FAST & FURIOUS™

68

Build the Legendary
DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE
OFFICIAL LICENSED PRODUCT

68_FF_OWEN_SPIRIT_UK.indd 1 24/12/21 12:06

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: 978-1-4439-5211-8
FFN68: 21 12 22

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

Picture credits: Age Fotostock; NBCUniversal Archive; FCA Archives; Gorodenkoff/Shutterstock; Stason4ik/Shutterstock; wellphoto/Shutterstock

Fast & Furious Franchise © 2022 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. ©2022 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.

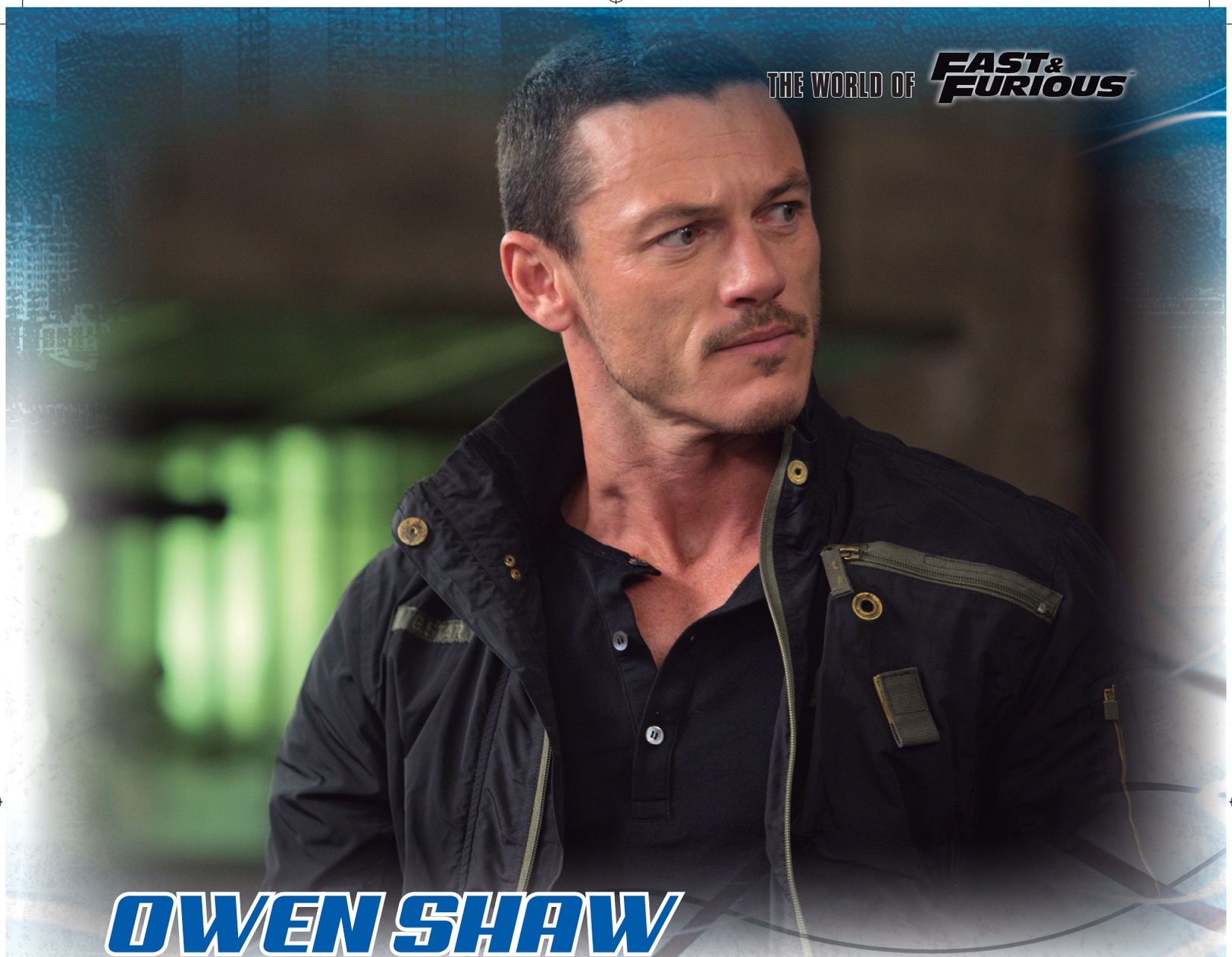
USA
Call 1-800-978-1455 or email support@usa.fanhome.com

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.



OWEN SHAW
DANGER IN STORE

In *Fast & Furious 6* an important new character was introduced. It was no longer enough to have just another villain. A really dangerous adversary was now needed, someone who would represent a philosophy very different to Dom Toretto's. And that someone would be none other than Owen Shaw.

