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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: 978-1-4439-5188-3
FFN45: 21 07 14

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

Picture credits: Age Fotostock; NBCUniversal Archive; FCA Archives; Marco Boccolini

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Printed in Poland

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TWINKIE, THE FIXER

***The Fast & Furious* franchise is full of original, fun characters. Without a shadow of a doubt, one of them is Twinkie, one of the most colourful and unique figures in *The Fast and the Furious: Tokyo Drift*.**

When Sean Boswell finds himself forced to leave the USA to go and live with his father in Tokyo, he feels like a fish out of water. That feeling of confusion and uncertainty grows when he starts at his new school, a distinguished private school where the students wear a uniform. However, it is there where he meets Twinkie, a young guy who will introduce him to the world of car racing and show him that he can achieve anything he wants to. Roguish, likeable and very smart, Twinkie is a person who either leaves you cold or you end up loving.

FROM MUSIC TO THE MOVIES

When Justin Lin began preparing to film *The Fast and the Furious: Tokyo Drift* he immediately agreed to introduce a funny character to the story who would act as the leading man's loyal companion. That is how Twinkie was created. But who could play him? After weighing up several options, the director chose the young rap singer Shad Moss, whose stage name was Bow Wow, and who had already appeared in various family comedies. The project captivated him right from the start.

"I really love this character," Shad Moss says. "Twinkie is smart and he has a ball, whether trading in Harajuku or having fun with his buddies. But he does everything with business in mind; he always knows exactly what he's doing."

His salesman's nature is clear from his first appearance in the movie, when he tries to sell Sean all kinds of things, from a second-hand laptop to some striking trainers.

A TAILOR-MADE CAR

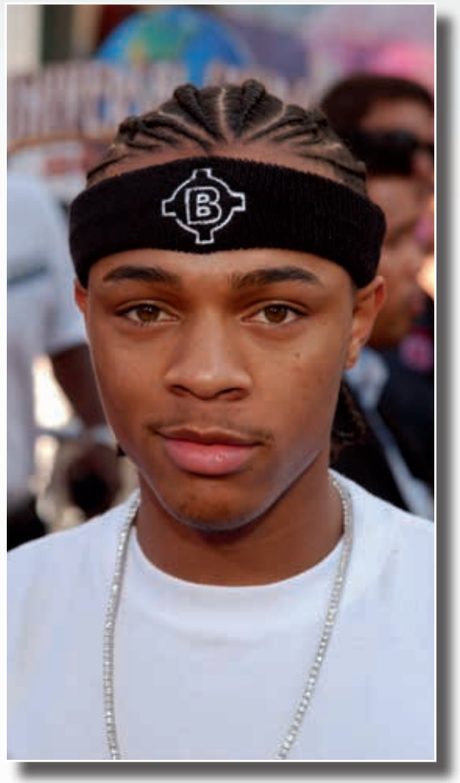
Sean really notices Twinkie when he sees a steering wheel hanging from his bag. He initially believes that it

Rap singer, Shad, popularly known as "Bow Wow", joined the cast of *The Fast and the Furious: Tokyo Drift* to take on role of the good-natured Twinkie.

SHAD MOSS

Born Shad Gregory Moss on March 9th, 1987 in Columbus (Ohio), this precocious rap music lover began performing at age six with the artistic name of Kid Gangsta. After recording some numbers, he debuted as Bow Wow at age 13. He recorded an album in collaboration with, and supported by, the famous rapper Snoop Dogg. Alongside that, he took his first steps in the movies, appearing in family comedies such as *Like Mike* (2002) and *Johnson Family Vacation* (2004), before Justin Lin allowed him to demonstrate all his talent, giving him the part of Twinkie in *The Fast and the Furious: Tokyo Drift*. Since then he has continued to have smash hits with his discs, as well as frequently appearing in front of the cameras, being especially acclaimed for his appearances in the TV series *Entourage* and *CSI: Cyber*.

is an accessory for playing videogames, but Twinkie tells him that he is crazy about cars and that he can show him the world of the street races that are held in Tokyo. Before that, though, he wants to show him his treasure, his most highly prized jewel: his unique and inimitable car. Sean says OK, believing that he is going to be shown a racing car. So he is left speechless when Twinkie shows him a bizarre-looking green Volkswagen Touran.



Although Twinkie does not take part in any of the car races, he loves the automotive world and knows a lot about car mechanics.

Twinkie's car is striking for the tacky, cluttered interior decoration. But that's nothing compared to how it looks on the outside. The bodywork of the side doors has been carefully modified so that two three-dimensional fists stick out. And the show does not end there. A strip of artificial lawn is growing out of the front of the roof, creating the effect of the car having a fringe. Incredible!

CRAZY ABOUT DRIFTING

Actor Shad Moss really enjoyed getting into the part of Twinkie, above all because Justin Lin gave him a lot of freedom, not just so he could improvise some details of the character, but also so he could keep his rapper's clothes on during most of the movie. It was a very American look, that contrasted with the fashions worn by other kids at the Japanese school.

