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56

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DODGE CHARGER R/T



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CLASH OF THE TITANS

Audiences' response to *Fast & Furious* left no room for doubt: they were rooting for Toretto and his people. In order not to disappoint fans, the possibility was immediately considered of making a fifth movie, which would reunite all the stars from the previous films for the first time.

When he had finished making the fourth movie in the franchise, the director Justin Lin embarked upon an intense promotional tour that took him to many parts of America and Europe. During the trip, he had the chance to meet and talk with a lot of fans of the series. While doing so he realised how important the *Fast & Furious* movies were for them, the amount of things they had learned and the many hopes they had of their heroes continuing to develop on screen. "With this I got really excited about the characters and the storylines we were developing," the director says. "It was what really drove me to make another movie."

NEW CHALLENGES, NEW CHARACTERS

Fast Five brings back the main characters in the franchise, after Dominic Toretto is free again. This time the action takes us to Río de Janeiro, where Vince, an old acquaintance from the first movie, has settled with his wife and child. He suggests to Dom, Brian and Mia taking part in a daring plan to get hold of some spectacular cars that are going to be transported by train. But what initially seems to be a simple plan ends up extremely complicated, since our heroes cross the path of a dangerous businessman called Hernán Reyes. In order to deal with him Dom finds himself obliged to get together the best team he has ever had: Han, Giselle, Tej, Roman, Rico and Tego. All of them will do their utmost to carry out the most daring plan you could imagine.

"When I looked at the four previous movies in the franchise I understood that if we did another one we would have to get all the characters back together again," Justin Lin explains. "What could be better than dealing with the theme of the family and its relationships again with the whole team?"

But if things are difficult enough for Toretto and his "family", in this fifth movie things get even more complicated with the arrival of a new character in the series: special operations agent Luke Hobbs, a man who is generally implacable when carrying out his orders and who, on this occasion, has been told to neutralise Dom.

The Dodge Charger is undoubtedly one of the main protagonists of the fifth movie in the *Fast & Furious* series. However, the car paid a high price for its involvement in the clash between Toretto & Hobbs.

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: 978-1-4439-5199-9
FFN56: 21 09 29

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

Picture credits: NBCUniversal Archive; FCA Archives; Audi Media; Lanzoni Car Interiors

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Printed in Poland

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MIKE GUNTHER

The man behind many of the most spectacular action scenes filmed in recent years is Mike Gunther. He is a true athlete, a lover of sports as varied as surfing, scuba diving, boxing and martial arts, and a hugely creative stunt performer, who usually works very closely with directors and screenwriters. His long intense career as a stuntman began in the 1990s, when he took part in action scenes in such well-known TV series as *Parker Lewis Can't Lose*, *Dr. Quinn*, *Medicine Woman* and *Buffy* the *Vampire Slayer*. Despite doing most of his work on the small screen, his work in the *Matrix* saga and in a few superhero movies, like *Catwoman* and *Elektra*, made him gradually change direction. Some of his best performances in the cinema could be seen in the fourth and fifth movies of the *Fast & Furious* franchise. The owner of his own stunt production company, 5150 Action, Gunther also debuted as a director, with *Setup* (2011), a thriller starring Bruce Willis. He continued to work as the stunt coordinator in blockbuster movies like *Star Trek Beyond* (2016), *Transformers: The Last Knight* (2017), and *Bad Boys for Life* (2020).

THE FAMILY IS BACK

"The strength of *Fast & Furious* and now *Fast Five* lies in the fact that we are shown a very close-knit group that lives by moral and ethical codes on both sides of the law," says the producer Neal H. Moritz. "Dom has a code. Brian has his, and even this new character, Hobbs, played by Dwayne Johnson, has one. These codes create friction and conflict, which increases the tension in the stories. It's fantastic to see sparks flying between them."

