FAST & FURIOUS™

65

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: 978-1-4439-5208-8
FFN65: 21 12 01

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

Picture credits: Age Fotostock; Getty Images; NBCUniversal Archive; FCA Archives; Tuning Generation Archive; Omp; Work Wheels

Fast & Furious Franchise © 2021 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. ©2021 FCA US LLC.

Printed in Poland

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.

ALL ABOARD!

All of the *Fast & Furious* movies contain a number of emblematic action sequences. In the case of *Fast Five*, no fan could ever forget the incredible sequence of the train heist, one of the most dangerous moments for the heroes of the series.

When Dom, Brian and Mia seek refuge in Río de Janeiro, Vince suggests to them taking part in an apparently simple operation that consists of taking some sports cars off a train travelling across Brazil. As usually happens, things get complicated, since the man who owns the cars is one of the most sinister figures in Río: the powerful Hernán Reyes.

EVEN MORE DIFFICULT

"When we began planning the movie we wondered what we could do to surpass the tanker heist in *Fast & Furious*," says the special effects coordinator Matt Sweeny. "Well, let's do a train robbery: we'll cut a hole in the side of a wagon and take the cars out through it."

Almost from the very start of the production, the crew began talking about the train sequence, as everybody sensed that it was going to be something really special.

"The train robbery was our attempt to surpass the classic stagecoach scenes in Westerns," the actor and producer Vin Diesel says with a smile. "There are no actual horses, but there's a whole lot of horsepower."

The movie's director Justin Lin had fun with his collaborators imagining how they could film the moment when Dom, Brian and Mia try to leave a moving train driving high-end cars. Everyone agreed that it would only be worth doing if it could be filmed for real, ruling out creating the scene digitally on a computer. After several meetings, drawing lots of plans and making quite a few models, they came

For the filming of the spectacular heist, the production team had to buy a real train and then rent a railway line to run it on.



Film director Justin Lin really pushed the limits to make the train heist scenes spectacular. Here he poses with actress Gal Gadot at the première of *Fast Five*.

to the conclusion that almost 90% of the action could be filmed with real people. The real problem would come later, when they wanted to realise all these ideas.

"Logistically it was very expensive," the director admits. "The cost shot up because we needed to hire a working railroad track to shoot the scene and buy a train. It unquestionably became the most demanding sequence in the movie."

A NEW STYLE OF TRUCK

The priority was for things to go well from the start. So, to begin the sequence, the film's creators agreed that the heroes should board the moving train from some unusual trucks with a platform that would later be useful for getting the cars out. The problem? Those trucks did not exist.

"We built the trucks used in the heist from scratch in our workshop," says Dennis McCarthy, in charge of the vehicles that appear in the movie. "A van arrived with industrial metals and a lot of steel. From there we got down to work. Basically, we designed a suspension system very similar to that of a Monster Truck, with four bars and large axles. We did that because we needed to reach high speeds over very uneven ground."

Stunt performer Corey Eubanks was given the job of driving one of the trucks. When the moment came to film, he understood that avoiding or jumping over ditches and cracks in the ground was going to be the least of his worries. It was midsummer and they were filming in an area of desert in Parker, Arizona.

"It was incredibly hot," Eubanks says. "The thermometer at base camp said it was 120ºF degrees in the shade. It was very uncomfortable. We even had to put ice on the rear platforms of the trucks so that nobody would get burnt when they touched them."

The train's controls were set to move it forward at 70km/h. From the distance, Corey Eubanks set off in his truck with four stuntmen in the back. Despite the fact that his vehicle had no speedometer, he estimates that he had to drive at more than 100km/h to catch up with the train.

A VERY WELL CALCULATED CRASH

There were few risks in this initial race compared to what came later: the moment when they took the cars out of the train. The truck had to be positioned right next to the wagon and remain parallel to it, moving at the same speed as the train. Then, with a system of cables, a car was pulled out of the wagon and placed on the truck's rear platform.

"We take a vehicle weighing about 1,350 kg and we launch it at the truck," says Corey Eubanks. "The feeling you got is that someone was pushing you hard from behind. It seemed like you were about to overturn."