Moss was also fascinated by the possibility of getting into the world of racing. "In this movie, the *Fast & Furious* franchise devotes itself entirely to drifting because it's a spectacular new type of car racing."

However, his character does not compete in the races. He just works as a mechanic along with the members of Han's team. He was only allowed to get behind the wheel of his own Touran. "But you know it's not just any old car," the popular singer says. "Just the sound system inside weighs more than many of the cars that you see in the movie. And I always have the music turned up real loud."

In the film Twinkie, feeling rather embarrassed, finds himself forced to explain the drifting technique to Sean: "Look, man, there's lots of ways you can do this. Hand braking is the easiest, so the first thing I want you to do is rip that e-brake, all right? Then, after you rip the e-brake, I want you to power over." Needless to say, this improvised lesson is not much use to Sean in his first drifting race.



Twinkie becomes Sean's guide. He shows him all the essential sights in Tokyo. And, of course, takes him to the heart of the street racing community.

FROM FOOTBALL TO SECOND-HAND MARKETS

Director Justin Lin wanted to emphasise Twinkie's personality by showing some of his favorite places in the city, like for example that incredible mini football pitch on the rooftop of a building where he hangs out with his friends at night to play soccer. Because, although it may seem crazy, in Tokyo they play football high up, above all in the Adidas Futsal Park, a picturesque soccer pitch opened in 2001 on top of the Tokyo Toyoko shopping mall.

Another obvious sign of the kid's personality is his instinct for business; he doesn't miss a chance to visit the second-hand markets to try to sell his wares. "I'm so good man, I could sell a comb to a monk," he tells Sean, proud of his talent as a salesman. Besides trading stuff at high school, Twinkie often goes to some of the most popular second-hand markets in the city, like Harakuju, a popular meeting place for young people, which is near Yoyogi Park; or Shinjuku, one of the liveliest districts in Tokyo, and a must when you're looking for an electronic device.

A LOYAL FRIEND

However, leaving his sporting and business activities to one side, it has to be said that, more than anything, Twinkie is a loyal friend. And he demonstrates this when things start getting complicated. At school, one of DK's thugs hits him, accusing him of selling him a broken music player. Sean can't just stand by and do nothing and he moves to help him, but Twinkie gets annoyed, telling him that he can look after himself. "Hey man, what's wrong with you?" he protests. "Now everybody's gonna want exchanges around here."

But Twinkie's annoyance doesn't last long. He's the first to want to keep a close eye on how Sean is doing when Han decides to show him the art of drifting. Despite the fact that he kills the time playing videogames on his portable console, he appreciates the effort his friend is making, and he does everything he can to get him new spare parts for his car. Even so, he scolds Sean when he burns too many tyres in his training sessions, as they are not easy to get hold of.

After Han's tragic death, Twinkie does everything he can with Han's mechanics to give Sean a car powerful enough to beat DK, the Drift King, on his home turf. Only this way will he ensure that peace returns to the circuits in Tokyo and he can continue to enjoy his good life.

At the end of *The Fast and the Furious: Tokyo Drift*, Twinkie warns Sean of the presence of a new rival, Dom Toretto, in a sequence that would be used again during *Furious 7*.



DODGE NEON

Launched in 1994, the Dodge Neon (like others sold under the Plymouth and Chrysler brands) successfully responded to a highly competitive market filled with many Asian models. Its attractive bodywork with its unusual design, and petrol engines that had low fuel consumption helped it to remain in production for a decade.

An original look, with round headlamps sloping backwards, a small radiator grille, a large windscreen, and a affordable price, were the main attractions of the Dodge Neon.

In response to customers who were choosing Asian models, the Chrysler Group developed an attractive, economical car, thanks to keeping costs in check. The Dodge Neon, launched in the USA under the Dodge and Plymouth brands (and as Chrysler in the European market), had a 2-litre petrol engine which came in two versions: one with a single camshaft giving 130 hp, and another with a double camshaft giving 150 hp. The first generation of the car was made with two and four doors.

The Dodge Neon was different due to its unusual design. It had a front with round headlamps sloping backwards, a minimal radiator grille, very rounded lines and a rear end with angular taillights. The Chrysler "cab-forward" design offered a lot of room inside that, together with a low price and its original look, enabled it to obtain a good level of sales. In 1999 a second generation of the car was launched. It was similar in appearance but now with four doors and a plethora of small improvements to increase its quality, among them framed doors. All in all, in almost a decade of production, more than two million units were manufactured.



The second generation had a 1.6 liter engine for the basic version and a supercharged 2.4 liter engine as the top of the range.