Unlike the other movies, *Fast Five* no longer tells the story of just two or three heroes. The team that reunites around Toretto is much bigger, as is the list of adversaries. "It was a really great help to be able to work with the screenwriter Chris Morgan. We had 13 characters and I wanted all of them to have their raison d'être, that they wouldn't be there just because their names were going to appear on the posters. Chris made it his job to give each of them a lot of depth."

Both of them had to get everything ready to begin filming in record time, but they pulled it off working side by side. "Justin and I approached the plot very differently," Chris Morgan reveals, "but when we began working together – I don't know how it happened – we always ended up on the same track. It was also made easier by having such powerful characters once again. This franchise goes much further than races and tuned cars, it talks about a real community, a family of drivers."

A VERY DEMANDING SHOOT

But if the personality of each character is important, so are the action sequences, which have become the symbol of the franchise. Justin Lin and his team wanted to take things a little further than what we have seen so far. So they surprised fans with some awesome moments: buses rolling over and over, trains flying over cars going at breakneck speed, not to mention the famous Rio vault heist… and the best of it is that Lin insisted on these daring scenes being filmed for real.

"One of the things that gives the franchise real quality is that we physically do these incredible scenes," the director says proudly. "We deliberately go over the top, and we even admit how crazy they look. But we know that audiences love us to always take things a bit further. And for us it is tremendously enjoyable to tackle this kind of challenge. We are lucky because it could be said that, in some ways, Hollywood is the only place in the world where these kinds of scenes are filmed."

The actors no longer had to prepare just to do a great job at the wheel. This time, the filming demanded much more of them, because if they weren't being caught up in shoot-outs, then they were launching themselves through the air at top speed in a mad chase.

"The franchise makes an effort to explore sides of the story that have nothing to do with the action," comments Vin Diesel, who is once again playing the charismatic Dominic Toretto, "but more with the heart, the emotions, the character and the maturity of characters that audiences are already familiar with."

A DUEL BETWEEN CHAMPIONS

One of the most complicated moments in the filming, and also the most eagerly awaited, is the fight between the two colossuses in the story: Toretto and Hobbs. The excitement this duel aroused in audiences was experienced beforehand by the members of the team. Ludacris, who was back in the role of Tej Parker, said: "There hasn't been anything as big as this on screen since King Kong fought Godzilla."

The titanic clash took more than a week to film. The whole fight was planned down to the last detail by Mike Gunther, the stunt coordinator, who mapped out how the fight had to go as if it were a dance, step by step. The habitual doubles of the film stars, Troy Robinson and Tanoai Reed, were Mike's essential right-hand men, making sure that the sequence would live up to expectations.

"All the films in the series proudly offered huge amounts of action and fantastic chases, but none of them has achieved the level of *Fast Five*," producer Neal H. Moritz stated categorically. "We've surpassed ourselves."



Led by the Dodge Charger, *Fast & Furious 5* introduced an extraordinary selection of vehicles, from the big American classics to the well-know European brands.



2006 DODGE CHARGER

Taking advantage of the synergies with Mercedes-Benz during the industrial merger between Daimler-Benz and the Chrysler Group, in 2006 the Dodge brand launched the Dodge Charger, a four-door sedan with a rear-wheel drive platform based on that of the E Class Mercedes. In this way the brand brought back to life the legendary name of the 1960s muscle car.

The Dodge Charger was a four-door sedan that allowed the brand to once again offer a model with rear-wheel drive.

In 2006, the Chrysler Group launched a new generation of large models to replace the Chrysler 300M and the front-wheel drive Dodge Intrepid. Their replacements, the Chrysler 300C and the Dodge Charger, used the LX platform, with a longitudinally mounted front-engine and rear-wheel drive. The new model had a very aggressive front, a solid robust line and some nods to the late 1970s Dodge Charger such as the shape of the rear windows, the design of the back of the outline and the curvature of the windshield. Nevertheless, this car was different from the classic version as it was a four-door sedan from which a relative was derived, the Dodge Magnum, but never a coupe.