In the previous movies in the series, Toretto and his team had to face some very dangerous characters who, deep down, were hardly anything like them. It was logical that now our heroes would have to face people who, without being excessively different from them, did represent an ideology and a way of doing things diametrically opposed to theirs.

A DIFFERENT RIVAL

Owen Shaw is not a driver trying to win street races in Los Angeles, or a businessman aiming to get rich with unusual operations in different countries. He is a real warrior, who in the past served in the SAS, the elite unit of the British army's special forces. But along the way something went wrong and Shaw abandoned the straight and narrow path of the army for something darker. He now leads a team of mercenaries who travel the world performing impeccable, rapid heists in which they try to get hold of devices associated with the new technologies that sell for billions of dollars on the black market.

"One of my main reasons for directing another movie in the franchise was the possibility of giving Dominic Toretto a worthy rival to face," says the film's director Justin Lin. "In *Fast & Furious 6*, I wanted to take a different course and create an adversary whose philosophy was the opposite of Dom's. We've often seen that Dom trusts his instincts; Shaw,

Actor Luke Evans plays the part of the mercenary, Owen Shaw, the villain of the sixth episode in the *Fast & Furious* saga.

LUKE EVANS

Born on April 15, 1979, in the Welsh town of Pontypool, Luke Evans began his career as an actor in the theaters of London's West End until he found himself with the chance to play two mythological characters that would make his name in the movies: first Apollo, in the modern version of the *Clash of the Titans* (2010); then Zeus, in *Immortals* (2011). After that his impeccable presence and his indisputable charisma led him to play Aramis, no less, in the adaptation of *The Three Musketeers* (2011), before shifting to the world of fantasy in *The Hobbit: The Desolation of Smaug* (2013). Luke Evans did not think twice about becoming the main villain in *Fast & Furious 6*, nor did he hesitate when playing the most famous vampire of all time in *Dracula Untold* (2014). After making a profound impression with his appearance in the world of *Fast & Furious*, since then the actor has not allowed himself to be pigeonholed, taking part in projects as diverse as the adaptation of *The Girl on the Train* (2016), the version of the classic musical *Beauty and the Beast* (2017), the action thriller *Anna* (2019), and the wartime drama *Midway* (2019).

for his part, prefers a colder analysis, where there is no room for weakness. I was really attracted by the possibility of developing this confrontation between the teams in the movie."

A QUESTION OF CODES

In the movie, Toretto and Shaw are playing a constant game of cat and mouse, taking part in some of the most thrilling chases seen to date in the franchise. This culminates in a furious encounter between them in which, face to face and just a few inches apart, they challenge one another, trying to find their rival's weak point.

"When I was young, my brother always used to say, 'Every man has to have a code.' Mine? Precision," says Shaw. "A team is nothing but pieces you switch out until you get the job done. It's efficient. It works. But you? You're loyal to a fault. Your code is about family. And that's great in the holidays, but it makes you predictable. And in our line of work, predictable means vulnerable. And that means I can reach out and break you whenever I want."

Extremely calm, calculating and cynical, Owen comes across as completely different to Dom, who is a temperamental man. And that creates a tension between them that can be seen during the whole movie.

"There has never been a villain like Shaw before in the franchise," says the actor. "He poses an incredible threat to Dom and his family, who audiences have grown up with over the years. I thought it was great to have the



Shaw does not trust Letty's loyalty, especially after discovering her past links with Dom Toretto.

68_FF_OWEN_SPIRIT_UK.indd 2 24/12/21 12:06

opportunity to play him, to contribute this new dimension and thus help to develop the franchise."

THE SECRET OF SUCCESS IS IN THE DETAILS

Luke Evans was one of the few members of the cast who was not familiar with filming *Fast & Furious*-style. Right from the start he was amazed by the team's involvement when it came to shooting absolutely fabulous action scenes. Perhaps because of this, however, he could not fail to notice how careful director Justin Lin was when honing the details of the characters.

"Justin and I were talking about Shaw every day," the actor says. "Sometimes he put the emphasis on a certain pose, a particular look, but he was also concerned to transmit what is happening deep down inside the character's mind. That's why I thought it was fantastic: Justin is capable of handling sequences full of amazing stunts, but at the same time he doesn't overlook the details of what is going through the characters' minds."

As we see in the movie, Shaw is a man forged in the army, a real disciplined leader who has created around him a formidable team of men and women who are experts in new technologies, hand-to-hand combat, and even driving vehicles. It is an elite team that throws our heroes into confusion time and time again because they seem to always be one step ahead of them. It's a challenge that makes the plot of *Fast & Furious 6* even more interesting, something that producer Neal Moritz thought was a real winner.