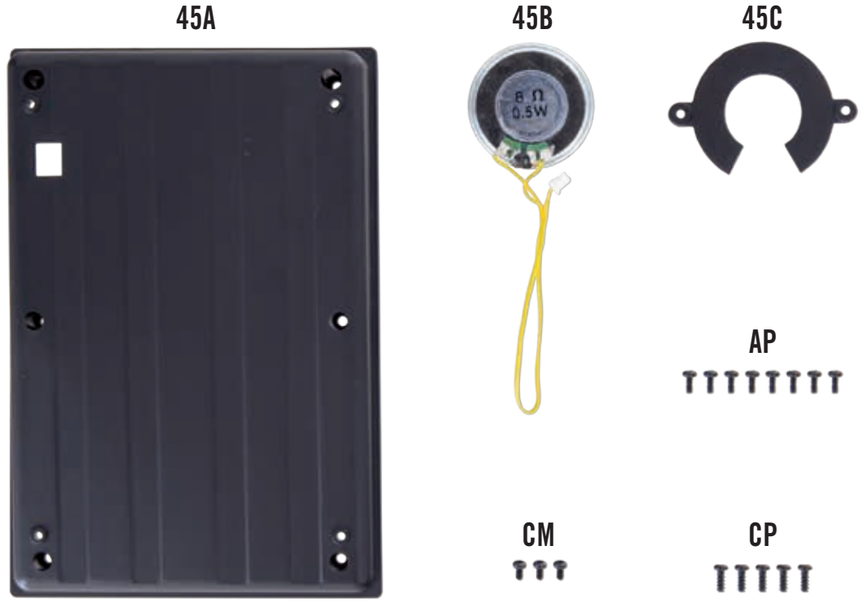


THE FUEL TANK AND THE SPEAKER

In this assembly session you will assemble the fuel tank and attach the speaker to 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.

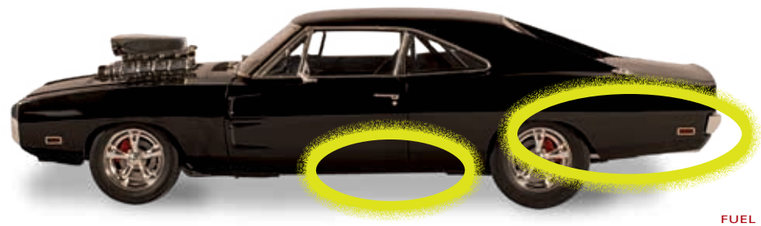
PIECES FOR THIS STAGE



45A Upper panel of fuel tank	45C Speaker retainer ring	CM Screws 1,7 × 3 mm, (x 3)*
45B Speaker	AP Screws 1,7 × 4 mm, (x 8)*	CP Screws 2 × 5 mm, (x 5)*

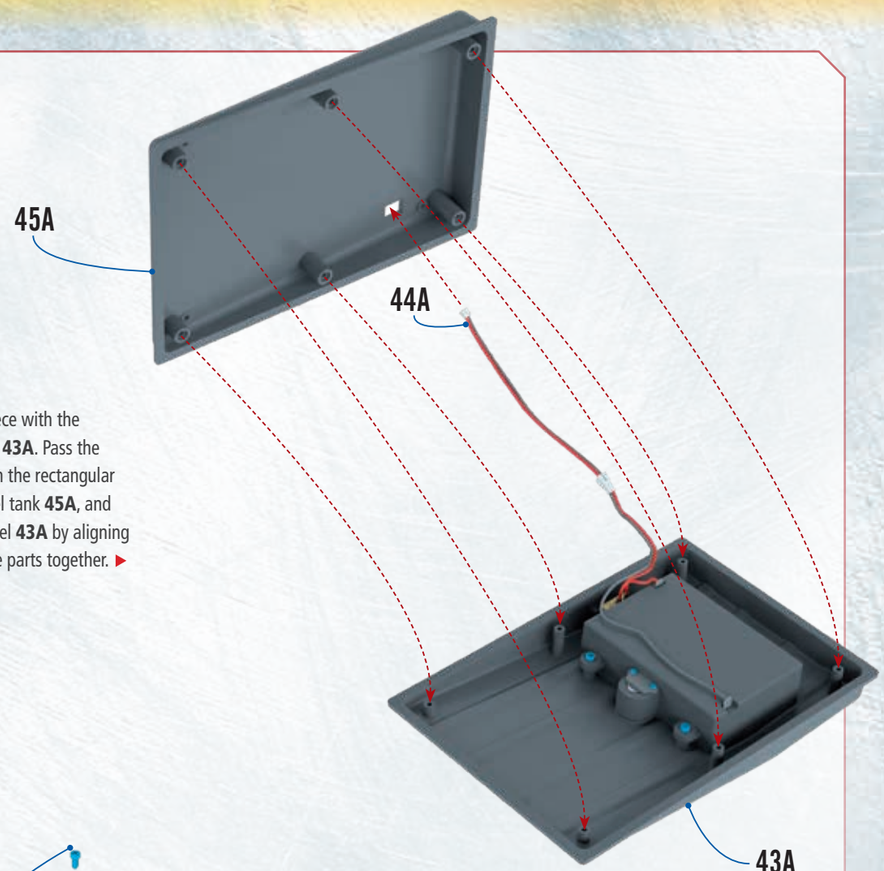
* Some of the parts are spares.

