FAST & FURIOUS™

11

Build the Legendary

DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE

FAST & FURIOUS

Build the Legendary
DODGE CHARGER R/T



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: 978-1-4439-5154-8
FFN11: 20 11 18

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

Picture credits: NBCUniversal Archive; FCA Archive; Press Office Hamann

Fast & Furious Franchise © 2020 Universal City Studios LLC. All Rights Reserved.

Dodge, HEMI and related logos, vehicle model names and trade dress are trademarks of FCA US LLC and used under license by Premium and Collectibles Trading Co. Ltd. ©2020 FCA US LLC.

CUSTOMER SERVICES
United Kingdom
Call 020 3991 1199 or email support@uk.fanhome.com or ask your newsagent to reserve future issues for you to collect.

USA
Call 1-800-978-1455 or email support@usa.fanhome.com

The price of this issue includes the magazine and the attached pieces for model assembly.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14. This product is not a toy and is not designed or intended for use in play. The collection is complete in 110 parts. Items may vary from those shown.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. the model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes. All rights reserved.

The driving sequences in the Fast & Furious motion pictures were filmed with professional stunt drivers, under carefully-controlled conditions, for entertainment purposes only. No attempt should be made to duplicate any of the racing activities or sequences depicted therein. Universal neither condones nor endorses the use of this or any related product in any manner whatsoever other than in strict accordance with applicable federal, state and local laws and speed limits.



THE KINGS OF TUNING

The stars of the *Fast & Furious* franchise adore racing and speed. They love driving because they know their vehicles, and the mechanics that enables them to virtually fly over the asphalt, down to the last detail. That's why they are often on the lookout for new pieces with which to improve the look and the performance of their cars.

At the start of *The Fast and the Furious*, we see Dominic Toretto working in his garage where he gets his vehicles ready for racing. "If you can't find the right tool here, then you know nothing about cars," he tells Brian. His passion for pieces and spare parts is not at all surprising in the circles he moves in. Everyone who takes part in the street races in Los Angeles knows enough about mechanics to know how far their own vehicle can go. That's why they're the kings of tuning.

A SHORT HISTORY OF TUNING

Nobody can say for sure when the tuning phenomenon began, meaning the adaptations that are made to vehicles based on personal tastes. Virtually every expert agrees that this kind of modification emerged along with cars themselves, because ever since four-wheeled vehicles were invented there have been drivers prepared to strip their vehicles down and rebuild and improve them.

What does seem clear is that it started to become fashionable, above all in the United States after World War II, coinciding with the appearance of the famous pony cars. When the "rebels without a cause" of the 1950s began to organise races to put the power of their vehicles to the test, it became necessary to replace pieces in order to improve the performance of cars.

In time, tuning became almost a family tradition. Thus, for example, Toretto tells Brian in *The Fast and the Furious* that he got into cars as a small boy, when he helped his father to modify and prepare the cars that he would later be driving in races.

FROM THE JUNKYARD TO THE RACETRACK

The movies in the *Fast & Furious* franchise had a lot to do with the boom in tuning all over the world in the early 21st century. The prodigious modifications exhibited by Dom's and his buddies' cars meant that hundreds of thousands of young men began to get interested in modifying their own

Fantasy takes hold of fast vehicles when it comes to giving each model a personality of its own. Drivers seek to stamp their personal seal on their cars before taking part in races.

Dennis McCarthy

On average, for each movie in the *Fast & Furious* franchise it is necessary to modify around 200 vehicles. From the third movie onwards, that task fell to Dennis McCarthy, one of the most sought after film transportation specialists in Hollywood. In his work, the challenge was bringing real cars with outstanding modifications to life on screen. Tuning, however, is very artistic and Dennis is a craftsman who has made a name for himself over the years. After making his debut in the cinema as a driver in films like *Batman Begins* (2005) and *Herbie: Fully Loaded* (2005), he entered the world of *Fast & Furious*, being given the job of preparing the cars in *The Fast and the Furious: Tokyo Drift*, and since then he has not missed a single film. Aside from that, he has also had the opportunity to act as the car coordinator in films in very diverse genres, like *La La Land* (2016), *Blade Runner 2049* (2017) and *Black Panther* (2018), something that has made him one of the most prestigious figures in his profession.

vehicles. Rob Cohen, director of the first movie, says: "A five-billion-dollar industry has sprung up around the importation of and improvement of cars, with all their special components, the tyres, carburettors, intercoolers, and other high-performance features that are added to the vehicles. All this has in turn generated a new subculture that is on the increase. Now you can take your mom's Honda Civic, add to it components worth a few thousand dollars and you have a high-speed racing car."

