. In short, the more fuel we burn, the more power we can produce; that is, to get more power we need to burn more fuel. How can we do that? The answer is simple. We need two things: a way to add more fuel and something that provides the additional oxygen needed to burn it.

This is where nitrous oxide comes into play. At about 300°C, it breaks down into nitrogen and oxygen. Nitrous oxide is introduced into the intake of an internal combustion engine. Once it reaches the combustion chamber, it breaks down, releasing oxygen, and creating a very lean mixture. At this point, to rebalance the stoichiometric ratio, it is possible to inject much more fuel and consequently allow the engine to produce more power.

DO NOT EXAGGERATE!

Be careful! Too much oxygen can become a problem! High levels of oxygen alone can cause detonation and engine damage. To keep everything under control, it is essential that the air/fuel ratio is stable and therefore it is vital to supply additional fuel when the NOS is in operation. Therefore, if you have decided to install a NOS kit, you will need to adapt the entire fuel system accordingly, with larger fuel lines and a high-efficiency fuel pump.



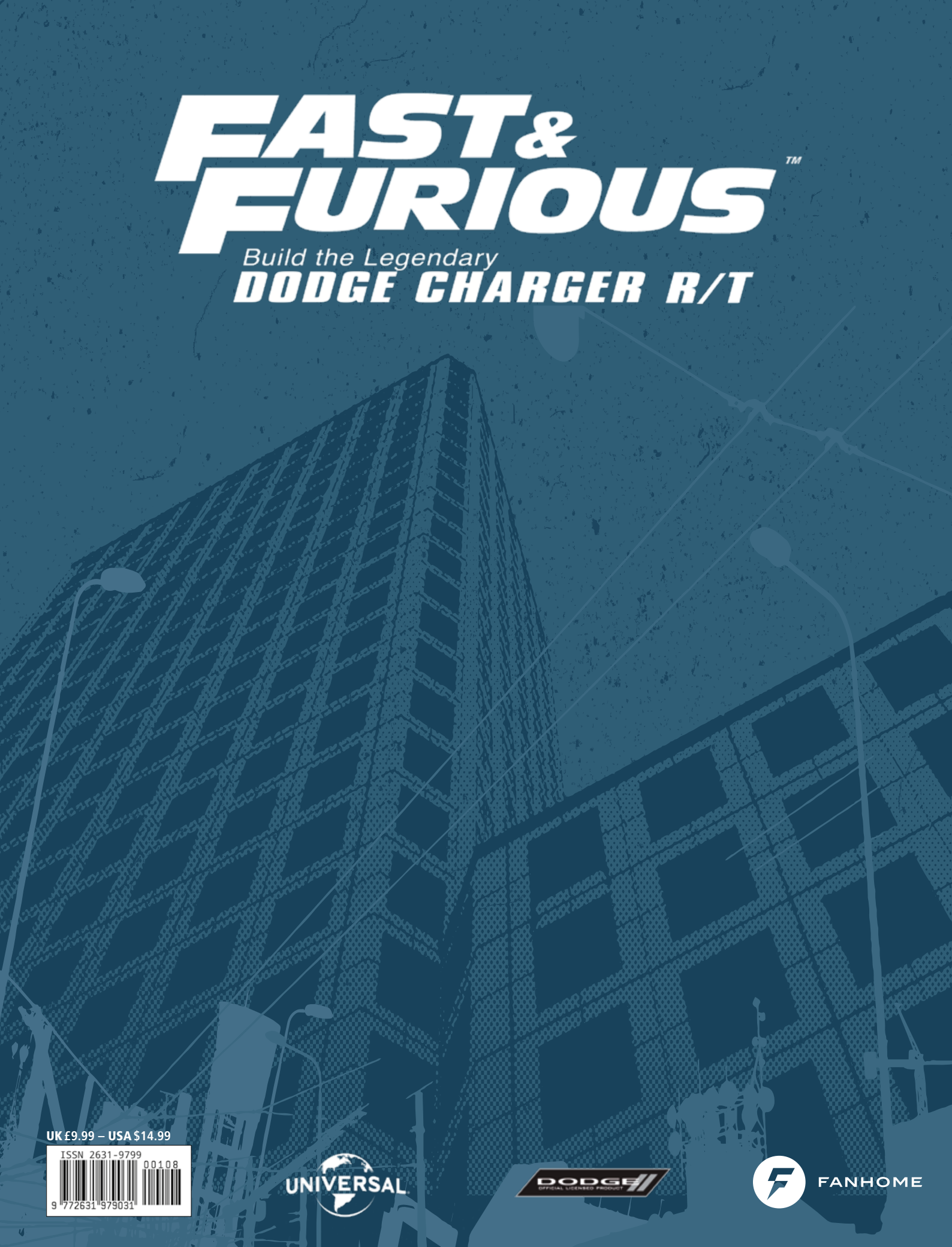
The N_2O molecule is composed of two parts of nitrogen and one of oxygen (which represents 36.3% by weight). Considering that atmospheric air has only 23% oxygen (by weight), you can immediately understand the advantage for your engine. When this gas is brought above 300°C, it breaks down, releasing the oxygen. To be precise, it is not the nitrous oxide itself that provides more power, but the fact that it allows us to inject more fuel when it releases its oxygen.

Nitrous oxide not only increases the amount of available oxygen but at the same time cools the intake air, providing a further increase in performance. The gas is stored in a high-pressure tank at approximately 900psi (62bar) in liquid form. When released into the intake manifold it meets atmospheric pressure and changes state to its gaseous form, providing a significant cooling effect on the intake air. Remember that when the temperature of the intake air is reduced, the density of the air increases, further allowing more air/fuel mixture to enter the cylinder.

When we add extra fuel during nitrous oxide injection, we get an effect similar to increasing the engine's compression ratio or to the extra power provided by a supercharger. If we wanted to make a comparison to simplify things, we could say that a NOS kit is the equivalent of a jet afterburner, a device that is used only for short-duration bursts of extra power. Nitrous oxide has just this effect because it has a higher percentage of oxygen content than the air in the atmosphere: N_2O contains 36% oxygen by weight while the atmosphere contains 21 to 23%. It is also 50% denser than air at the same pressure.

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