ASSEMBLY AREA

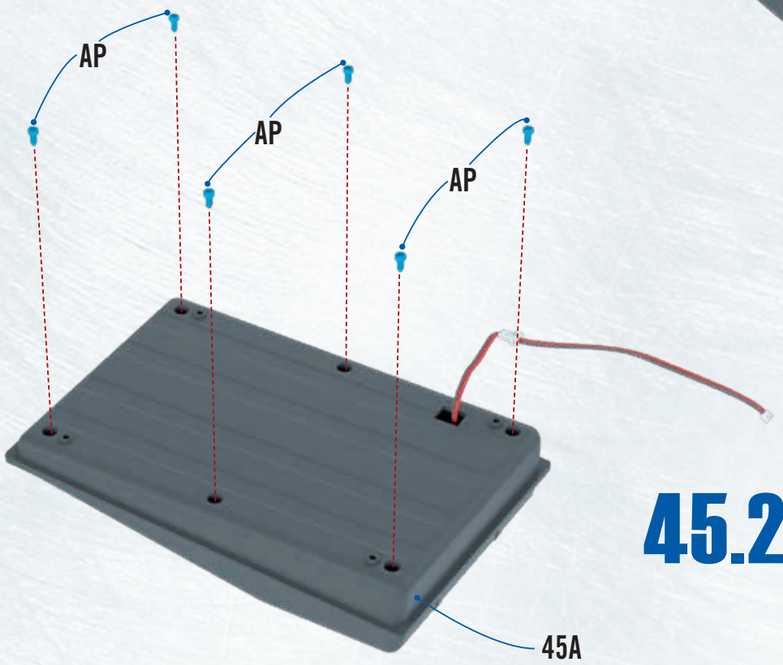


FUEL TANK AND SPEAKER

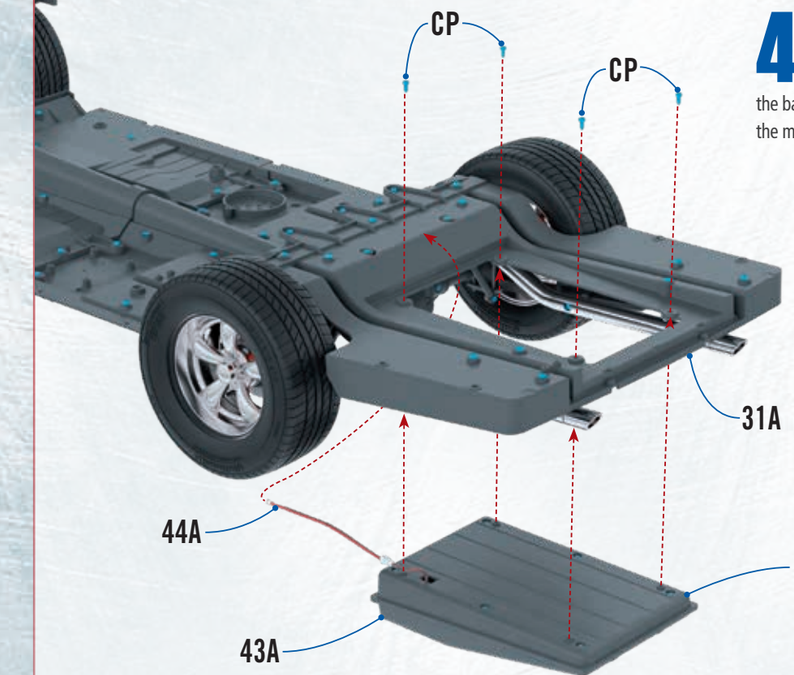
The fuel tank and the speaker



45.1 **TAKE** the piece with the battery holder **43A**. Pass the wiring through the rectangular hole in the upper panel of the fuel tank **45A**, and attach the latter to the lower panel **43A** by aligning the locating pins and pressing the parts together. ▶



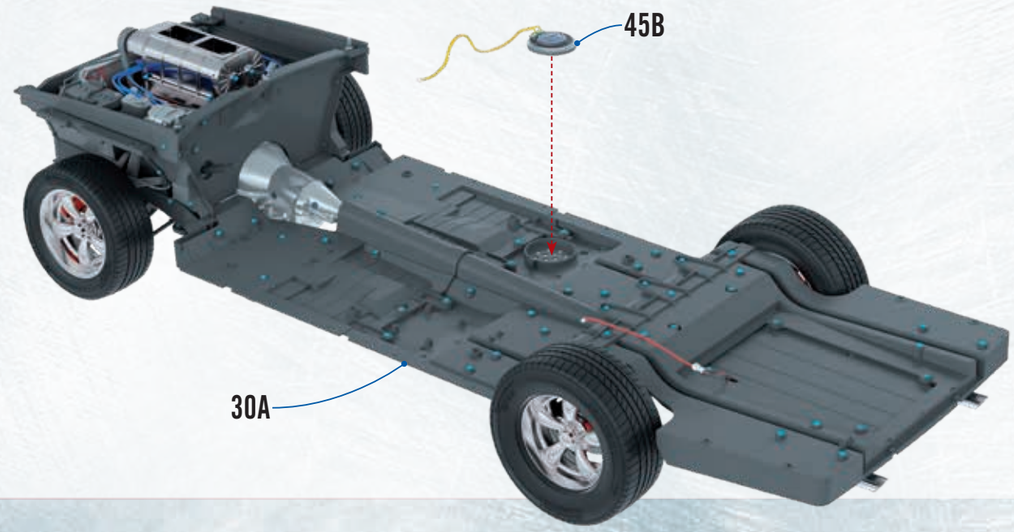
45.2 **SECURE** the two parts of the fuel tank with six **AP** screws. ◀