"Our guys never obtain a clear victory. On several occasions Shaw's team gets the better of them and leaves Dom and Hobbs disconcerted. Shaw manages to deceive them at every step of the way and our heroes have to do their utmost to stop him."

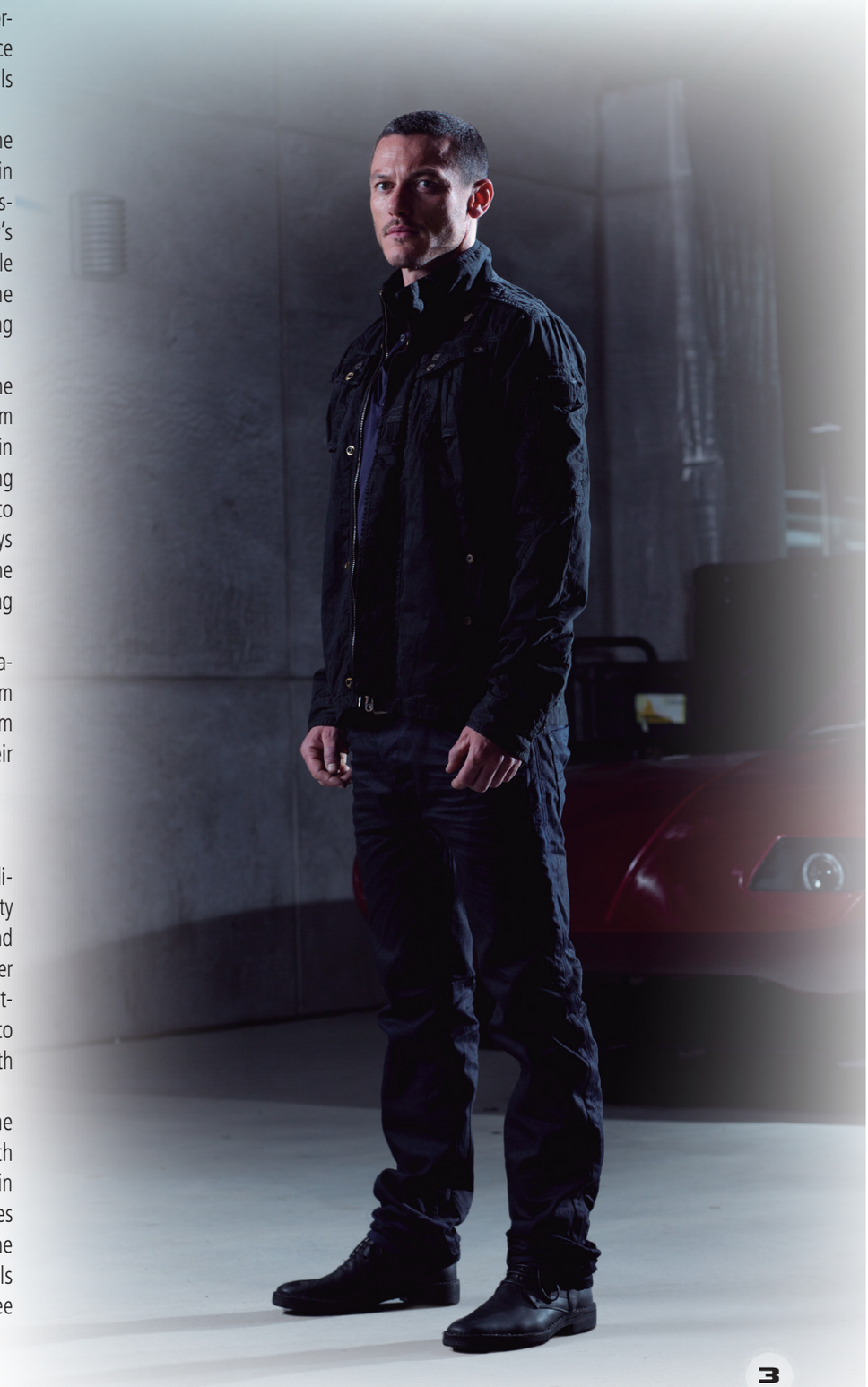
AN ENDLESS CHASE

But on top of this huge challenge there is an extra ingredient: Owen Shaw has managed to recruit into his team Letty Ortiz, who is suffering from amnesia after an accident and now follows the mercenary blindly. For Toretto it is no longer simply a matter of stopping Shaw and his men, but of getting Letty back safe and sound, for which he is going to have to risk the lives of the whole team in a car chase, with tanks included, that left audiences open-mouthed.