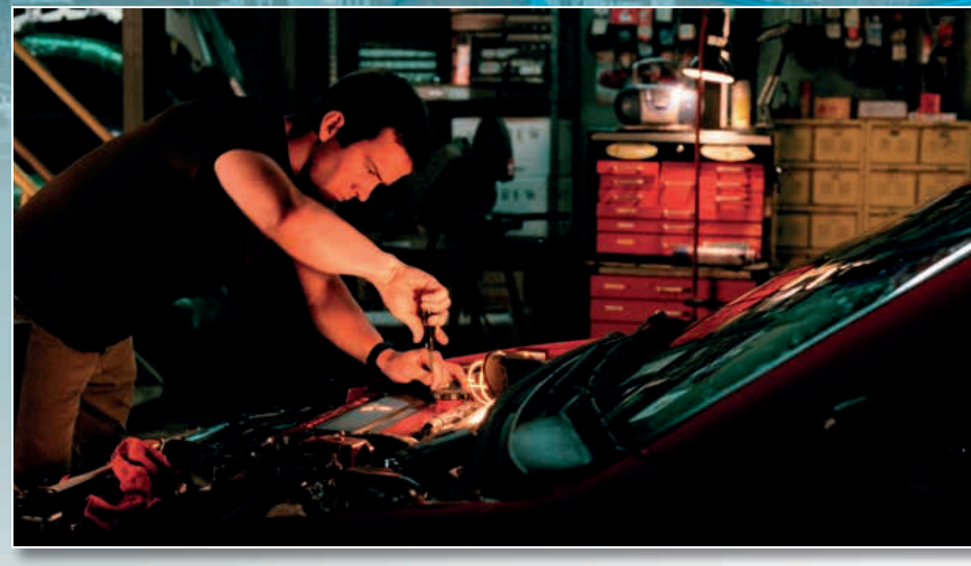
In some ways, Cohen reflects this fact in a scene in the movie, when Brian shows up at Toretto's garage with a vehicle that looks like it's ready for the junkyard. "You owed me a ten-second car, not a ten-minute car," Dom tells him, reminding Brian of his debt to him since he bet him a brand new car in a race. Jesse, a mechanical genius that Toretto has working in his garage, opens the bonnet to take a look at the vehicle and immediately sees its potential. Later, he invites Brian over to his computer. On it he has a program that enables him to visualise the changes that a model may undergo after being tuned properly. "This is the car's basic design and this is the design it could have when it's finished," he says. There really is no comparison between the two options.

CAN A VEHICLE CHANGE SO MUCH?

With the right material – and in *The Fast and the Furious*, director Rob Cohen includes a shot that shows us all the pieces that they are going to change in Brian's car – a piece of junk really can be turned into a new car. The experts usually concentrate on three main areas for modification. First, there are the wheels, essential for getting a good grip on the road. Then, adjustments to the suspension. In the movie, when Jesse studies the modifications to be made on Brian's car, he recommends: "Koni adjustable shock absorbers. They'll save us around two pounds apiece, and they'll give us better traction." Finally, there is the engine, a key aspect in the life of any car. In general, tuning fans usually replace engine parts with other improved ones that perform the same functions, but give it more power. In *The Fast and the Furious*, Brian was going a bit further to prepare his first encounter with Dom and he installed two nitrous oxide bottles in his Mitsubishi Eclipse. "Not a bad way to spend 10,000 dollars," Toretto would say rather ironically when inspecting the engine.

Special components, adapted tyres and modified engines are some of the habitual resources that lovers of tuning carry out to get the maximum performance out of their vehicles.





Sean Boswell finds himself obliged to upgrade his car's engine in order to enter the unusual races in which he is involved when he arrives in his new destination in *The Fast and the Furious: Tokyo Drift.*

FROM TUNING TO CUSTOMISATION

Extreme purists in the field of the modification of vehicles like to distinguish clearly between "tuning" – all the mechanical work done on the vehicle to improve its performance on the road – and "customising" – aesthetic changes with which a driver seeks to give his car a personal touch. In some ways, it could be said that tuning remains virtually hidden from view to people who are not experts, while anyone can see customisation work, as it includes changes in the paintwork and the trimming, and changes to the wing mirrors, among other things. Right from the first race in *The Fast and the Furious*, the audience can see a huge number of cars that have been suitably tuned and customised. Was this work done exclusively for the movie? Yes it was.