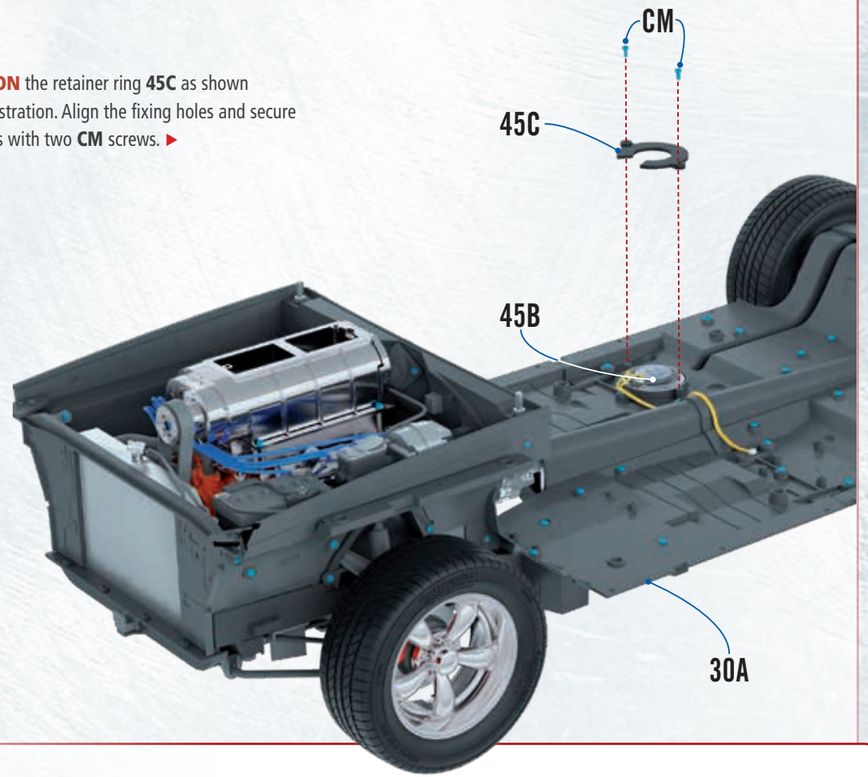
45.3 **TAKE** the chassis and from underneath, position the fuel tank as shown. Make sure the battery holder wiring comes out on top. Then align the mounting holes. Secure with four **CP** screws. ◀



45.4 **LOCATE** the circular housing shown in the illustration. Insert the speaker **45B**, ensuring it faces exactly the same way as that shown in the illustration. ▼



45.5 **POSITION** the retainer ring **45C** as shown in the illustration. Align the fixing holes and secure the pieces with two **CM** screws. ▶