Filming the cars being offloaded went without a hitch. But there was still another important challenge: the moment when the truck is launched against the train wagon and ends up embedded in it. As nobody could go in the truck's cab – of course – a system of cables to drag the vehicle was devised that launched it at top speed toward a ramp, which then took it flying toward the tracks. Moreover, the moment the train passed had to be timed to perfection, because the truck had to collide with a particular wagon.

COREY EUBANKS

If you're watching an action movie produced in Hollywood, it's very likely that Corey Eubanks will have taken part in some of the high-risk scenes, since this stuntman has already appeared in more than 100 feature films. He arrived in the cinema completely by accident. He was training to enter the Golden Gloves boxing competition when he was persuaded to turn up for the casting of *The Sting II* (1983). He was able to take part in the movie as an actor and a stuntman, the activity that really attracted him. His skill behind the wheel allowed him to act as Sylvester Stallone's double in the driving scenes in *Cobra* (1986). The prestige he earned with this enabled him to work later in well-known movies like *Innerspace* (1987), *Backdraft* (1991), *Mission: Impossible II* (2000) and *The Planet of the Apes* (2001). In 2003, he made contact for the first time with the world of *Fast & Furious* when he worked on *2 Fast 2 Furious*. Later he also took part in the third and fifth movies in the series, before continuing with his unstoppable career as a stuntman.

"It was thrilling to see a 4,500kg truck dragged through the desert to a platform and jump from there onto a train. It's not something you see every day," Eubanks admits, smiling. "When the collision took place, we thought that the wagon was going to derail. The train lurched over to one side and I said, 'Oh my God, it's going to overturn'."

"We were very, very close," adds Justin Lin. "If the impact had been a little stronger, the train would have tipped over and the entire production would have been ruined."

Nevertheless, the couplings with the other wagons prevented things from going wrong. The crew immediately realized that they had filmed something quite incredible. But could it be bettered?

THE BIG JUMP

From the outset Justin Lin had planned for the sequence to end in style, with the two stars of the film getting away in a car and driving over a precipice in it.

"According to the original script, Dom and Brian got away in a deluxe car," reveals Dennis McCarthy. "There was talk of a Mercedes SLR, a Lamborghini, Ferraris … cars that cost more than 150,000 and 200,000 dollars. If you add something like that to the budget you go way over the top. We had to look for a less expensive alternative. Finally, we opted for a Corvette, which was my favourite car when I was a kid."

The crew found an ideal place, with a peaceful pool at the bottom of a precipice, and began working on the big leap. Visual effects supervisor Michael J. Wassel decided that to get the required image they would have to launch the Corvette with an air cannon so that it would plunge toward the water.

"We did it in two stages, says Wassel. "First, the stuntmen jumped into the water from a platform. Then we launched the Corvette separately for safety reasons. After that, we spliced both takes together in post-production so that it would look like a single jump."

The finishing touches were added in another place, where the stars of the series filmed the close-ups in front of a chrome screen, which were then incorporated in the final cut. The big scene with the train was complete.



Mia gets involved in the train heist, and without realising it she takes the car that is carrying something very important to the powerful Brazilian businessman, Hernán Reyes.



DODGE KAHUNA CONCEPT

The Dodge Kahuna, a concept car clearly inspired by Californian beach culture, was presented at the 2003 Detroit Auto Show. It was a six-seat model in minivan format, but very versatile and with numerous nods toward surf culture. Based on the platform of the Dodge Caravan, it had a turbocharged petrol engine.

The front, with round headlamps and the cross-patterned radiator grille that was characteristic of the Dodge brand's models, was flanked by enormous bumpers that brought to mind those on 1960s pick-up trucks.

The Dodge Kahuna Concept, which was never mass-produced, used the chassis of the Dodge Caravan, onto which bodywork inspired on the Californian beach culture of the 1960s was placed. The wooden decoration of the sides recalled the woodies, family cars and station wagons, of that period. The surfing spirit was expressed in details like the sun-roof (which retracted electrically like a concertina toward the rear), the frameless doors (whose windows were completely hidden in the structure, thus allowing the air to circulate freely inside the car) and the roof rack for carrying surfboards.