The new platform made it possible to go back to using V6 and V8 engines. The range included Pentastar V6 engines in their 2.7 and 3.5 litre versions and, above all, the 5.7-litre V8 HEMI® giving 325 HP. Also, seeking to recover the sporty nature of the classic models, the brand mounted other variations of the HEMI® engine in this car. Thus, the Dodge Charger Daytona R/T offered 375 HP, while the SRT-8 versions, with their own look and changes in numerous elements (Brembo brakes, 20-inch wheel rims, four-wheel drive) came equipped with a 6.1-litre engine developing 425 HP.



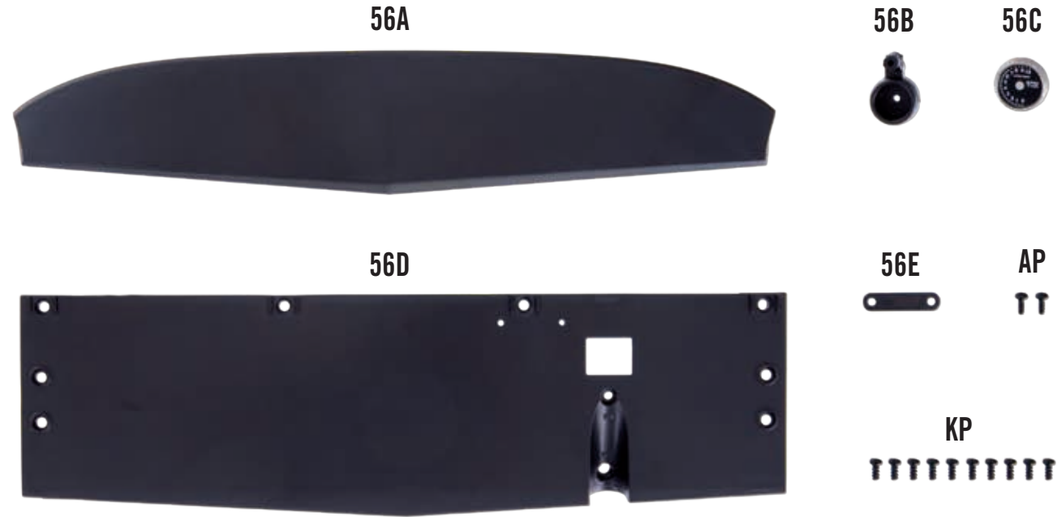
The most powerful versions used V8 HEMI® engines producing up to 425 HP and they were characterised by a more extreme look and wheel rims of up to 20 inches.



ASSEMBLING THE DASHBOARD (II)

In the assembly session you will continue to assemble the dashboard, to which you will attach the tachometer and the upper and lower panels.

PIECES FOR THIS STAGE



56A Upper dashboard panel
56B Tachometer housing
56C Tachometer face
56D Lower dashboard panel
56E Wire clamp
AP Screws 1.7 × 4 mm, (x 2)*
KP Screws 2 × 4 mm, (x 10)*

* 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.