Troy Lee, an important name on the American imported car circuit, offered, for example, to design most of the graphics that adorn the cars in the movie. His designs were then conceptualised and supervised by the artistic director Waldemar Kalinowski to make sure that everything fitted the image that Rob Cohen wanted to create.

WITH A DIVIDED HEART

But creating so many tuned and customised vehicles from scratch became a huge task. Therefore, after the third movie in the franchise, *The Fast and the Furious: Tokyo Drift*, was filmed, the producers began to hold unusual auditions so that car owners from different parts of the USA and Canada could show off their most valuable vehicles. Without a doubt, some of the greatest tuning and customisation experts in the world answered the call with their cars, motorcycles, and pickup trucks. In some cases absolute masterpieces on wheels could be seen. "It was fascinating to see all those designs and the different-colored bodywork," said the producer Michael Fottrell. "Everything was taken care of right down to the very last detail: the paintwork, the interiors, nothing was overlooked, it was incredible."

Throughout the franchise, the members of the cast have also admired the parade of cars contracted for each film. A clear difference of opinion emerged immediately among them with respect to their favorite models. Vin Diesel, Jordana Brewster and Michelle Rodriguez, for example, always showed a clear preference for the size and power of the American classics, like the legendary Charger. Paul Walker, for his part, always favored the elegance and great performance of fast European and Japanese cars.

The Dodge Challenger SRT Demon is the most extreme version of the marque's sports car. It is designed to compete in drag racing but it can be registered and driven on the streets.



DODGE CHALLENGER SRT DEMON

Designed for acceleration events, the SRT Demon version of the Dodge Challenger is one of the most extreme. It has a V8 6.2-litre engine, giving 852hp and 1,044Nm of torque. Its performance is so impressive that the company asks its customers to sign a liability waiver when they buy it.

The 6.2-litre HEMI® is supercharged by a compressor in order to exceed 850hp of power. The car accelerates from 0 to 60mph in just 2.3 seconds and it is the fastest production model over the quarter mile, the most usual acceleration event in drag racing, popular in America. The model, which uses high-octane fuel, covers that distance in 9.65 seconds and reaches a top speed of 140mph. To obtain that power from the 717hp Hellcat engine, the manufacturer uses a larger compressor and has modified both the injection and intake systems and the engine's maximum rpm. The car has two keys: one limits the power to 507hp and the second makes it possible to reach 852hp. The 8-speed automatic gearbox transmits power to the rear axle and has been developed to enhance the car's acceleration capacity, and the drag tires, size 315/40 R18, are perfect for transmitting this car's enormous power to the road surface. The brand sells the car in a single-seat version, although it is possible, through options, to place a passenger seat and even a rear bench seat in it.



The V8 6.2-liter engine with a hemispherical combustion chamber is based on the one used in the Hellcat, the most powerful street version of the Dodge Challenger until the arrival of the Demon. In the latter it reaches 852hp if high-octane fuel is used.



ASSEMBLING THE FRONT RIGHT WHEEL

In this assembly session, you will prepare the second wheel and attach it to the front section of the chassis of the model you are building.

PIECES FOR THIS STAGE



11A Front right tyre
11B Wheel rim (outside)
11C Tyre valve
11D Wheel rim (inside)
11E Wheel hub cover
11F Wheel hub washer
HM Screw 2 × 3 mm, (x 4)*
IM Screw 2 × 5 × 5 mm, (x 2)*

* 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.