The seats in the back two rows could be transformed into small tables. The design was typical of a concept car, and was not meant to be mass-produced.

This minivan was not, however, a simple prototype; it announced some elements of the Chrysler Group's future models. For example, its individual rear seats (two in each of the rows) could be folded to become small tables, and in line with the Stow 'n Go® system used on the Dodge Caravan, they had lots of room for storage in their bases. The turbocharged 2.4-litre 4-cylinder engine, which developed 204 HP, would later be mounted in some models like, for example, the Chrysler PT Cruiser.



INSTALLING THE QUARTER PANELS (II)

In this assembly session you will install the right quarter panel frame. Please follow our instructions and the accompanying illustrations very carefully.

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

65A



AM



65A Right quarter panel frame

AM Screws 2 × 4 mm, (x 10)*

* Some of the parts are spares.

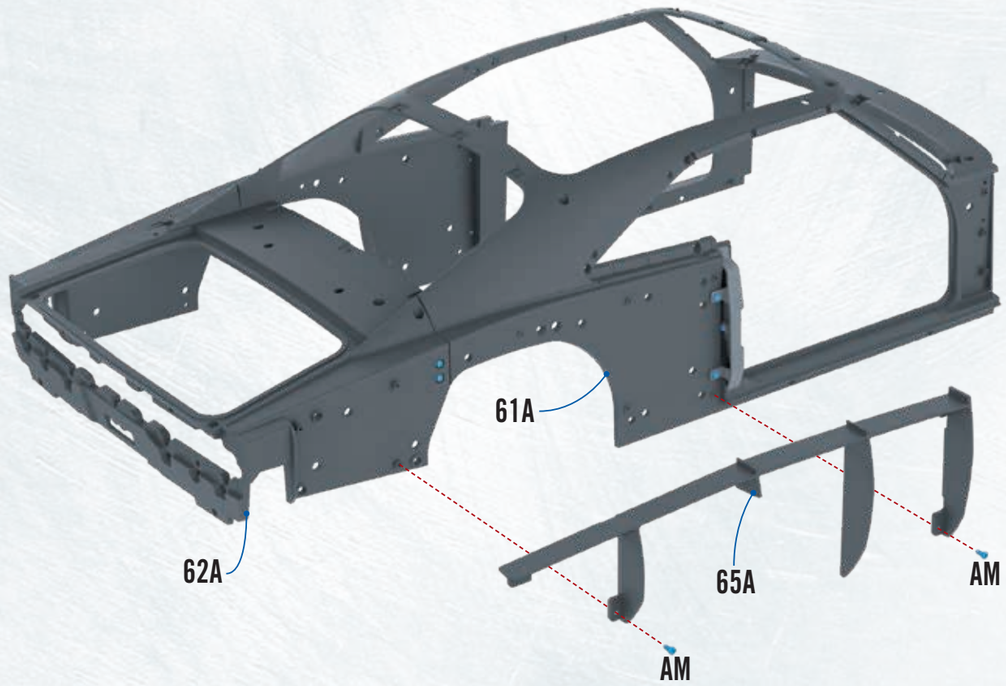
ASSEMBLY AREA



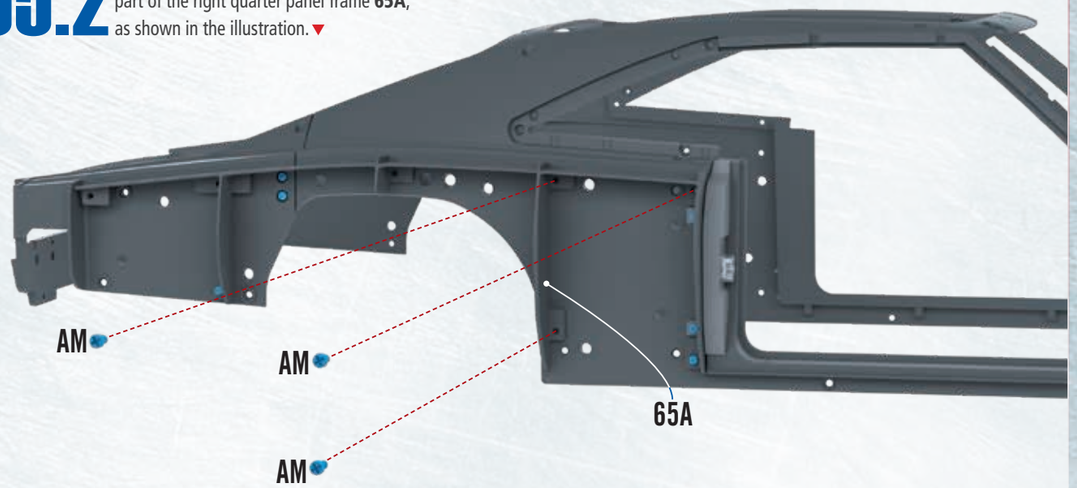
QUARTER PANELS

Installing the quarter panels (II)

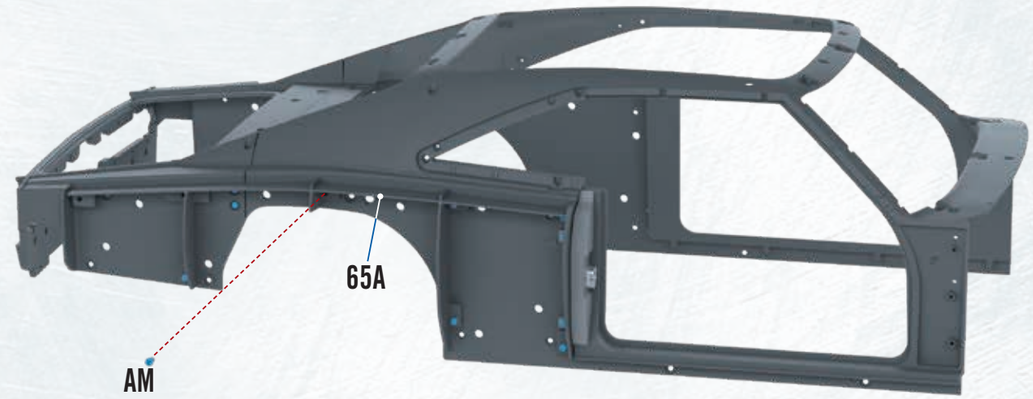
65.1 **ATTACH** the right quarter panel frame **65A** to the car body (pieces **61A** and **62A**). Ensure all the pieces face the same way as those in the illustration. Secure with two **AM** screws. ▼



65.2 **NOW** insert three **AM** screws in the front part of the right quarter panel frame **65A**, as shown in the illustration. ▼

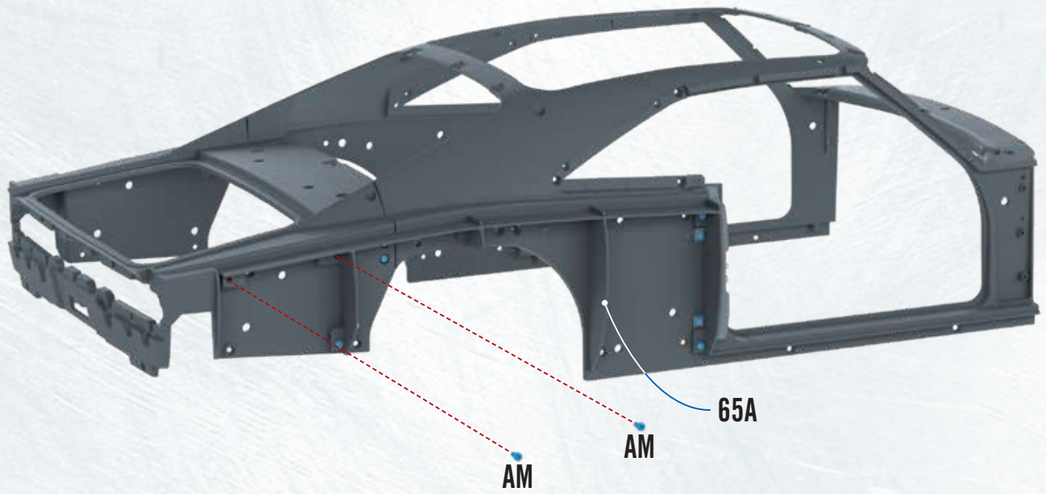


65.3 **THEN** insert one **AM** screw into the middle section of the quarter panel frame **65A**. ▼





65.4 **FINALLY,** insert two **AM** screws into the corresponding mounting holes in the back of the quarter panel frame **65A**. ▼



RESULTS OF STAGE 65



Now both of the quarter panel frames are firmly attached to the body of your model car.

AND NOW... ONTO THE TRACK!



Track days are the perfect opportunity to unleash our desire for speed in a safe and legal environment. However, we cannot suddenly become racing drivers overnight, and overestimating our abilities could be a bad idea. Let us see how we can improve our driving skills and decide what to wear when we are on the track.

You might ask why you need to wear a racing suit just to do a few laps around a track. The answer is simple: it is for your safety. In particular, a fire-proof racing suit is for your own protection. It will protect you from flames, as well as the heat of a fire. It also completely covers your body and protects you from any superficial injuries. When choosing a suit, you should take into account the number of layers of fabric from which it is made, the materials used, and its total weight. Multi-layered suits offer more comfort and more effective transpiration, eliminating the "sweat bath" effect of several high-stress laps around the track.

Every important event requires appropriate clothing. On the track, the right outfit needs to be carefully chosen, as it can save your life in adverse circumstances.



Hands and feet need to make the best possible contact with the controls. Your driving shoes should provide good grip and contact sensitivity on the pedals. For production cars, a comfortable, flexible, rubber-soled shoe is sufficient. Nevertheless, specialist shoes offer better performance.



A fireproof racing suit provides extra safety for amateurs, but it becomes mandatory if you want to participate in competitive events. When choosing a suit, you should take into account the number of layers from which it is made, the fabrics used, and its weight.



Track gloves offer the best possible grip on the steering wheel and gear lever.



For amateur track days, a helmet is not always compulsory, although it is always recommended, even if you are driving a closed car. However, for a soft or open-topped vehicle, it is essential.

REGULATIONS

If, after a few successful track days, you want to participate in races, always check the local track equipment regulations first. Sometimes, in addition to the obligation to wear a helmet, an FIA approved fireproof suit is also required. FIA homologation is a certification of complete compliance with an item's construction specifications, including the type and quality of the material required by the FIA 8856-2000 standards. These standards ensure the maximum possible safety for the driver. A complete list of specifications can be viewed at www.fia.com. Another acronym you might come across are the letters SFI. These refer to the precise qualities of the garment, specifically to its resistance to heat. In the event of a fire with a temperature between 1,780°C and 2,082°C, the suit must be capable of protecting the driver from second-degree burns for a minimum of three seconds (specification SFI 3.2A/1), and up to 19 seconds (specification SFI 3.2/10), in order to obtain certification.

HELMET, SHOES AND ACCESSORIES

A good helmet is the final thing you should put on before getting into the car for a session on the track. Think of it as a life insurance policy that should never be forgotten. For touring cars, a Jet-type helmet, i.e. open and without a visor, offers sufficient protection in most circumstances. However, if you drive a convertible or an open sports car, you should buy a full-face helmet for greater protection.

Footwear is also a key element of racetrack clothing. Your feet are constantly busy and in contact with the pedals, so it makes sense to be able to feel what is happening below your line of sight. Shoes should ideally feel light and comfortable to wear, and have an oil-resistant, flexible sole. Flexibility is essential for your feet to make good contact with the pedals. If you have ever tried to drive wearing dress shoes with a rigid sole, you will have experienced how difficult it is to control the accelerator with precision. Finally, there are other useful accessories you can take to track days. These include a helmet bag, in which you can also keep gloves and shoes; a stopwatch to keep track of lap times (to be entrusted to your friends at the pit lane wall), and dark visors to protect your eyes from sunlight, which can often be distracting according to the time of day, but especially in the afternoons.

SPECIAL DRIVING SCHOOLS

If you want to feel even safer, and above all to improve your driving skills, you can go to a "special" driving school. These schools will provide both Safe Driving courses and specific High-Speed Driving courses for the track. Initially, a Safe Driving course is more important than a High-Speed course, and it is highly recommended, although not always mandatory for track day participation. On a Safe Driving course, you will learn how to have greater control of the car in critical situations like under emergency braking, loss of grip and avoiding sudden obstacles. High-Speed courses focus your attention on the correct techniques needed to navigate a racetrack. Initially, you will put them into practice with an instructor at your side. Many of the schools offer different types of courses, from those lasting a single day to whole weekends spent learning how to improve your lap times. Training is available at most of the well-known circuits, but your nearest local professional race track will probably offer courses, too.

SAFE DRIVING

The approach of a Safe Driving school is based around a dialogue between the student and the instructor, who is always present at your side during driving sessions. These courses often exploit the full potential offered by technology. Sometimes two cameras are installed on board each car. They record all the driver's movements, including hands and feet, and so allow subsequent analysis of every moment behind the wheel. Students can later view each driving manoeuver in slow motion to better understand and evaluate any mistakes. In addition to the images, data may be collected by a computer that monitors the pressures exerted on the brake and accelerator.

All the training takes place behind the wheel of a late-model car, often made available by a specific manufacturer, possibly a partner of the school itself. Usually, all the car's driving aids are deactivated for educational reasons. Often, there are both front and rear-wheel drive vehicles. They allow trainees to learn the different driving techniques needed for each type of car.

WET SURFACES

Each school probably offers two different types of driving courses - Safe Driving and High-Speed Driving - which may include both basic training and advanced courses for former students. Safe Driving courses are often divided into

modules: basic, intermediate and advanced - and include theory sessions. For example, you might start with an in-depth study of important issues like the principles of grip. You would learn about everything to do with controlling traction, including trajectories, loss of grip, steering techniques and emergencies. Then you get on the track to put the theory into practice. You will learn the principles of wet-surface braking with and without ABS, controlling front-wheel-drive understeer and rear-wheel-drive oversteer, as well as obstacle avoidance. You might also have the chance to learn how to handle a car on a skidpan.

ONTO THE TRACK!

The next step would be an intermediate course that refreshes the theory and exercises of the previous lessons but adds a series of laps on the track. With a personal instructor at your side, you would learn how to control the car's power and how to correctly evaluate your velocity and braking distances at high speed. Finally, you could take an advanced course. This usually takes place over one evening and one full day. It combines the first two courses and further explores the techniques of cornering and car control. You would work on trajectories and outcomes of your different actions behind the wheel. It ends with a long track session and a final assessment. To further refine what has been learned on the advanced course, schools may offer further sessions spread over several days. These are dedicated exclusively to high-speed driving. They repeat the details of the advanced course on the first day but dedicate the second day to driving on the track. With exercises that develop response and reaction times in steering manoeuvers, they focus attention on dealing with sequential curves aboard very powerful sports cars. Everything is then put into practice over a series of up to 25 laps on the track over the two days.

What you need to know

There are a few other details you should know about when you want to test yourself on a track. Whether your track day is a one-off or if you want to get into racing, they are useful to be aware of:

FIA: The International Automobile Federation (FIA) is the regulatory body in most countries of the world, including the United States of America, and organises the main racing competitions, from rallies to Formula 1. *www.fia.com*

BSI: British Standards Institution, a British multinational organisation that is concerned with the creation of standards to be respected to make products safer. *www.bsi-global.com*

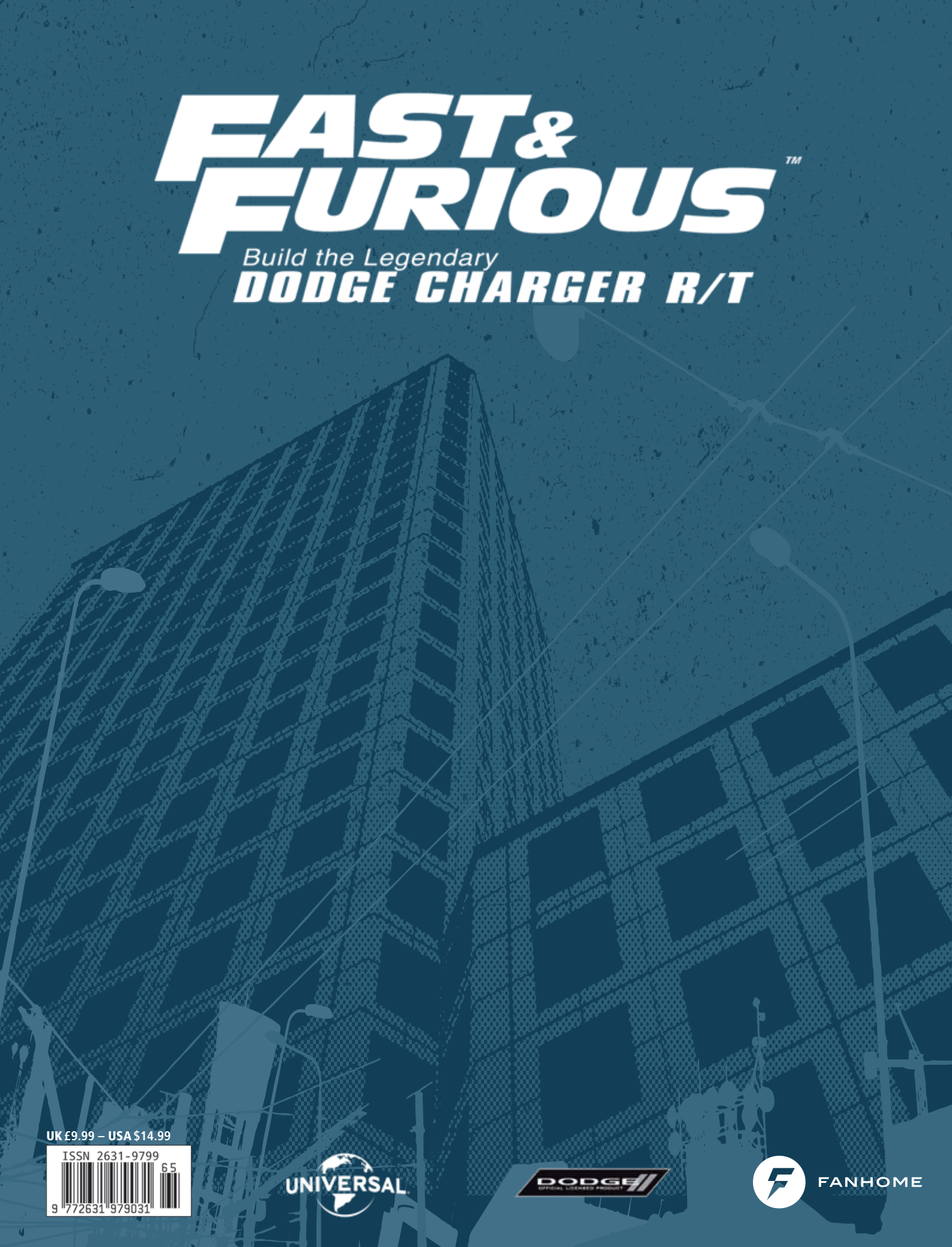
SFI: A non-profit organisation committed to the creation of quality standards in the field of products related to the world of cars and automotive competitions. *www.sfifoundation.com*

HANS: Head And Neck Support is a safety support used in many motor sports. It reduces the risk of complex head and neck injuries, such as skull base fracture, in motor sports.

INTERCOM: This is a voice transmission and reception device. It is used in situations that do not allow natural voice communication due to excessive ambient noise, such as the exhaust noise of racing cars.

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799 65

9 772631 979031

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME