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THE GURKHA TRUCK
AN INDESTRUCTIBLE LAPV

In the *Fast & Furious* franchise, each lead character tends to be associated with a type of vehicle whose characteristics have something in common with their personality. In the fifth movie, therefore, when agent Hobbs and his team went into action, it was no surprise that the vehicle chosen for him was the indestructible Gurkha.

For vehicle coordinator Dennis McCarthy, each movie in the *Fast & Furious* franchise is a whole new challenge. Despite the fact that the films have taken on a dimension that goes far beyond car racing, everybody involved in making the movie is aware that millions of fans all over the world are dying to see which models appear on screen. True fans of the Toretto family are still united by their passion for fast cars. After working with powerful American cars and Japanese and European imported vehicles, McCarthy wanted *Fast Five* to be a crossroads between tradition and innovation. This led him to once more turn to the legendary 1970 Dodge Charger, by then the genuine icon of the franchise. At the same time, he sought a balance between European cars from the prestigious Porsche, Volkswagen and BMW brands, and American classics, like the Ford Maverick and the Chevrolet Impala. All of them are much loved in Brazil, where the action in the movie takes place.

A GIANT ON WHEELS

But for *Fast Five* a vehicle was also needed that would serve to introduce a new character in the series: the implacable FBI agent Luke Hobbs, who tirelessly pursues Dominic Toretto and his team.

"In every one of the *Fast & Furious* movies we work really hard to choose cars that are extensions of the characters," says the director Justin Lin. "We wanted Hobbs to be an iconic figure when he arrived in Río de Janeiro and we needed an indestructible car that would go well with the character's physique. This FBI agent is a huge well-built man and for him to drive anything smaller than the Gurkha would have looked ridiculous."

McCarthy recommended the Terradyne Gurkha armored vehicle, a real ten-ton giant, capable even of smashing through the wall of the building without suffering any damage.

Weighing 10 tons, the armoured Terradyne Gurkha is ready to take on all comers in battle.

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JACK GILL

Considered to be one of the most experienced people in Hollywood when it comes to filming dangerous scenes, Jack Gill has had to overcome all kinds of challenges. Born on March 19th, 1955, he began working as a stunt driver in the late 1970s, noted especially for his work in the TV series *The Dukes of Hazzard*. In the 1980s, another well-known series, *Knight Rider*, allowed him to demonstrate his ability to direct action scenes in the second unit and coordinate the team of stunt performers. His work in films like *Highway to Hell* (1991), *Money Train* (1995), *Con Air* (1997), *Gone in 60 Seconds* (2000) and *Bad Boys II* (2003) brought him great prestige in action movies. His skill when designing and filming car chases and acrobatics opened the doors to him joining the team for the fifth *Fast & Furious* movie, an experience he found so gratifying that he repeated it in the next three movies in the series. As well as that, he has continued to surprise us, devising sophisticated and entertaining action scenes in movies as different as *Passengers* (2016), *Jumanji: Welcome to the Jungle* (2017), *Venom* (2018) and *Bad Boys for Life* (2020).

"The Gurkha is basically the chassis of a Ford 550, although it weighs twice as much," says Dennis McCarthy. "They put an armored body on the chassis. It performs the same as an F550 pulling a trailer."

THE IRON CAR

The Gurkha is a tactical vehicle manufactured by Terradyne Armored Vehicles Inc., whose headquarters is near Toronto, in Canada. The company's philosophy has always been focused on producing a select range of combat vehicles adapted for civilian life. It offers four different versions: Light Armored Patrol Vehicle (LAPV), Multi-purpose Vehicle (MPV), Rapid Patrol Vehicle (RPV) and Civilian limited edition vehicle (CIV).

For the filming of *Fast Five* the Gurkha LAPV was chosen, a real sturdy machine that has Continental MTP 81 on-and off-road tyres and a 330hp, 6.7-litre V8 Turbo Diesel engine. Of course, due to its weight it is unable to accelerate quickly, although once it is moving it can reach speeds of up to 130 km/h. Its armor has level-7 ballistic protection, the highest on the market, capable even of withstanding armor-piercing explosive bullets.