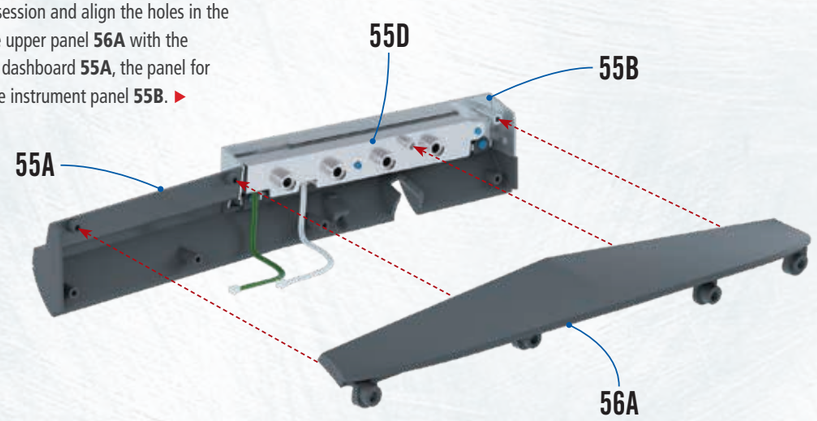
ASSEMBLY AREA

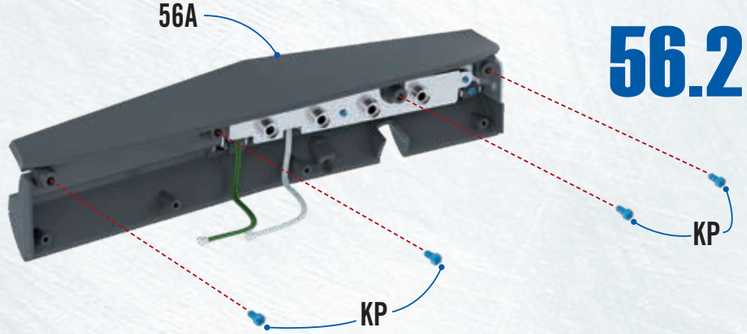


DASHBOARD

Assembling the dashboard (II)

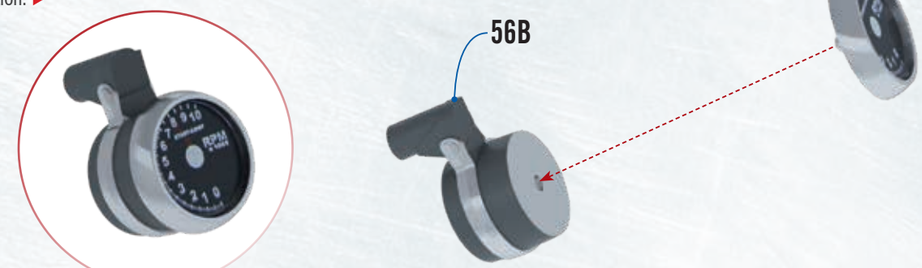
56.1 **GET** the section of the dashboard you assembled during the last session and align the holes in the four tabs on the upper panel **56A** with the corresponding screw posts on the dashboard **55A**, the panel for the instrument lights **55D**, and the instrument panel **55B**. ▶



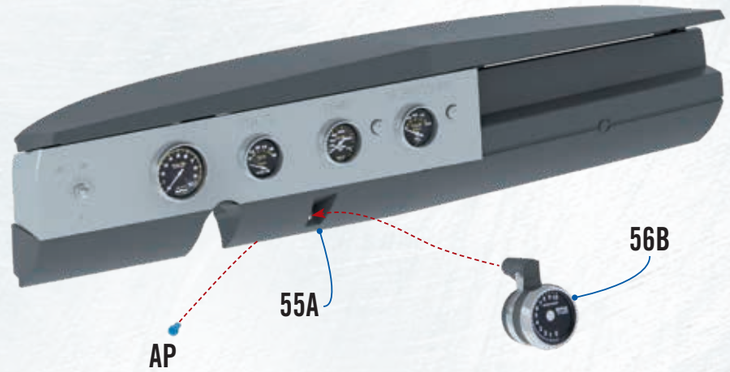


56.2 **ATTACH** the panel to the dashboard using four **KP** screws. ◀

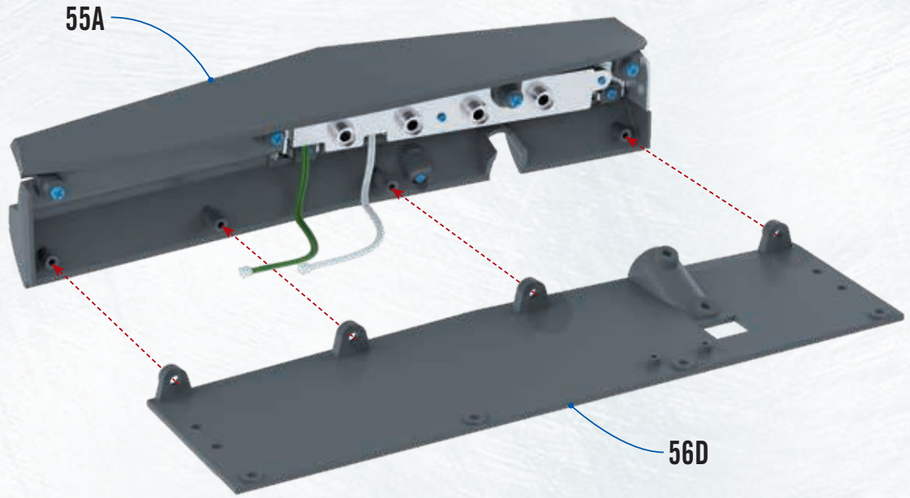
56.3 **INSERT** the pin on the tachometer face **56C** into the corresponding hole in the housing **56B**. The pieces must face the same way as those in the illustration. ▶