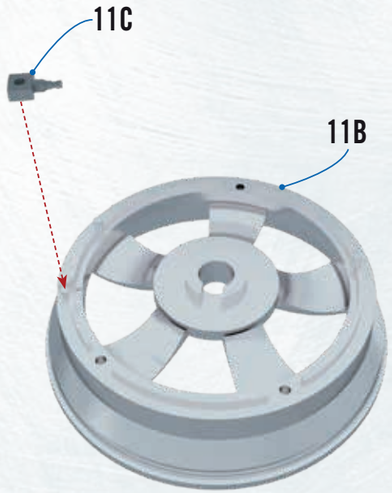
ASSEMBLY AREA



FRONT RIGHT WHEEL



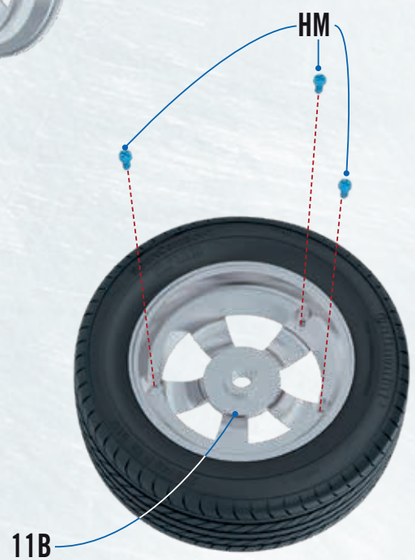
11.1 **TAKE** the outer part of the rim **11B**. On the inside of the rim there is a notch with a small pin in the middle. Slide the tyre valve **11C** onto the pin. ►







11.2 **LOOK** at the tyre **11A**: on one side you will see the word "outside" written and, on the other, the word "inside". Insert the inner part of the rim **11D** into the "inside" of the tyre, and the outer part of the rim **11B** into the "outside" of the tyre. Make sure that you align the screw holes on the two rims before pressing them firmly together. ◄



11.3 **ONCE** the two parts of the rim are aligned, insert three **HM** screws into the three holes in the outer rim **11B**, and tighten them to join the wheel parts together. ►



11.4 **SLIDE** the front right wheel you just made onto the axle spindle **8J**. ◄

11.5 **INSERT** an IM screw through the washer **11F** and screw the wheel to the axle spindle **8J**. ►



11.6 **To finish** mounting the wheel on the section of the chassis you have built so far, press the hub cover **11E** onto the middle of the rim **11B**. ▼



STAGE 11 FINAL RESULT



Both of the front wheels are now mounted on the chassis of the model you are building.

RICHARD HAMANN: FROM THE TRACK TO THE DRAWING BOARD



Luxury, efficiency, exaggeration, attention to detail, exclusiveness, absolute dedication … All these words, and we could add more, could be used to describe Richard Hamann, a former racing driver who became the incomparable, undisputed genius of tuning.

The story of Richard Hamann in the world of tuning began in 1986, after he had spent some years as a racing driver. With his first tentative steps he modified a BMW M3 E30 that he fitted with a turbocharger to get the most out of its 348hp, and thus achieve acceleration from 0 to 62mph in 5.1 seconds. It was not long before he was applying all his inventiveness to the German brand's entire fleet. After that, he started working for many other brands, like McLaren, Ferrari, Mercedes, Mini, Porsche and Lamborghini. His company, Hamann Motorsport, as well as working on all kinds of automobiles, made very high-quality alloy wheel rims with an exclusive design, such as the extremely famous Anniversary I and II, Edition Race, Anniversary Race, HM EVO and Unique Forged Anodised. Right from the start, all his projects were characterised by the great attention he paid to the mechanics, and

Besides being a racing driver, Richard Hamann was the founder of one of the best-known tuning and preparation companies in the world.

Richard Hamann: from the track to the drawing board

also the use of different elements that improve the vehicle's aesthetic appearance and aerodynamics. The sports features included huge exhaust pipes, excellent braking systems and large-sized wheel rims.

Aged just 53, and suffering from an incurable disease that prevented him from continuing in the front line, Hamann was forced to stop working in 2011. He was not daunted however and he did everything he could to be the number one in his field: the preparation and designing of sports cars.

Thanks to his endeavour, Hamann Motorsport has accumulated unique experience and technology that improve day by day at the plant, covering over 100,000sq ft, in the German locality of Laupheim, managed by Marion Hamann, the founder's wife.