The Gurkha's anti-ballistics armour plating is rated as level 7, which means the occupants are safe even from armour piercing explosive bullets.



"It was a great choice," says Justin Lin, "but at times it was very tricky to work with due to its enormous size. For example, trying to drive it through the narrow streets of Río that lead to the favelas was really difficult."

The movie's stunt coordinator, Jack Gill, recalls that he had a few problems with the Gurkha during filming. "In the area where the favelas are there's only one lane for vehicles and the Gurkha took up the whole width of the road, so it was very complicated for us to maneuver it." The vehicle's huge size did not stop Justin Lin wanting to see it leave the ground when going downhill. "We tried up to four different types of shock absorbers, but the vehicle's tremendous weight ended up breaking all of them," Gill adds.

GURKHA V. CHARGER

The presence of a vehicle with the Gurkha's size and design surprised the stars of the movie, accustomed to driving sports cars. It was obvious that a new era was beginning in which speed was no longer everything. And, in some ways, this would materialise with the inevitable clash between the armored vehicle and the emblematic Charger, the prelude to the memorable confrontation that would take place later on between their drivers.

«These guys are street samurais. And the cars are their swords».

Chris Morgan

"It's strange, because I knew that if we introduced the Gurkha, sooner or later it would have to interact with Dominic Toretto's Dodge Charger," says Justin Lin. "I think Hobbs understood the importance of the Charger as an integral part of the story in the third act. It was something we needed, much more than a race."

Throughout the film we see that Luke Hobbs does not give up in his attempts to capture Toretto. He is a perfectly trained agent who never admits defeat, and if his superiors have given him the job of catching Dom, nothing is going to get in the way of him successfully carrying out his mission. However, as we see in the movie, the pursuit is full of unexpected dangers, some of which are very costly for the members of Hobbs's team. All of that, however, merely makes the special agent more determined to get his man.

"For the clash between Hobbs and Toretto, I wanted something big," the film's director admits. "For me there was nothing better than having the Gurkha crash into the Charger at full speed and destroy it, as that car is symbolically associated with Dom."

The violent collision between the Gurkha and the Charger is merely a foretaste of the encounter that is about to take place between the two adversaries in the movie; it is unquestionably one of the fights that the fans of the franchise were most eager to see.

"The Charger is an analogue version of Dominic Toretto's soul," screenwriter Chris Morgan explains. "It's like a samurai. The samurais believed that their sword was their soul, and if your sword was broken, so was your soul. It had to be fixed. These guys are street samurais. And the cars are their swords."



Aboard his armoured vehicle, the implacable agent Hobbs is capable of driving through walls if it means a successful conclusion to his mission.



DODGE GRAND CARAVAN

The Dodge Grand Caravan, currently the only representative of the fifth generation of the Chrysler Group's large minivans, is still on sale despite its age (it dates from 2008) thanks to its constant level of sales, with more than 150,000 units sold each year. It is fitted with a single V6 petrol engine producing 283 HP.

The enormous side doors and the rear hatch, all electric, make the Dodge Grand Caravan perfect for use by the whole family.

The launch of the fifth generation of large Chrysler minivans coincided with that of the Dodge Journey crossover, which occupied a lower part of the range. This circumstance enabled the Chrysler Group to offer a single version of the minivan instead of a short one and a long one. And so, within the brand, the Dodge Caravan disappeared and only the Dodge Grand Caravan was marketed, 5.14 metres long, with three rows of seats, and the traditional Stow'n Go® system. This made it possible to fold down the two seats in the middle row and the three in the back row, thus increasing the cargo area when needed.



The only configuration of the interior available is a middle row with two seats and a third with a bench seat for three passengers.

These minivans were sold in Europe under the Chrysler and Lancia brands (after the merger between the Fiat and Chrysler Groups) and in the USA as the Chrysler Town & Country and the Dodge Grand Caravan. The car was equipped with different V6 engines, of which the 3.6-litre Pentastar coupled to an automatic transmission is the only one still being used. The Dodge Grand Caravan is now the last representative of this family of large minivans, since its sister brand Chrysler markets a similar but more modern vehicle called the Chrysler Pacifica.



MOUNTING THE ROLL CAGE (II)

In this assembly session you will complete the roll cage and perform an important test to check that the car's steering system works correctly.

PIECES FOR THIS STAGE

59A



59B



59A Rear left bar of the roll cage
59B Left arch of the roll cage

CM
PM

PM Screws 1,7 × 3,5 mm, (x 2)*
CM Screws 1,7 × 3 mm, (x 2)*

* Some of the parts are spares.

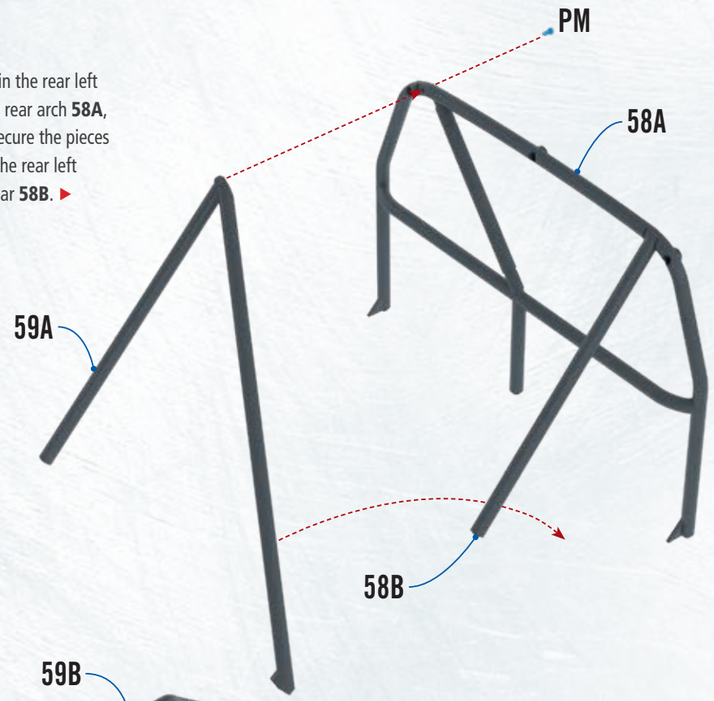
Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

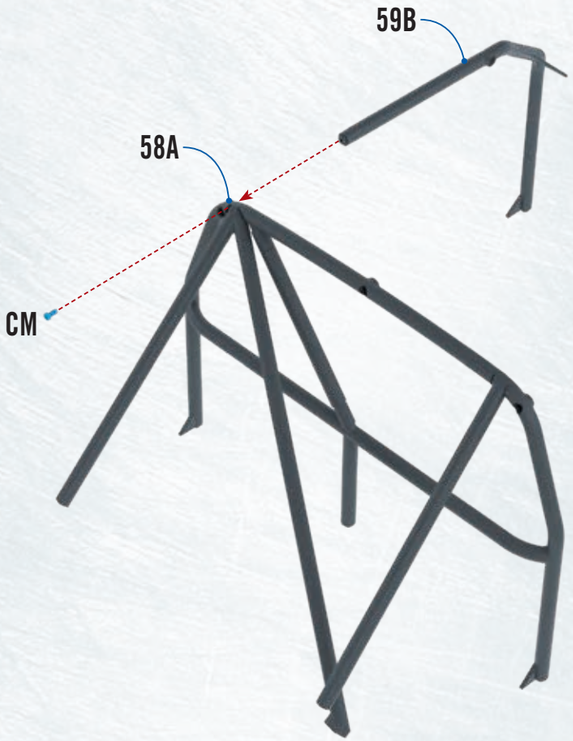
ASSEMBLY AREA



ROLL-CAGE

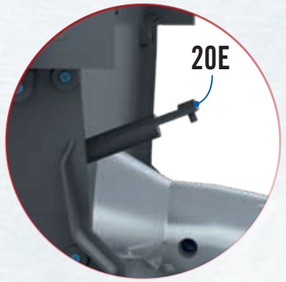
59.1 **ALIGN** the mounting hole in the rear left bar **59A** with the hole in the rear arch **58A**, as indicated in the picture. Secure the pieces with a **PM** screw. Attention: the larger arm of the rear left bar **59A** must pass underneath the rear right bar **58B**. ▶