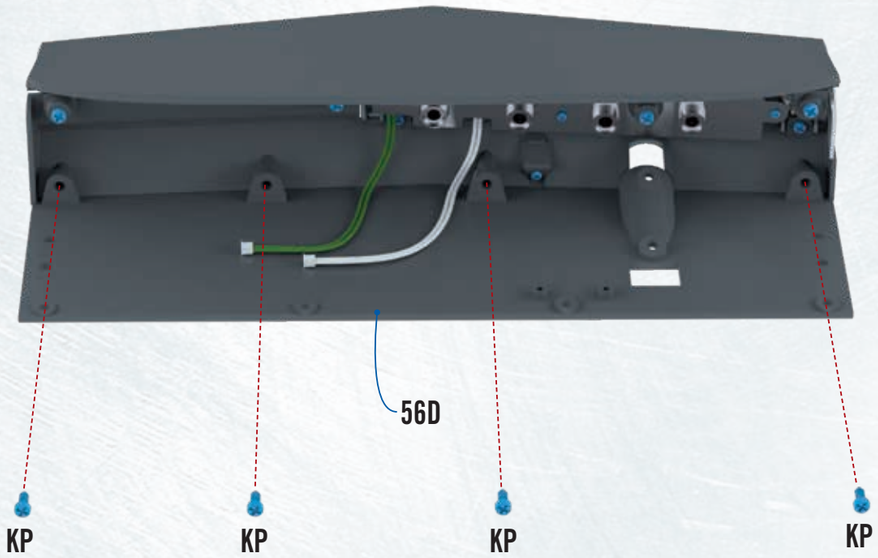
56.4 **INSERT** the post on the tachometer housing **56B** into the hole in the middle of the dashboard **55A**. Secure it from the back using an **AP** screw. ▼



56.5 **ALIGN** the holes in the tabs on the lower panel **56D** with the corresponding screw posts on the bottom edge of the dashboard **55A**. ▼



56.6 SECURE
with four **KP** screws. ▼



STAGE 56 FINAL RESULT



You have now attached the upper and lower dashboard panels and fixed the tachometer to the dashboard. Keep the wire clamp in a safe place to use later.

ATTRACTIVE INTERIOR DESIGNS



When the standard interior is not enough to express your personality and style, you can turn to specialised companies that will work with you to design upholstery that will create beautiful, completely modified interiors.

There are those who want to minimise the car's weight, others who want to focus on elegance with high-quality leather and fine upholstery, and some who cannot wait to build a fibreglass structure in the boot to house the subwoofers and XXL amplifiers of their audio system! We are obviously talking about the car's interior design, which must reflect the owner's personality and personalisation style as it befits the world of tuning.

DIFFERENT UPHOLSTERY

Choosing the material for your car's interior is not a trivial task because you must consider how you use the vehicle. You can safely assume that fabric interiors are

The honeycomb texture with contrasting stitching is often associated with high-performance sports cars. Here we can see the use of leather combined with blue Alcantara to bring out the details of the seats and door panels.