VOLCANIC POWER

The most radical customisation carried out at the Hamann factory is without doubt the Volcano, a Mercedes-McLaren SLR transformed into a 700hp monster with two-tone bodywork and the addition of various aesthetic features that completely broke the mould. Hamann did not alter the SLR's aerodynamics in any way; he merely chose to play with the colour contrast between the anthracite grey of the aerodynamic accessories and the white of the bodywork. At the front there is a black stripe that decorates the centre of the bonnet and the carbon fibre edge beneath the bumper, both part of the kit Hamann introduced. Downforce is improved by aerodynamics, with the addition of new lift-reducing wing extensions in both the front and the rear. The two-tone design is even more striking thanks to the side skirts and the front and rear mudguards, in very lightweight carbon fibre. Under the bonnet we find the 5.4-litre V8 engine that, after installing a compressor, develops 700hp. To achieve this, it was necessary to add several exhaust pipes and to re-programme the electronic control unit. As you can imagine, the performance is extraordinary, with a top speed of 216mph (electronically limited) and acceleration from 0 to 60mph in just 3.6 seconds. A great deal of care was also taken with the interior, with the roof headlining and the pillars lined with high-quality alcantara. Likewise, the sportiest features, such as the aluminium pedals or the carbon footrests, have the company logo on them, also to be found on the floor mats and the leather headrests. The dashboard and the transmission tunnel have several carbon fibre elements that enhance their appearance.

THE FIRST PORSCHE

The first Porsche that Hamann tackled was a 911 Stallion. There was nothing special about the engine: it was the well-known 3.6-litre six-cylinder boxer. It was fitted with a twin-turbocharger that made it possible to increase the power from the initial 480hp to a surprising 630hp. To improve the aerodynamic coefficient, Hamann cut the roof off and lowered it by eight centimetres. That change obliged him to modify the doors, which he gave a hybrid







Thanks to the striking colour contrast between the carbon fibre and the white of the bodywork, Hamann converted the Volcano into a super sports car with a truly unique look.

The extremely elegant interior stands out for its spectacular combination of red leather and carbon fibre.

Richard Hamann: from the track to the drawing board

A little Italian beast

Although Hamann Motorsport has become famous for its work with BMW and other deluxe models, it has always had a great weakness for Fiat 500s, by now a real 20th-century icon. In 2009, it created the Largo aerodynamic kit for the 500 Abarth model, which included all the usual aesthetic features, from the side skirts to the wheel arches, larger than usual, as well as the adjustable sports front and rear suspension, the four exhaust pipes and the 18-inch 215/35 or 225/35 anodised hubcaps. Moreover, Hamann increased the power, from 135 to 160hp and from 206 to 285Nm, surprising for a 1.4-litre petrol engine. The improvements, however, went even further: in the next stage 180hp and 295Nm were achieved, and in the third one, 210hp and 310Nm, all thanks to the remodelling of the control unit and the development of a new exhaust and intake system. But the changes did not stop there: there were two further levels of improvement, now designed for the world of racing: the HS Race reached 240hp and 330Nm, and the HS Cinquecento 575, 275hp and 285Nm. It's almost science fiction!







style, halfway between oblique and vertical. Then it was the turn of the mechanics: the new model accelerated from 0 to 62mph in just 3.2 seconds. Ground clearance, which was lowered by 20mm, required the use of Edition Race 20-inch detachable wheels with a shiny black finish whose appearance very much resembles those of a racing car. The interior was also customised, with all-over leather upholstery and several aluminium details to give a suitably sporty look.

A NEW PHASE

Although Richard Hamann passed away, the company has not stopped working – always faithful of course to the founder's guidelines – in different fields, such as sports cars, SUVs and even super sports models like the Lamborghini Aventador. One of the greatest advantages of this Italian masterpiece lies in its 12-cylinder engine, whose unmistakable sound makes it one of the most spectacular sports cars in the world. Modifying it is a serious challenge. For this reason perhaps, Hamann has created an exclusive Limited kit, with aerodynamic parts, high-performance exhaust systems and wheels with a unique design; it must not be forgotten that, when it comes to customising a car, Hamann Motorsport can tackle almost anything. The Limited kit raises the bar even higher, thanks to its improvement of the performance and to certain aesthetic details like, for example, the new carbon aerodynamic features, the side skirts and the ultra lightweight carbon fibre adjustable rear spoiler. All these solutions, created especially for such a special model, improve road holding and facilitate the passage of airflows through the bodywork, as you would expect from a specialist of his stature.



At the same time, it was necessary to install several air intakes at the front to increase the flow of cold air to the 6.5-litre 12-cylinder engine. This was no mere whim: the compartment where the block was housed was heating up more than usual. Thanks to the new reprogramming of the control unit, which optimises and increases performance, the Aventador increased from 700 to 760hp with maximum torque of 735Nm in place of the initial 690Nm. Moreover, and to make sure that nothing was missing, the new stainless steel exhaust pipes, perfectly matching the design of the rear bumper, guarantee an extraordinary noise, and flames even shoot out of them when the Race version revs up, a detail that any car lover will find impressive.