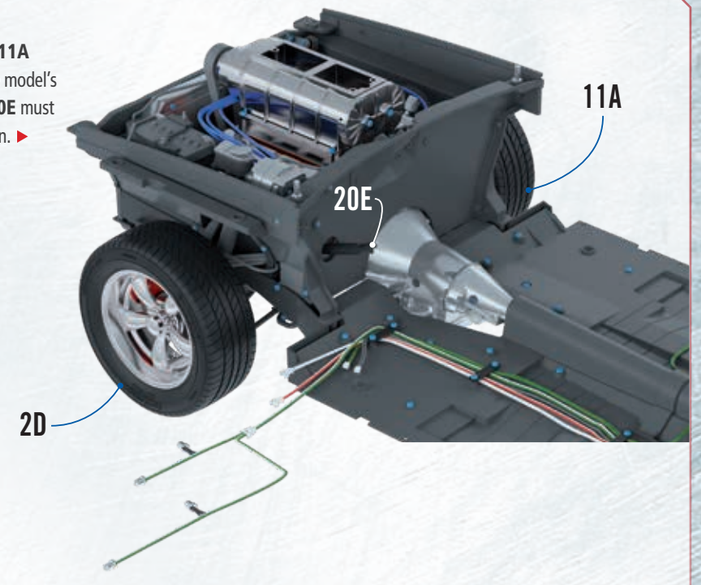


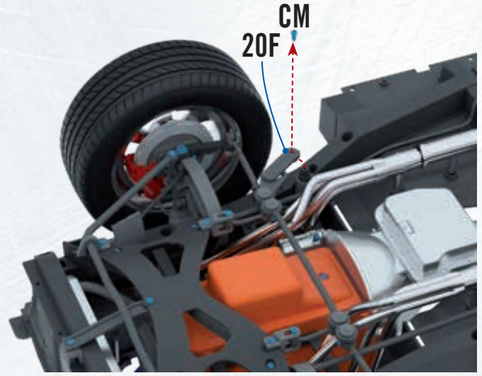


59.2 **FROM THE OTHER SIDE** of the roll cage, position the larger arm of the left arch **59B** as shown in the picture. Secure with a **CM** screw. ◀

59.3 **ENSURE** that the front tyres **2E** and **11A** are perfectly aligned, i.e. parallel to the model's longitudinal shaft. The steering shaft **20E** must face exactly the same way as shown in the round illustration. ▶







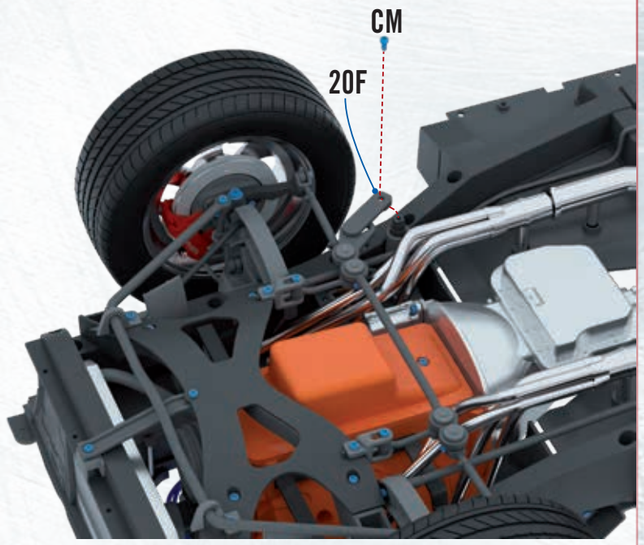
IMPORTANT NOTE
The following three steps only need to be done if the front tyres are not aligned (see step 59.3) and you need to change the position of the steering shaft.