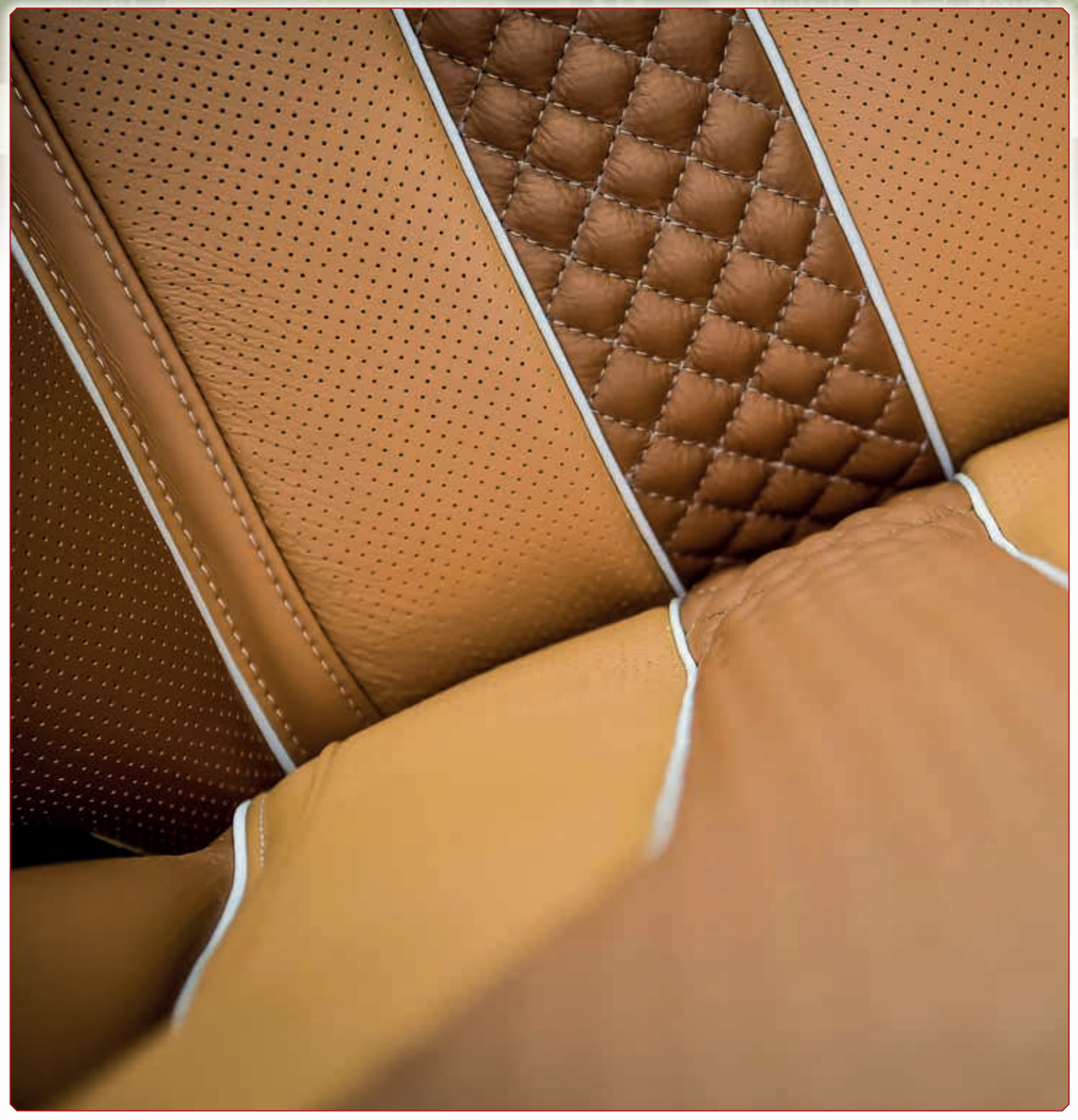


Perforated leather and diamond-shaped stitching can make the interior look expensive and elegant.

the cheapest and easiest to keep clean, although they tend to wear over time. Leather is undoubtedly more elegant and showy, but it requires a lot of attention to keep it looking its best. An advantage of fabric is that it is cooler when the weather is hot, and warmer in the winter. Leather, if left in the sun, tends to become really hot. It is no coincidence that there are seat-cooling systems in supercars! However, nothing is stopping you from using both! For example, you can cover the seat and backrest with fabric and trim the sides and edges with leather. Alternatively, you could also consider Alcantara. It is a synthetic material with technical and aesthetic characteristics of the highest level (and consequently at a high cost) that offers greater comfort in all temperatures. Another factor to consider is the choice of colour. For example, if you have a dark car, you could choose a contrasting lighter shade of upholstery. Alternatively, with a light car, you could aim for something darker, even black. It is all about your personal choice. Other options you can take into account are the seam stitching and the textures on the upholstery. Diamond stitching can look super elegant. Honeycomb shaped panels are perfect for emphasising the nature of a powerful super sports car.

NOT ALL LEATHER IS THE SAME

Let us face it: a car with a leather-lined interior has a strong aesthetic impact. Moreover, if you add double contrast stitching on the seats and choose the right colour combination, you will certainly not go unnoticed! However, take care when you are choosing your leather because not all skins are the same! Be careful with those suppliers who misuse the word "eco-leather". Technically,



Full Grain leather is the best in terms of quality. It is easily recognised by its visible pores and uneven texture.

the expression eco-leather indicates genuine leather of animal origin that has undergone an ecological tanning process. It therefore has a low environmental impact. However, some unscrupulous businesses incorrectly use this word to describe cheap "leather-look" coverings that have nothing in common with natural leather! Undoubtedly, they cost much less. But you must be aware of what you are buying. The type of maintenance required and the cleaning products to use changes. It is pointless to use an expensive nutrient cream specially developed to keep leather pliable if your upholstery is actually made of plastic! The best leather for the interior of a car is cowhide, and the finest quality is called "Full Grain". This particular type of skin is obtained from the outermost layer of the animal's hide - the one that is usually covered with hair. Once the hair has been removed, the leather is tanned and measured in thickness. Full Grain leather retains its inherent toughness, as well as its natural imperfections.

Contrary to what you might think, Full Grain leather is not perfectly smooth or uniform. On the contrary, the surface is uneven and has a clearly visible grain.

So watch out for leather that is too smooth and even, and is sold as "Full Grain". Your guarantee should include a certificate that certifies the quality of the skin.

In the automotive sector, we use pigmented leather. This skin has been treated with a coloured dye. Therefore, we can choose the colour we want for our car. It is then protected with a coating that guarantees high resistance to wear. This type of leather is soft and smooth, and at the same time, will withstand daily use as seat upholstery.

How to clean the upholstery

After choosing the proper trim for your car, you now have to take care of it! Fabric interiors can easily be cleaned with a sponge and dedicated spray products. Minimum effort and maximum results! For leather interiors, you need to be more careful. There are different schools of thought: some people prefer to clean with a damp cloth, while others choose to use cleansing milk. If in doubt, it is better to buy specific leather cleaning kits that include a cleanser and a nourishing cream to keep the skin "alive" and avoid discolouration.