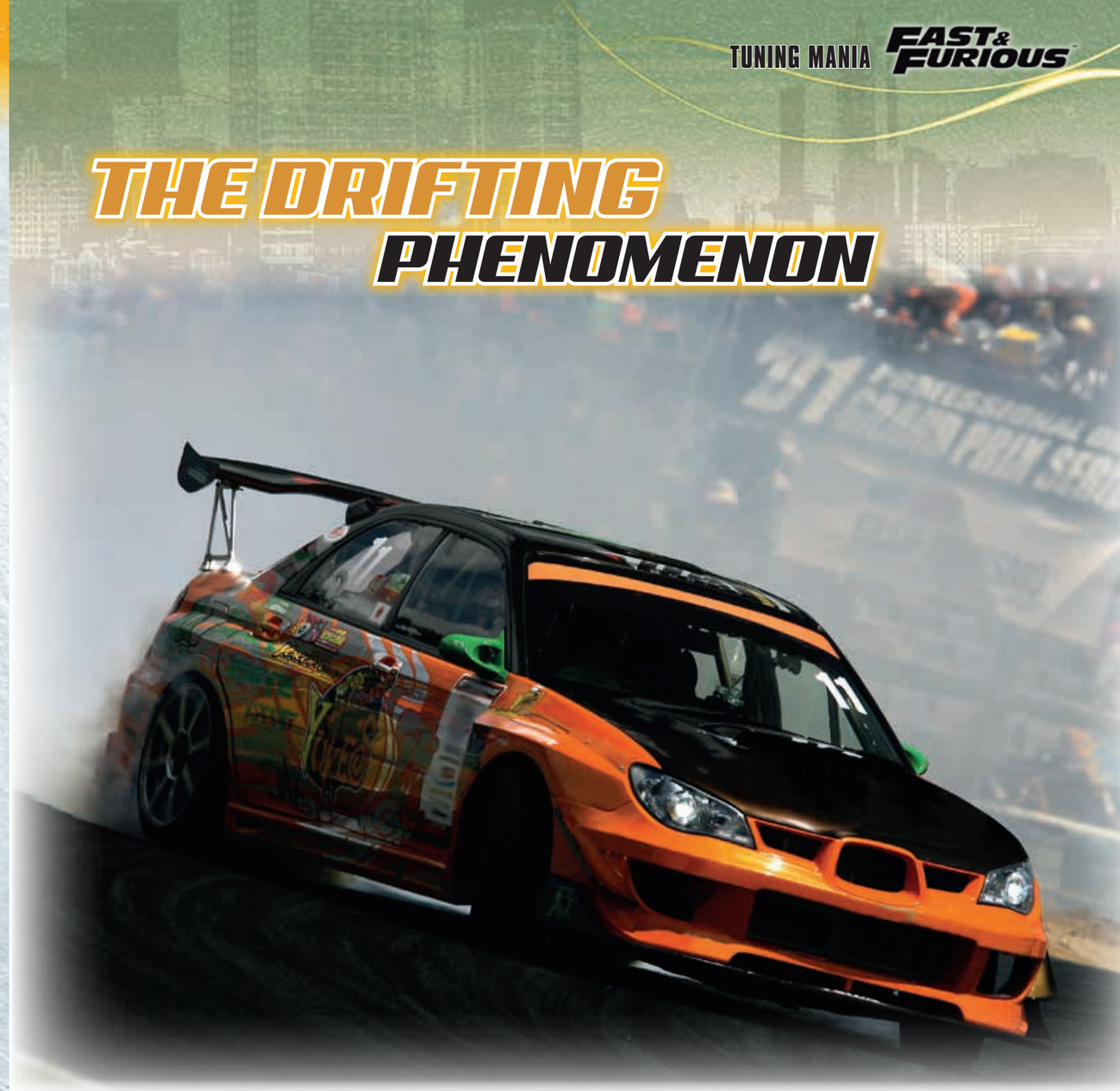


STAGE 45 FINAL RESULT



You have now attached the speaker and the fuel tank with the battery holder to the chassis.

THE DRIFTING PHENOMENON



From clandestine races in Japan in the 1980s to the numerous official championships of today, amid the smoke and the smell of burnt rubber, drifting has become a highly popular motorsport all over the world. This is the story of how it started.

Clouds of smoke, super-prepared cars, tyre marks on the asphalt, and a lot of spectacular driving: this is the essence of drifting – a phenomenon for everyone who likes cars and competition. We are talking about a particular driving technique that consists of managing the rear wheel slip angle to such an extent that often the front wheels are pointing in the opposite direction to the turn. Today drifting is a recognised motorsport discipline all over the world, complete with regulations and dedicated championships. However, its origins are often not well known to the public.

WHERE IT ALL BEGAN

Let us leap into the past, to the end of the 1980s, when the mountain passes of Japan were the scene of clandestine uphill and downhill motor races. During the night-time races,

The first true drifting championship that started in Japan between 1999 and 2000 is the D1 Grand Prix (D1GP), where the top drift drivers compete. Several "parallel" championships have sprung up around the world, from the United States to Europe, and from New Zealand to Malaysia.

the competitions between drivers had only one goal: to get to the finish line first by going up the mountain, or coming back down, as fast as possible. It is against this backdrop that the young driver Keiichi Tsuchiya, later nicknamed "the Drift King", began to refine the controlled drifting technique first introduced in the 1970s by driver and motorcycle rider Kunimitsu Takahashi. However, Tsuchiya was the first to use it in clandestine races in the mountains of Japan. His skills contributed to the popularity of these nocturnal events. The techniques used by Tsuchiya fascinated the public. As a result, a real trend started, giving birth to dozens of dedicated championships worldwide. Today, drifting competitions take place on a racetrack or on roads closed to traffic.