59.4 **REMOVE** the **CM** screw securing the idler arm **20F**. ◀

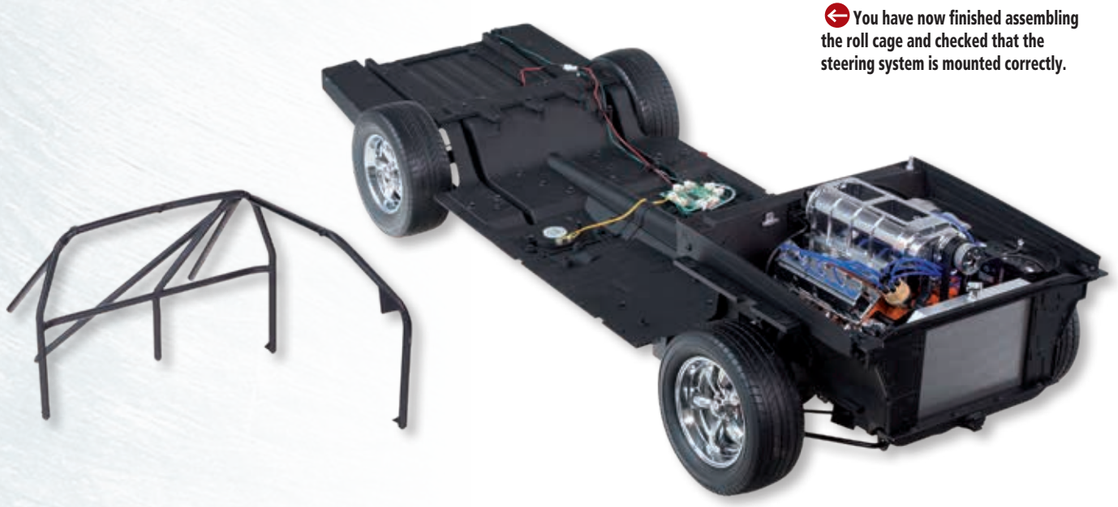
59.5 **TURN** the steering shaft **20E** until the small pin on the end is facing downwards. ▶



59.6 **Put** the idler arm **20F** back where it was and secure it with the **CM** screw you removed earlier. ▶



STAGE 59 FINAL RESULT



You have now finished assembling the roll cage and checked that the steering system is mounted correctly.

THE IMPORTANCE OF THE RIGHT TYRES



Tyres are an essential component in determining the behaviour of your car, whether you use it on the road or on the track. In the world of sports car racing, a wrong choice can ruin a race and even an entire season. So we will look at how tyres are made.

Despite their simple appearance, tyres are elements with a lot of technology behind them. They are the result of decades of research and development that has been carried out by highly specialised companies. Although the basic structure is virtually the same for all types of tyres, the materials used in their manufacture vary. The composition of each brand's tyres is a closely guarded secret, since

The actual tyre production method can vary between different manufacturers, and each brand has its own secrets.



Great attention should be paid to tyre choice: it can be vital, especially in competitions

it can significantly influence the car's behaviour on the road or on the track, as well as on dry or wet surfaces. Many factors are taken into account during development, such as grip, duration and noise. All this information appears on the mandatory European label on each tyre. It is of great help when choosing one model over another, depending on how you plan to use it.

HOW IS A TYRE MADE?

The structure of a tyre consists of several parts: the ply, the beads, the belt, the sidewall, the shoulder and the tread.

The tread is the soft area of your tyre where the rubber meets the road. It provides both cushioning and grip, and its design determines many of your tyre's most essential performance features. The materials determine many of the performance characteristics, as well as the intended use and type of tyre (summer, winter, slick, or semi-slick). The tread blocks are separated by deep grooves that facilitate water and mud dispersal. The grooves, smaller indentations visible in the tread blocks, improve grip on slippery surfaces. This is a crucial detail when designing a tyre to run on snow or ice.

The plies are the layers of fabric that make up your tyre's skeleton. They are typically made of fibre cords that are woven together and coated with rubber. These allow your tyre to be flexible but not elastic. All these layers constitute the carcass. The lower part is in contact with the tyre's inner lining, to which it provides greater strength.

The importance of the right tyres



and atmospheric damage. It is also where you will find all of the manufacturer information about your tyre.

Finally, the beads are made from high-strength braided steel coated in rubber. They create an airtight seal between your tyre and the rim of the wheel.

HOW IS THE TREAD DESIGNED?

The quickest way to differentiate one tyre from another without analysing the materials used is to look closely at the tread. Its design is a careful balance between technology and aesthetics. A tyre - especially in the case of supercars - must be attractive in addition to ensuring the best possible adherence to the road surface. Technicians working in the research departments of the various brands use precise calculation systems to determine the behaviour of each material. Then they choose the design that will be applied during the development phase, before creating the first prototypes to be tested on the road. In general, there are many very complex procedures that, in addition to analysing the performance of the rubber compound, measure the behaviour of the design on the road in all weather conditions.

With the data obtained after testing the prototypes under real-life conditions, a first design selection is made, then another, until they develop the most effective model in terms of aesthetics and performance. After that, they start production.

The composition of each brand's tyres is a trade secret of each manufacturer. It can have an enormous influence on the car's behaviour on the road or on the track, as well as on dry or wet surfaces. Each type of tread dictates the handling characteristics of the tyre. For example, for a dry road, the tyre pattern must provide stability. A lower profile with shallow grooves and a larger surface area will allow the rubber to stick to the curves and offers a more effective grip thanks to its firmness and surface contact.

Another crucial element is the belts: Steel belts are placed around the tyre to reinforce strength and provide rigidity. These are made of woven sheets of steel wires that are coated in rubber. Sometimes Kevlar cord is also added for extra strength, puncture resistance, and durability.

The sidewall is the area of thick rubber that runs from the bead to the tread and gives your tyre its lateral stability. It also protects the carcass from chemical

A matter of grip

Undoubtedly, the key to good road grip lies in the composition of the tyre material, the formula of which is kept secret by the manufacturers. The material is usually made up of elastomers (vulcanised polymers consisting of long molecular chains joined by transverse links that make their mobility difficult) with various additives incorporated to obtain the desired characteristics.

The most commonly used polymers are SBR synthetic rubber (a styrene-butadiene copolymer) and natural rubber (polyisoprene, obtained from Hevea brasiliensis plant latex). Common additives are Carbon Black, which improves abrasion resistance and adhesion, and silica, which increases rolling resistance without reducing grip or wear resistance.

In contrast, a more pronounced block and groove design will make it easier for the tyre to expel water at various speeds and increase safety on wet surfaces.

DIFFERENT TYPES OF TYRES

The tread pattern allows us to distinguish between different types of tyres. Some are specially designed for winter use, while others are for summer. Then there are general-purpose tyres. The design can be directional, asymmetrical or symmetrical. The first has a pattern that runs longitudinally around the tread. A V-shaped pattern provides a good grip on wet or unstable surfaces, whether slippery or muddy. In addition, it facilitates the rapid, efficient expulsion of water or mud from the sides of the tyre. This increases road adhesion and is designed for safety. On very wet roads, with standing water, it helps to avoid the dangerous aquaplaning effect.

Asymmetrical designs have a combination of different types of grooves on the tyre surface. They are concentrated on those parts of the tyre where the greatest friction occurs. The fact that the tread has this design offers several advantages, such as its high grip capacity on all kinds of surfaces, thanks to its versatility and performance. In addition, it provides more grip if you have to drive in heavy rain or on a slippery surface.