ALCANTARA UPHOLSTERY

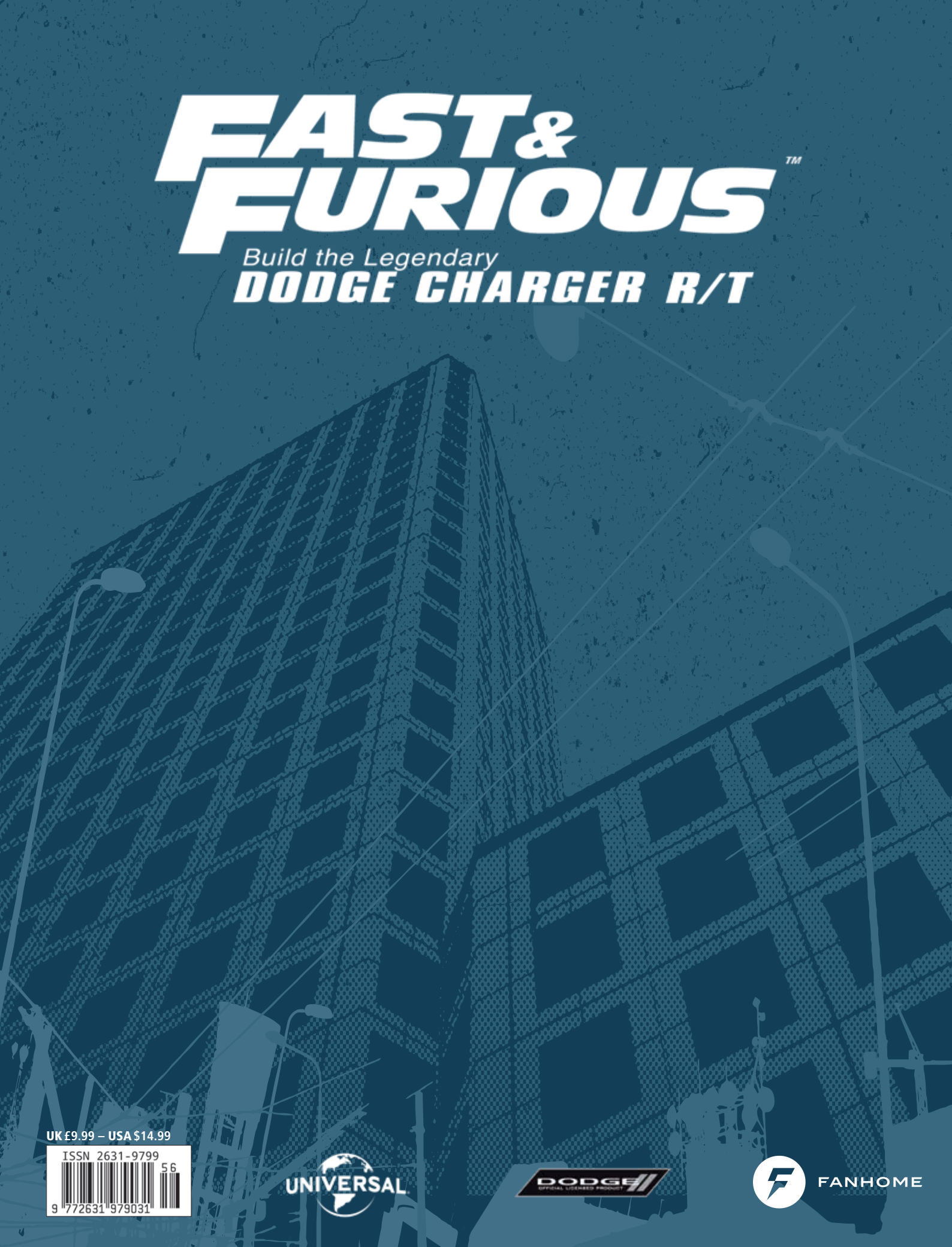
Created with a special proprietary technology, Alcantara is a state-of-the-art material offering unique aesthetic, technical and tactile qualities. It is a composite material obtained from the combination of numerous chemical textile production processes. The fabric is composed of 68% polyester and 32% polyurethane, which makes it long-lasting and tough, as well as very soft and resistant to stains. Alcantara is exceptionally versatile. The material can be produced in countless variations. While sharing the same basic technology, there are different combinations of colour, with an almost infinite palette; different thicknesses, from 0,4mm to 1,2mm; different technical properties, like water and fire resistance; and surface treatments such as printing, embossing, embroidery and laser etching. Thanks to all these features and its infinite customisation possibilities, Alcantara has become a standard in the automotive sector. It can cover any shape and surface, and complies with the strictest industry standards.



Textures can also be printed on the leather upholstery. Here, the texture creates a carbon fibre effect.

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UK £9.99 – USA $14.99

ISSN 2631-9799 56

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