THE NEW LIFE OF DRIFTING

While, in the past, drifting was a technique used to negotiate hairpin bends as quickly as possible, today, the concept has evolved into something entirely different. Drifting races are not speed competitions but skill competitions. Drivers do not aim to be faster than their competitors, but to be more skilled in controlling the drift of their cars, following precise rules. For example, they must try to follow an ideal trajectory, passing as close as possible to precise points in their path – technically called "clipping points" – which are often track edges or barriers. In addition, they must avoid interrupting the drift between one corner and the next and try to get the highest possible drift angle. At the end of each performance, a panel of judges evaluates the driver's performance and awards a score. The most widely used drifting cars are, of course, rear-wheel-drive cars and mainly Japanese models. Popular cars are the Mazda MX-5, RX-7 and RX-8; the Nissan Silvia S13, S14, S15, the 350Z and the Skyline GT-R; and the Subaru Impreza. Then there are also European rear-wheel-drive cars such as the BMW M3 and M5. In North America, the Dodge Viper SRT and the Ford Mustang are often seen drifting at the tracks. There are even some appearances of Ferraris and Lamborghinis, as well as other supercars.

D1GP

When it comes to drifting, one cannot fail to talk about the Japanese championship, the D1 Grand Prix. This race series has made this splendid discipline known all over the world and has enthused millions of fans around the globe.

The D1GP was created in 1999 by Daijiro Inada, the founder of *Option* automotive magazine and the Tokyo Auto Show, together with drifting legend Keiichi Tsuchiya. After organising several amateur drifting races, Daijiro and Keiichi decided to invite the best drifting drivers to a high-level event. They chose drivers who had won in various competitions scattered throughout Japan. It was a real success – so much so that by the year 2000, the competition had already transformed into a five-round championship. The first-ever event was at the Ebisu circuit in Fukushima, Japan, in October 2000. Forty drivers competed, and a crowd of about three thousand people attended. Since then, the series has spread to the United States (with the Formula Drift championship), the United Kingdom, Malaysia and New Zealand, with an increasing number of fans around the world. The D1GP has quickly become a reference point for all the other championships. It has helped transform many of its drivers into celebrities and TV personalities. There are specialist car drifting magazines, scale models and a world of video games. In addition, of course, a sizeable specialist-tuning marketplace has sprung up to support public enthusiasm.

LET'S DRIFT

Before entering a competition, drivers must qualify by performing a solo run called the *Tansō*. The goal is to get to the top of the preliminary ranking to make the final 16. As in all drift competitions, technique is judged. It is evaluated both by a computerised detection system and by a panel of expert judges. Basically, a score is given based on the rate-to-angle of drift, the entering speed, the smoothness of the drift and the amount of throttle the driver applies – known as "commitment". Drivers must also be very careful not to straighten the car or spin. Otherwise, they incur penalties.

Drifting is only possible with rear-wheel drive cars because the technique relies on a loss of traction at the rear wheels, i.e. those that transmit the engine power to the road surface.





In *Tsuisō*, the drivers compete in pairs: whoever leads must try to give their best performance. The follower aims to stay as close as possible and tries to copy the leader's moves.

Each driver is allowed two attempts, and the highest-rated run gives their final score.

Now the real battle begins! Drivers are paired up based on their *Tansō* ranking and must challenge each other in the *Tsuisō* event, drifting in pairs. The race takes the form of a chase. Each heat comprises two passes, with each driver taking a turn to lead. The leader must demonstrate his driving skills. The pursuer must try to match his opponent as closely as possible, copy his movements, and try to do better! In this way, the pursuer can beat the leader without overtaking. However, if the distance between the two cars is too great or the drift angle is smaller than the leader's, he will lose points. After each of the two passes in the *Tsuisō*, drivers are judged against a maximum score of 10 points. The sum of the overall scores decides the winner.

THE DIFFERENT TECHNIQUES

Drifting techniques cause the rear slip angle to exceed the front slip angle to such an extent that the front wheels are pointing in the opposite direction to the turn, e.g. car is turning left, wheels are pointed right, or vice versa, also known as opposite lock or counter-steering. "Lift off" is a common way to activate oversteering. The driver has to lift his foot off the gas pedal at the turn's apex and apply the brakes hard. This will take the pressure off the back wheels and allow them to lose grip. It is the first technique you learn and is used by novice drivers.

"Shift Lock Drift" is performed by letting the revs drop on downshift into a corner and then releasing the clutch fast to put stress on the driveline to slow the rear tyres inducing oversteer. This produces the same effect as pulling the handbrake through a turn. It should be performed on a wet surface to minimise damage to the driveline.

"Clutch kick" is a more advanced technique that sends a lot of torque to the back wheels to make them lose grip. Entering the turn, the driver accelerates hard with the clutch depressed. Then he suddenly lifts his foot off the clutch.

"Power Over" is performed when entering a corner using full throttle to produce heavy oversteer through the turn. Naturally, you need a lot of horsepower to make this happen.

"Feint Drifting" is when you use momentum to break traction. You turn out quickly, turn in just as fast, and get into a slide. The same thing pretty much applies when you are transitioning into another drift. This is a heavy rally racing technique used to change vehicle direction during cornering.

"Kansei Drift" is performed at race speeds. When entering a high-speed corner, a driver lifts his foot off the throttle to induce mild oversteer. He balances the drift through steering and throttle control. A car that is being used for this style of drift should be neutrally balanced, so that the oversteer will induce itself.