By fitting a twin-turbocharger to the six-cylinder boxer engine, Hamann achieved acceleration of 0 to 62mph in 3.2 seconds in that Porsche 911.

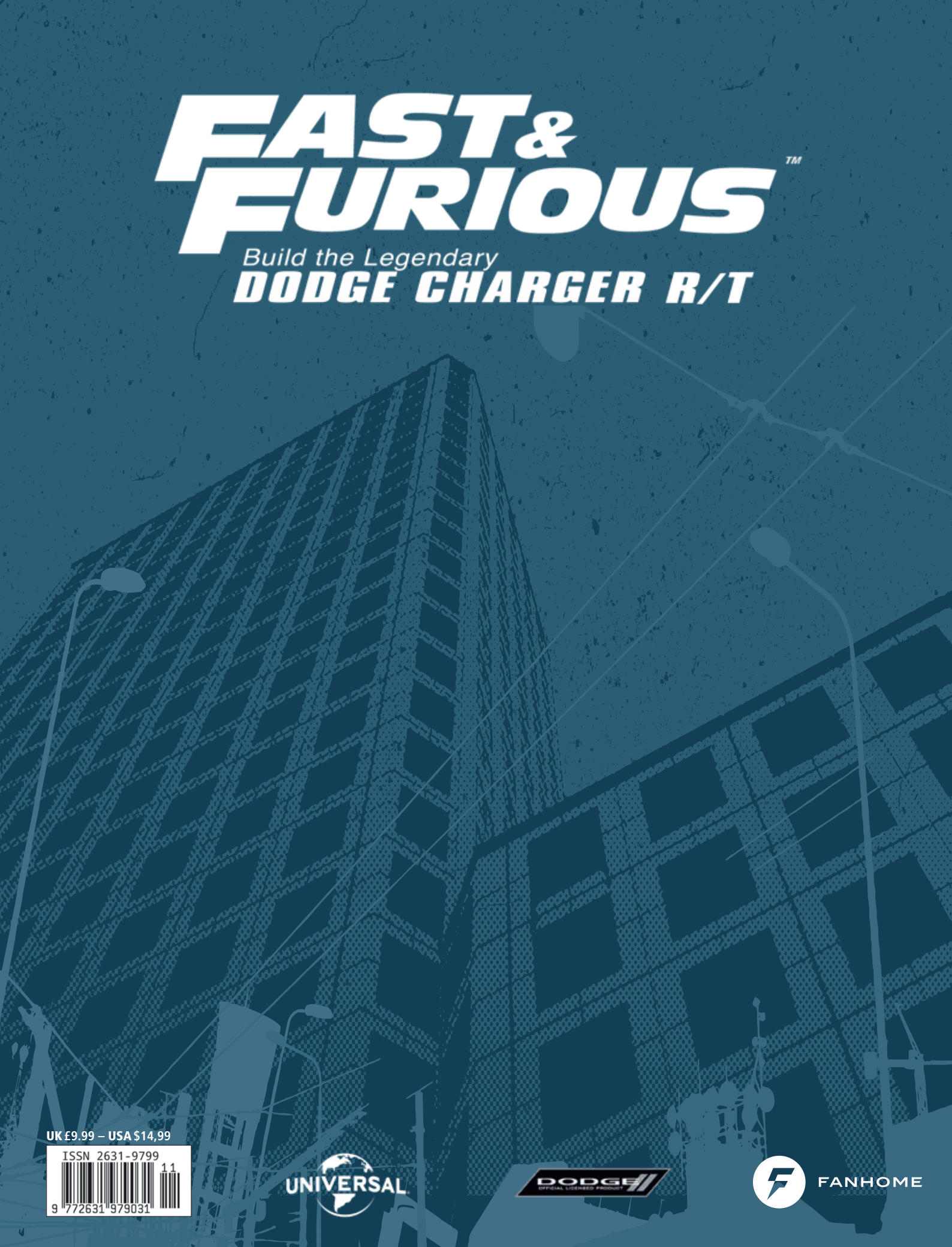
Thanks to Hamann's work, this Lamborghini Aventador develops no less than 760hp.



FAST & FURIOUS™

Build the Legendary

DODGE CHARGER R/T



UK £9.99 – USA $14,99

ISSN 2631-9799 11

9 772631 979031

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME