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United Kingdom
Published by De Agostini UK Ltd c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

USA
Published by De Agostini Publishing USA, Inc. c/o Becker, Glynn, Muffly, Chassin & Hosinski LLP, 299 Park Avenue, New York, New York 10171

ISBN: 978-1-4439-5148-7
FFN05: 20 10 07

ISSN 2631-9799 (Print)
ISSN 2732-4583 (Online)

Picture credits: NBCUniversal Archive; FCA Archive; SEMA Media; Eddy Maloney; Nobuyuki Kondo

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STREET RACES
A WAY OF LIFE

When the streets of the city become impromptu racetracks on which to test the performance of the engines and to demonstrate who is the fastest behind the wheel, excitement levels shoot up. Because despite existing for decades street racing has never been so captivating. And it's all down to the huge part they play in the Fast & Furious franchise.

Racing cars in the streets is a strange combination in which we can detect something of a theatre show, a friends' reunion and even a battlefield. When night falls, the streets of Los Angeles begin to fill with drivers. As we see in the initial sequences of The Fast and the Furious, groups of friends, who can be identified by dressing similarly, liking a certain kind of music and even having their own communication codes, congregate around the powerful cars. But there is something that unites them all: their passion for speed, the roar of the engines, the most stunning cars, and they gather round their vehicles as if they were sacred objects to be adored.

In the films, the street races in Los Angeles, however, have their own king. His name is Dominic Toretto. He's not a rock-star or a famous sportsman, but when he arrives at the meeting place, everyone greets him like one. His skill at the wheel and his bravery when stepping on the gas have made him a real legend.

When night falls, an out of the way area of Los Angeles becomes the scene of a thrilling street race in which the drivers do their very best to get the most out of their amazing vehicles.

THE RACE STARTS

There are many who no longer dare to bet against Dom Toretto, fed up of losing their money over and over again. There are also those who trust that the latest modification they have made to their car's engine will enable them to cross the finishing line first. And then

there are the novices, those appearing for the first time, who rather naively believe that launching themselves in a race through the streets of Los Angles at breakneck speed is child's play. Among them there is Brian, a young guy who, in order to take on Toretto, is prepared to gamble everything: even his own car, if he is not first over the line.

The first race in The Fast and the Furious plays out in these terms. Its director, the experienced Rob Cohen, says that this type of competition creates "a world full of protocols and initiation rites, with a language of their own, with heroes and villains, bursting with drama."

In the streets, although every driver has his or her different reasons, what drives them is the same thing – speed, which has become a way of life for them. As we see in the movie, it is not just a mere pastime, or a competition in which adrenalin levels ratchet up. These races have become a unique event for a large group that lives for them.

«If I win, I take the cash, and I take the respect!».

Brian



A WORLD IN ITSELF

Rob Cohen was the best choice as director for filming this world, first and foremost because of his passion for cars. "I've always been a lover of cars, mechanics and repair workshops," he admitted in an interview. "In fact, to buy my first car, I had to work for a long time in the garage of a guy named Al Tressello. He was my inspiration for creating the character of Dominic Toretto."

Besides his love of cars, Rob Cohen has a degree in Anthropology. And, strange though it may seem, his studies also gave him an interesting perspective for getting close to this small world. The director was able to see for himself that the interests of different groups are also expressed in the street races and it is these that enable them to express a common identity, which can clearly be seen in the way they dress, dance and even tune their cars. After all, the race becomes a festival in which diversity and coexistence are celebrated.

RACE HUNTER

With the plan for The Fast and the Furious on the table, Rob Cohen wanted to get first-hand knowledge of how that particular world devoted to speed and the tuning of vehicles functioned. The closer he got, the more he fell in love with car culture in California. Things, however, had changed a lot over the years. In the 1960s young people tuned their Corvettes and Chevys with just a screwdriver; today's enthusiasts use cutting-edge technology and computers to get the most out of their cars.

Rob Cohen insisted on being able to see some races in person before shooting the movie. Thanks to an acquaintance of his, he saw a group of drivers competing on San Fernando Road, which without doubt he took as the inspiration for recreating this world of lovers of fast cars in the film.

The street races in The Fast and the Furious were inspired by some real-life meetings being held in places like Ontario and Milpitas. And so, in the film we see the car owners proudly showing off the tuned engines, the customised interiors and their powerful sound systems.

IN SEARCH OF MAXIMUM REALISM

Cohen found all these experiences hugely useful for creating the fascinating world of Fast & Furious. However, the director wanted to make sure that what he aimed to show was going to be a true reflection of what happened in real life.

"When I shot Dragon: the Bruce Lee Story I got involved with the martial arts community to ensure that the movie would look realistic to people who knew most about the subject. In the case of The Fast and the Furious, we passed the screenplay to Craig Lieberman, who runs the NIRA (National Import Racing Association), and to R.J. De Vera, a legendary street racing driver who now sells imported cars via Internet. Between them they corrected all the details that they thought needed amending, although the movie does also take a bit of dramatic license."

THE FASTEST RACES

In the first ten minutes of The Fast and the Furious Cohen is already showing us this kind of gathering: in what seems like an abandoned industrial area of Los Angeles, the most powerful vehicles begin to gather as night falls. Then Toretto, the king, arrives, and asks Hector, another regular, to prepare the night's race: each driver has to pay 2,000 dollars just to take part, and the winner of the race takes all. This is also where Brian is introduced, prepared to do anything to be able to enter that environment loaded with adrenalin and fuel. A race in which he will have to show that he is skilled behind the wheel to earn Toretto's respect and friendship. And all this, without revealing at any time that he is in actual fact an undercover cop.

Ever since the legendary first race in The Fast and the Furious, the franchise has placed moviegoers behind the wheel of the most explosive cars in all kinds of street races, like the legendary Race Wars. But these electrifying competitions have not only been held in the city of Los Angeles and its surrounding area. After the huge success of the first movie, we would have the chance to take part in races hurtling at top speed through the streets of Miami, Tokyo, London and even Havana

Rob Cohen

"Be happy or die." This is the singular motto of Rob Cohen, a film-maker in love with cars, surfing and action movies. Born in Cornwall (New York State) in 1949, he graduated in Anthropology at Harvard University. His interest in audio-visual media led him to work as a producer in Hollywood from the mid 1970s onwards, producing movies such as *The Witches of Eastwick* (1987), *The Running Man* (1987) or *Bird on a Wire* (1990). After getting experience in directing with TV series like *Miami Vice* (1985) or *Thirtysomething* (1988), he began directing feature-length movies. *Dragon: the Bruce Lee Story* (1993) and the medieval fantasy *DragonHeart* (1996) were two interesting productions, although his first major box-office hit was with *Daylight* (1996), an exciting thriller starring Sylvester Stallone. His career went into overdrive in 2001 when he directed *The Fast and the Furious*, the first movie in the popular Universal franchise. Later, he returned to action thrillers with productions as varied as *xXx* (2002), starring Vin Diesel, *Stealth* (2005), *The Boy Next Door* (2015) and *The Hurricane Heist* (2018).

The people taking part in the races approach the challenge differently. Some play a virtual game just before starting the real one, while others use the time before it to flirt. Letty, on the other hand, is totally focused on the result.





THE FOUNDING OF THE DODGE COMPANY

John Francis and Horace Elgin Dodge founded Dodge Brothers in 1900, but they did not manufacture their first automobiles until 14 years later. During that period they were consolidated as one of the finest parts suppliers in the nascent American car industry.

The Dodge brothers, seated in the back, with John nearest to us, are going to personally deliver the first unit of their model to a customer. A company employee is driving the car.



The first advertisement for a Dodge model with the complete specifications.

The engine and the chassis of the first Oldsmobiles and Ford Model T, the first car in the world manufactured on a moving production line, consisted of a whole range of parts, coming from the huge factory built in 1910 that the Dodge brothers owned in Hamtramck, in the outskirts of Detroit. At that time, both brothers enjoyed notable prestige for the reliability of their car parts and for their efficient service. After signing an agreement to supply engines to the Ford Motor Company, John became a vice-president of Ford.

In 1913, John left Ford to head a new project along with his inseparable brother Horace. The two made an excellent team, as John had a great business vision and Horace was a mechanical genius. Thus, in 1914 the two of them launched their own marque with a first model that sported several innovative features. These included a 12-volt electrical system and, above all, bodywork that was all steel, without the wooden frame used by the other manufacturers. The launch of the first Dodge vehicles was a success and in no time at all the marque was in second place with regard to sales on the American market after Ford.

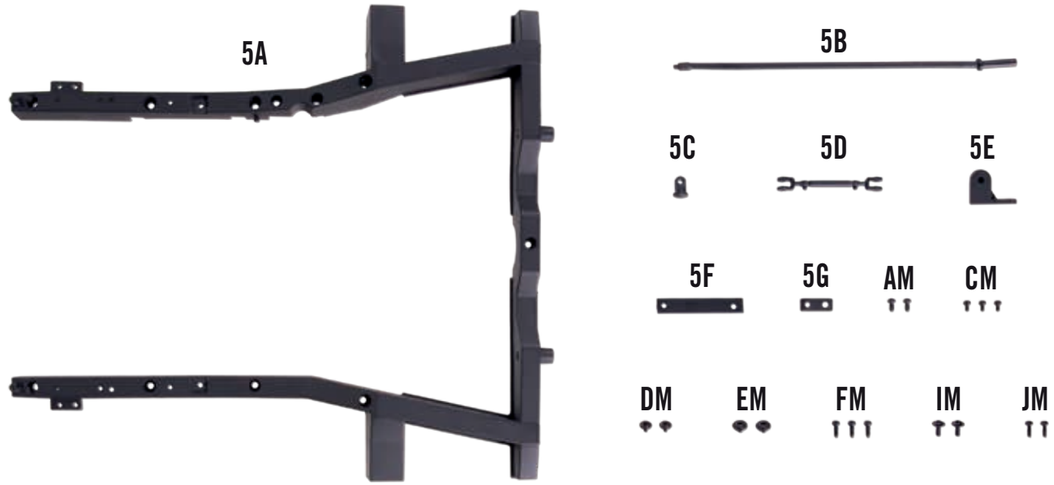


CONNECTING THE FRONT LEFT WHEEL TO THE CHASSIS

The following instructions show you how to connect the various elements of the front left suspension, which will then be joined to the front section of the chassis.

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.

PIECES FOR THIS STAGE



5A	Front section of the chassis	AM	Screw 2 × 4 mm, (x 2)*
5B	Front suspension torsion bar	CM	Screw 1,7 × 3 mm, (x 3)*
5C	Left tie rod end	DM	Screw 1,7 × 3 × 5 mm, (x 2)*
5D	Left tie rod	EM	Screw 2 × 3 × 6 mm, (x 2)*
5E	Torsion bar bushing	FM	Screw 2 × 5 mm, (x 3)*
5F	Cover plate front left chassis strut	IM	Screw 2 × 5 × 5 mm, (x 2)*
5G	Left engine support	JM	Screw 1,7 × 5 mm, (x 2)*

* Some of the parts are spares.

ASSEMBLY AREA



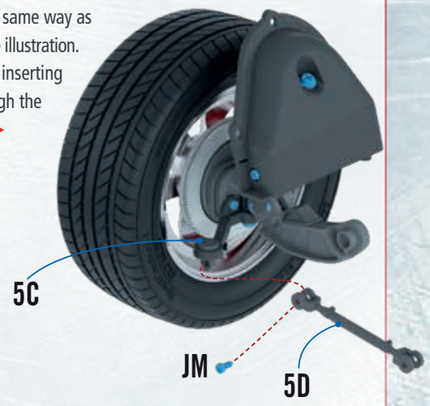
FRONT LEFT SUSPENSION

Connecting the front left wheel to the chassis

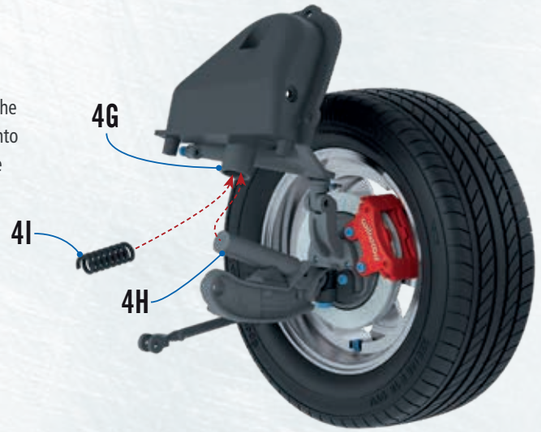
5.1 **TAKE** the left wheel you assembled in the fourth assembly session. Insert the tie rod end **5C** into the circular hole in part 2 of the spindle **4K**. ▼

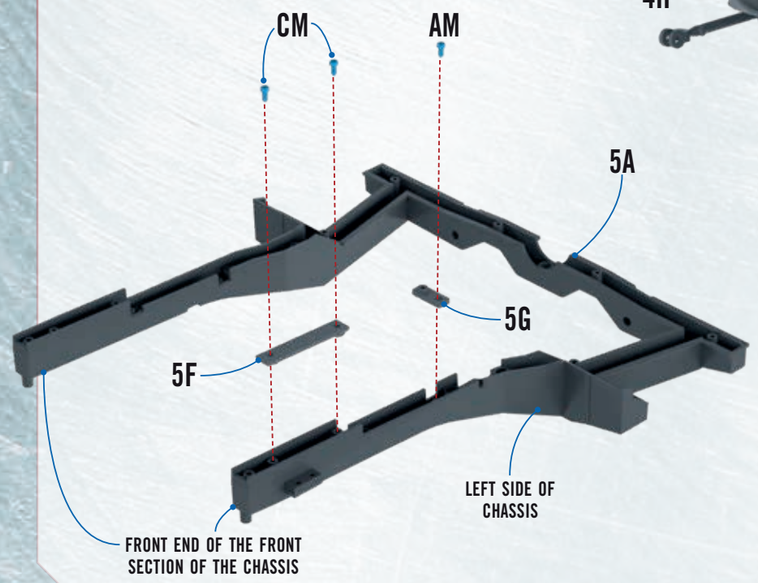


5.2 **SLIDE** one end of the left tie rod **5D** onto the bottom of the tie rod end **5C**, ensuring that the two small pins on the tie rod are facing the same way as those shown in the illustration. Join the pieces by inserting a **JM** screw through the parts, as shown. ▶

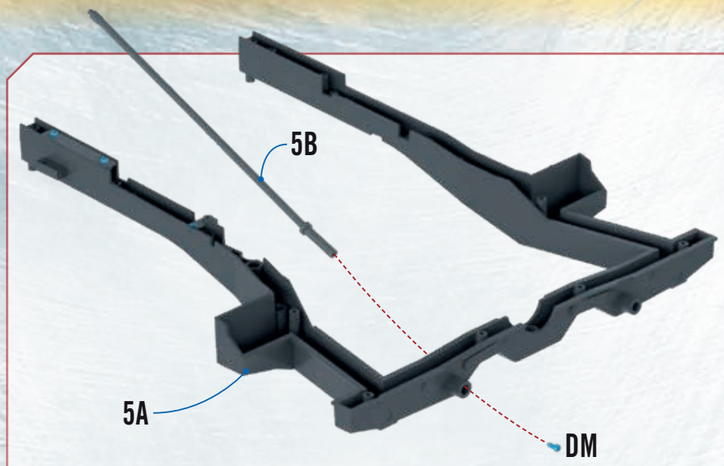


5.3 **SEPARATE** the shock absorber piston **4H** and the shock absorber cylinder **4G**. Insert the spring **4I** into the shock absorber cylinder **4G**. Then re-insert the piston **4H** inside the shock absorber cylinder **4G**. ▶



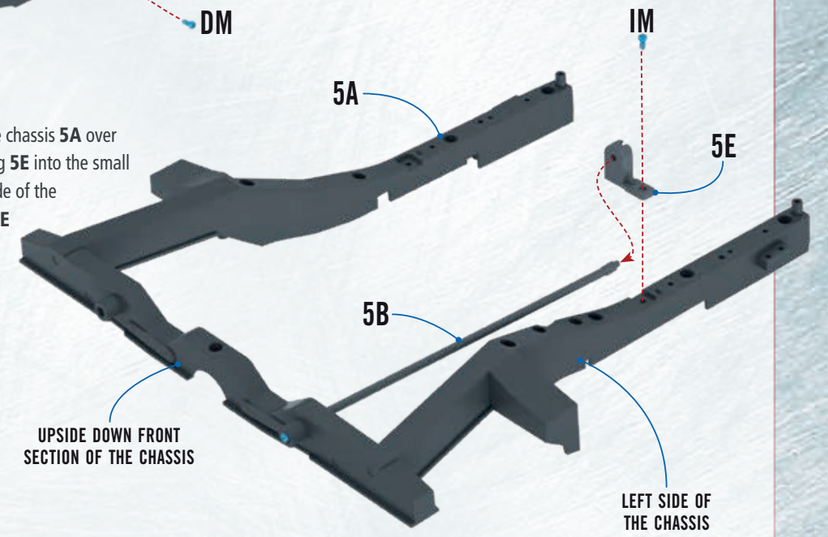


5.4 **PUT** the front section of the chassis **5A** on the work surface with the hollow side facing upwards. With its flat surface facing upwards, line up the front left cover plate **5F** with the second and third screw holes; fix in place with two **CM** screws. With the smooth side facing down, position the left engine support **5G** onto the screw hole in the second recess of the left side of the chassis; fix in place with an **AM** screw. ◀



5.5 **INSERT** the wider end of the torsion bar **5B** into the hole near the left side of the front section of the chassis **5A**. Fix the bar **5B** in place with a **DM** screw. ◀

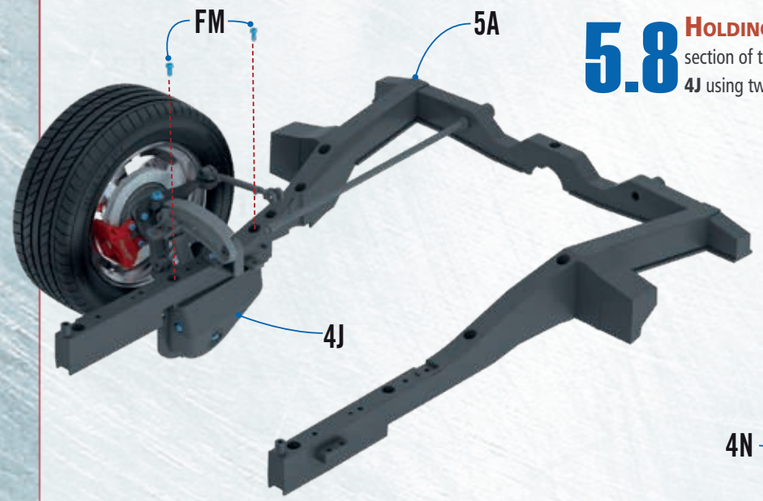
5.6 **TURN** the front section of the chassis **5A** over and put the torsion bar bushing **5E** into the small slot in the middle of the left side of the chassis. At the same time, slide the bushing **5E** onto the free end of the torsion bar **5B**. Fix the piece in place with an **IM** screw. ▶



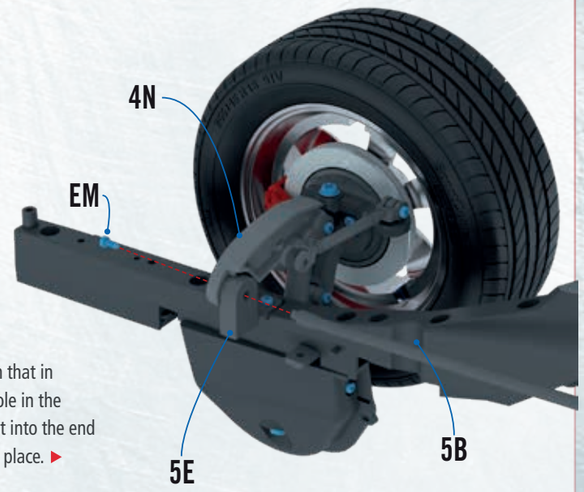


5.7 **TURN** the front section of the chassis **5A** back over and attach the front left upper spring mount **4J** to the left side of the chassis, by inserting the two pins into the corresponding sockets in the chassis. ◀

Connecting the front left wheel to the chassis



5.8 **HOLDING** the wheel assembly in place, turn the front section of the chassis **5A** over and attach the spring mount **4J** using two **FM** screws through the chassis member. ◄



5.9 **ALIGN** the hole in the front left suspension arm **4N** with that in the torsion bar bushing **5E**. Insert an **EM** screw into the hole in the suspension arm **4N**, through the bushing **5E**, and tighten it into the end of the torsion bar **5B**, at the same time fixing the front left suspension in place. ►

STAGE 5 FINAL RESULT



The illustration shows the completed wheel and front left suspension attached to the front section of the chassis.

THE SEMA SHOW IN LAS VEGAS



The SEMA Show, a trade fair for customised vehicles and their accessories, is held every year in Las Vegas. The show, for professionals only, is very important for the tuning industry, and for the American car industry in general.

A visit to Las Vegas, the entertainment and shopping mecca, has become a must for those who want to try their luck at the casino or who urgently want to get married. However, it has also become famous for an annual event that generates huge interest among car fans. Thanks to its infrastructures the city plays host to numerous exhibitions, including the SEMA Show, a customised vehicle and accessories fair held every year in the first week of November at the Las Vegas Convention Center.

WHAT GOES ON AT THE SEMA

The initials SEMA stand for Specialty Equipment Market Association. Initially, the S was for Speed, as it was founded in 1963 by manufacturers of equipment for hot rods, the reason why that aspect was stressed so much.

The SEMA Show is one of the most important trade fairs in the world dedicated to accessories and customisation. It is held every year in Las Vegas.







In 1970 the official name was changed to adapt it to the government regulations that had come into force.

Nowadays, the association's members include more than 6,000 companies spread all over the world. Members can take advantage of its many services, including training, market research, legal advice and the steps necessary for collaboration between different companies.

THE BIGGEST VEHICLE CUSTOMISATION FAIR

The show continues to be the most important event of all those organised by the association. The first edition, held in 1967 in the Dodger Stadium in Los Angeles, attracted 98 exhibitors and about 3,000 visitors. From that year onwards, this important event, open only to industry professionals, grew bigger every year, so much so that it needed to move to a larger venue. After moving to the Anaheim Convention Center, near Disneyland in California, it found its definitive home in the Las Vegas Convention Center.

The SEMA Show attracts over 2,500 exhibitors every year, distributed in more than 10,000 stands, eager to present their most innovative products and services. Attendance regularly exceeds 150,000 visitors, 3,000 of whom are journalists.

By the end of the 1980s the event had grown so big that the organisers were forced to divide it into thematic sectors. There was no other way of making it more accessible to visitors. In 1988 a special section for hot rods was created. There are also sections for tyres, electronic devices and equipment designed specifically for racing.

The tuning and customisation section, in which all sorts of different features are presented, aimed at muscle cars, SUVs (Sports Utility Vehicles)

The general public can also attend SEMA Ignited. A huge crowd of fans gather outside the Las Vegas Convention Center to admire the cars on show.



One of the cars at the fair, presented by a well-known tyre maker. For quite some time now, tyre choice has become so important that they have their own space at the fair.

and pickups, is perhaps the one that has grown most exponentially. In 2003, a small track was added where exhibitors can demonstrate their products.

THE SEMA HALL OF FAME AWARD

One of the show's main attractions, for both professionals and the general public, is this prestigious award, established in 1969, that is given to those who have shown the greatest degree of ingenuity and tenacity in the motor vehicle industry. It was initially called the Paul Schiefer Old Timer's Memorial Award, as a tribute to the famous steering wheel and gearbox manufacturer, who was also one of the founders of the association. In 1986 the award's name was changed to the present more straightforward one: the SEMA Hall Of Fame Award.

In 2018, the award was presented to Donnie Eatherly, a great director who invested a considerable amount of money in all areas of the car industry; to Ed Pink, a former gas station owner who for over 60 years worked as a racing car engine builder, and to Chris Thomson, a great executive who produced brilliant results for many companies in the industry.

The SEMA Hall of Fame Award is not the only one presented at the SEMA Show. There are others for special categories: Car of the Year (awarded in 2018 to the Ford Mustang), Truck of the Year (Ford F-Series), 4×4/SUV of the Year (Jeep Wrangler), Sport Compact of the Year (Ford Focus) and Powersports Vehicle of the Year (Polaris RZR Turbo S).

A NIGHT OPEN TO THE GENERAL PUBLIC

Although the SEMA Show is a trade fair open only to industry professionals, since 2014 it has closed with a celebration to which all fans are invited, called SEMA Ignited, held on Friday night opposite the Las Vegas Convention Center.

Thousands of people attend the event, in which a race is held featuring all the manufacturers, and at which, moreover, the best car exhibited at the fair is chosen.



The main entrance of the Las Vegas Convention Center. The SEMA Show is held every year in this enormous exhibition venue.

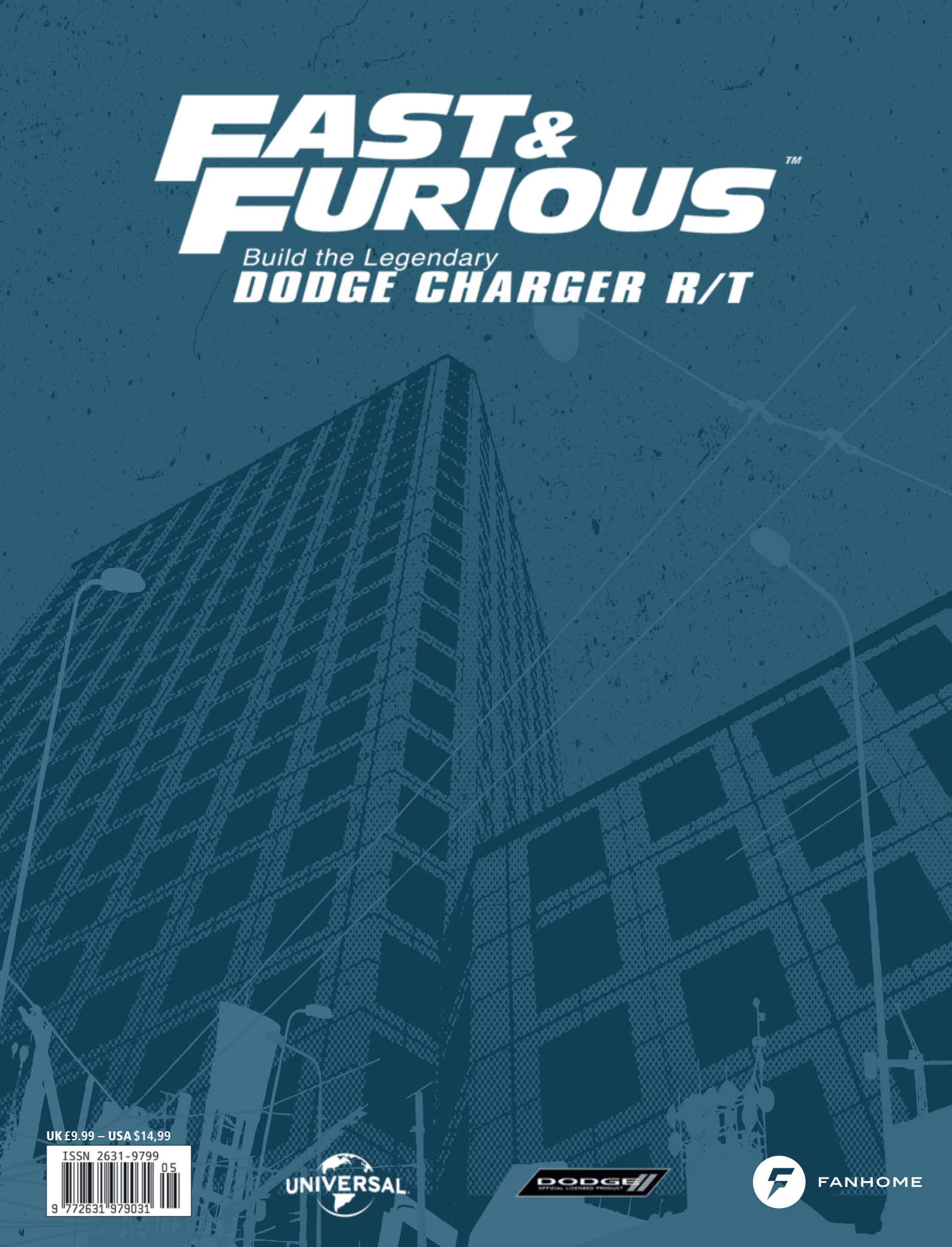
As well as accessories for customising cars, exhibitors offer other services such as engine building or highly artistic car decoration.



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ISSN 2631-9799 05

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