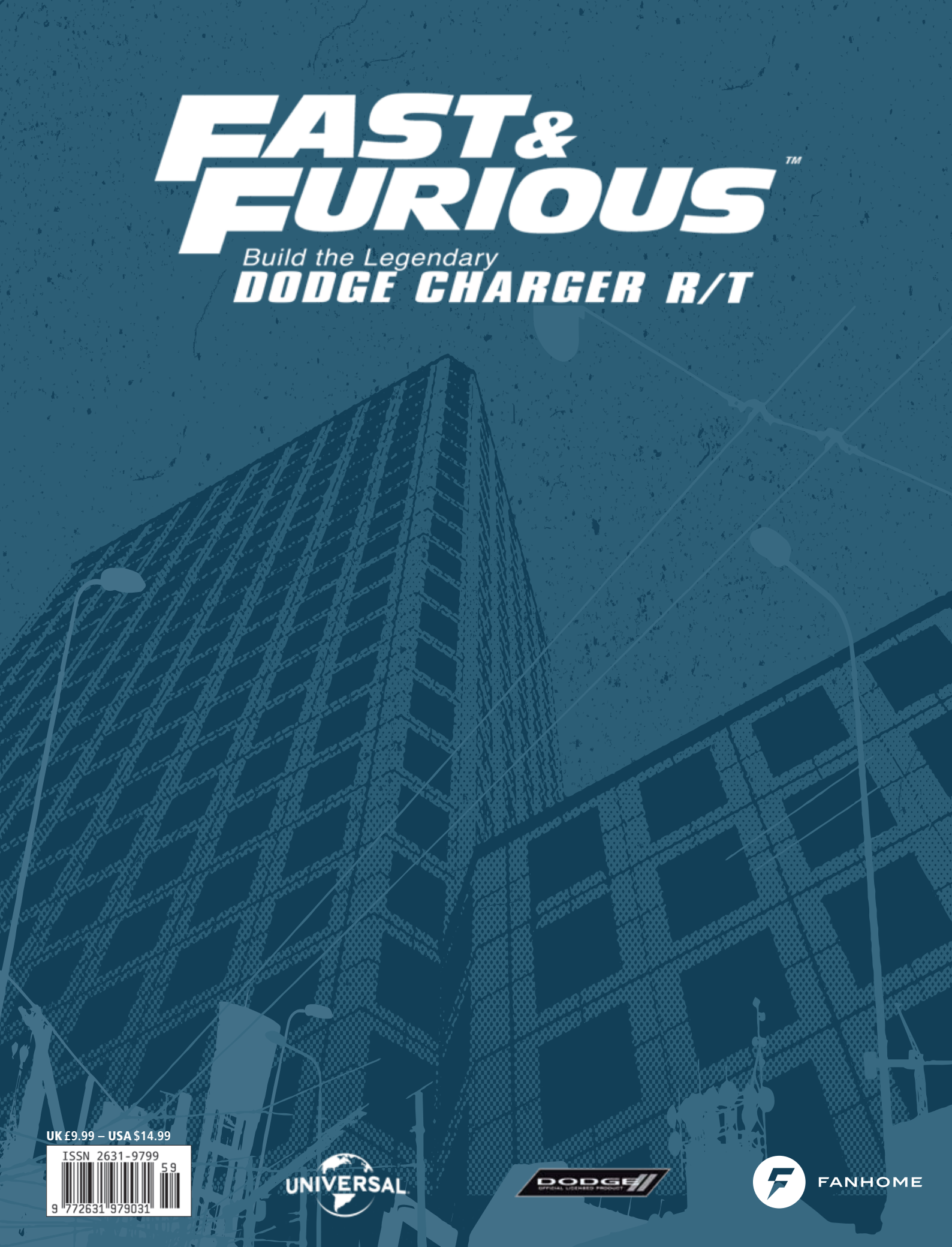
Finally, symmetrical designs are made up of identical patterns extending outwards from the tyre's centre. The patterns are the same on both the inside and the outside of the tread and always ensure good performance and road safety.

All the tyre data is shown on the sidewall. In the tyre shown, "215" is the width of the tread in millimetres. The "45" is the "aspect ratio" or the height of the shoulder as a percentage of the tread width; "R17" is the rim diameter of the tyre in inches, with "R" indicating that it is a radial tyre; "91" indicates the maximum load, and "V" is the code letter of the speed rating.



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