In 2004, the National Formula Drift Championship was born in America. Today it can count on 60 registered drivers and a season comprising of eight rounds in North America.

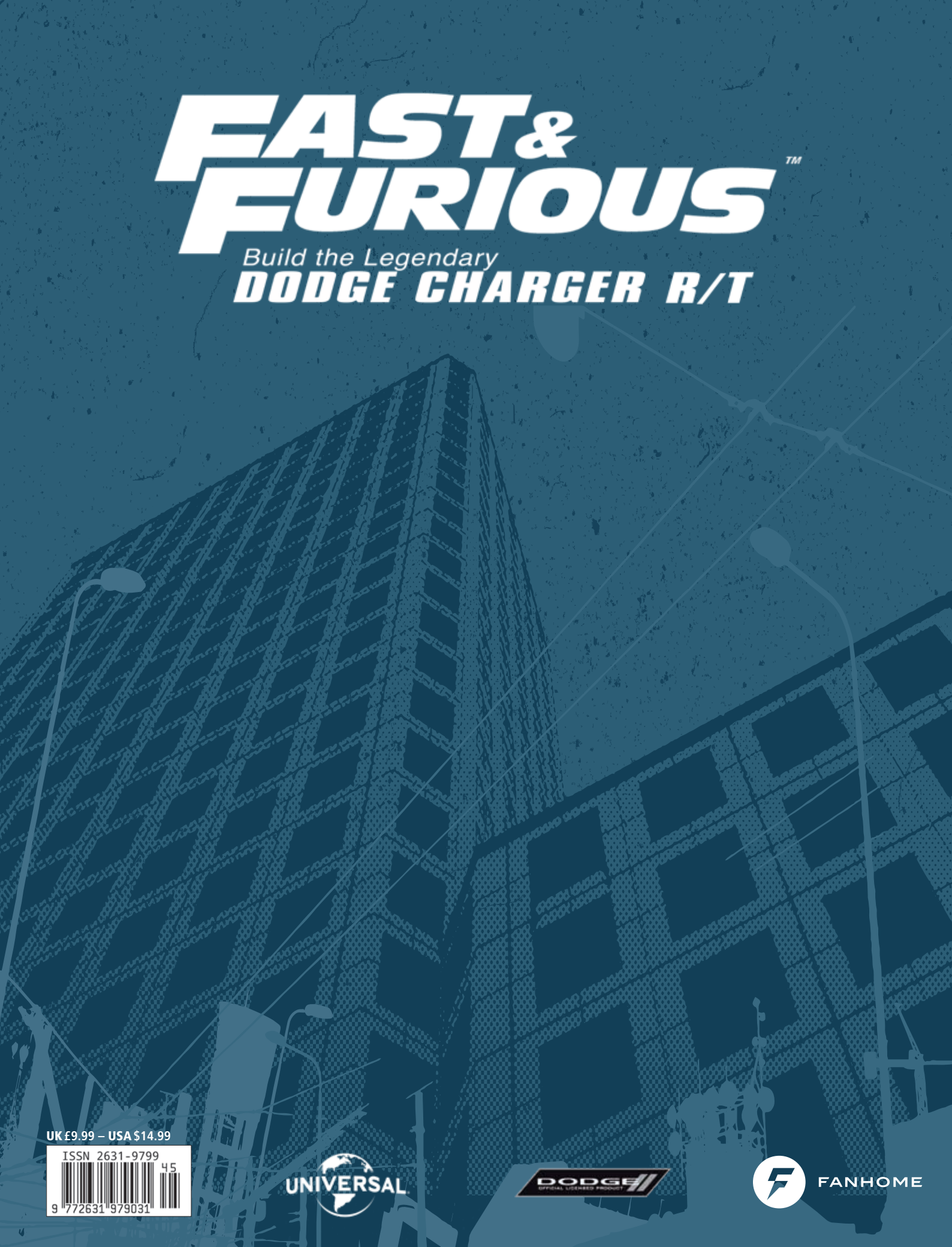
The king of drifting

Keiichi Tsuchiya was among the first drivers to bring drifting into the spotlight. He is known by fans as "the Drift King", or *Dorikin* in Japanese. His family was not wealthy. For this reason, he started racing as a self-taught driver, without enrolling in a racing school. He quickly became an urban legend. Keiichi had only one objective in his free time: to get down the mountain roads as fast as he could. On these occasions, he experimented with the use of the handbrake to make his car "slide" and tackle the hairpin bends as quickly as possible. Over time, his technique improved, even though very often his Nissan Skyline left the road! Keiichi never stopped practising, even when the roads were covered with snow. After his first victories (and defeats) in official races, he was sponsored by Advan Yokohama Tyres. Once he found himself behind the wheel of his legendary Toyota AE86 Sprinter Trueno, he won many races. He was nicknamed "Drift King" because in downhill races, thanks to his experience, he could take the corners much faster than other drivers.

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UK £9.99 – USA $14.99

ISSN 2631-9799 45

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