After chasing one another halfway around the world, Toretto and his team have a thrilling battle with Owen Shaw and his gang around a huge military plane in which the mercenaries are about to escape. Dom manages to foil the theft of some valuable chips, and during the fight the mercenary is seriously injured when he falls out of the plane. But that was not the last we would see of him in the franchise.

In both Furious Seven and The Fate of the Furious, Owen Shaw would once again play a brief but decisive part in the development of the plot. He even acted as a link for the introduction of two new characters who would become notably important in the franchise: his no-nonsense mother and above all his tough-as-nails brother, Deckard Shaw.

Shaw leads a group of ex-military mercenaries who are trying to put together the components of a dangerous technological device with enormous destructive power.



68_FF_OWEN_SPIRIT_UK.indd 3 24/12/21 12:07



DODGE SPIRIT

The Dodge Spirit was the model giving access to the manufacturer's range from 1989, the year it was launched, to 1995, when it was taken off the market. It was a 4-door saloon with a classic look built on a front-wheel drive platform and equipped with four and six-cylinder petrol engines.

The Spirit R/T (Road and Track) version was the sportiest in the range and had specific wings and wheel hubs, as well as a more powerful engine.



A 1979 advertisement for the launch of the Dodge Spirit. In the image we see the ES version, the most upscale car in the range and the only one with the option of mounting the V6 engine.

Launched in 1989, the Dodge Spirit replaced the Dodge 600 and was part of a large family developed on the Chrysler Group's K platform, which included the Plymouth Acclaim. Like this car, the Dodge Spirit was only sold with 4-door saloon bodywork. It was 4.6 metres long, which by American standards could be considered compact. The Dodge Spirit's chassis, with front-wheel drive, combined a front axle with independent wheels fitted with MacPherson strut suspension with the rigid back axle.

Sold in basic, LE, ES and R/T versions, it was available with different petrol engines. The most modest one was a 2.5-litre 4-cylinder engine with fuel injection that developed 100hp. This engine gave rise to two more: one turbocharged, producing 150hp, and, at the end of the model's life, another with multipoint injection outputting 107hp that replaced the original one. The most deluxe versions had an originally Mitsubishi 3-litre,131hp, V6, while the sportiest R/T versions had the engine with the lowest cylinder capacity (2.2-litre, although with a turbocompressor that "pushed" to 224hp), tuned by the British firm Lotus. The Dodge Spirit was manufactured until 1994, but it was sold until well into 1995.

68_FF_OWEN_SPIRIT_UK.indd 4 24/12/21 12:07



INSTALLING THE REAR QUARTER WINDOWS (I)

In this assembly session you will start installing the rear left quarter window. Please follow our instructions and the accompanying illustrations carefully.

PIECES FOR THIS STAGE









68A Chrome profile 1 for the rear left quarter window

68B Rear left quarter glass

68C Chrome profile 2 for the rear left quarter window

MP Screws 1.7 × 3,5 mm, (x 4)*

* 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

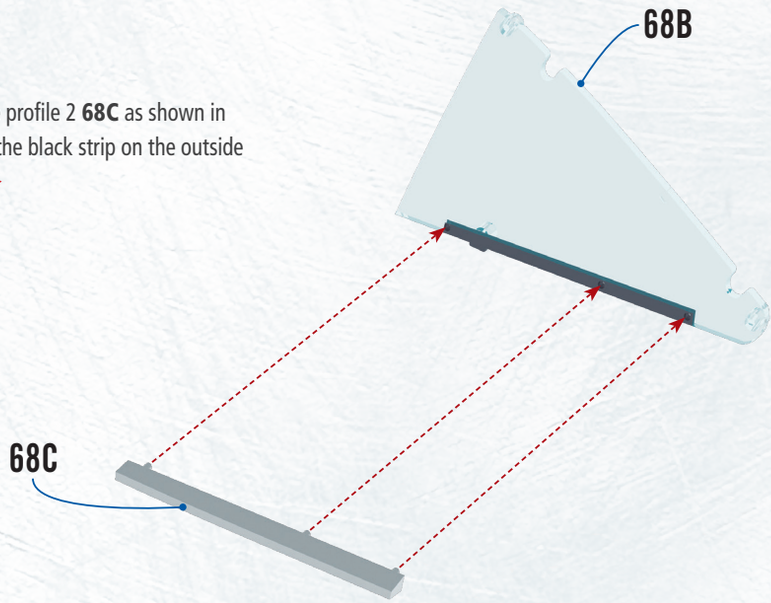


REAR QUARTER WINDOWS

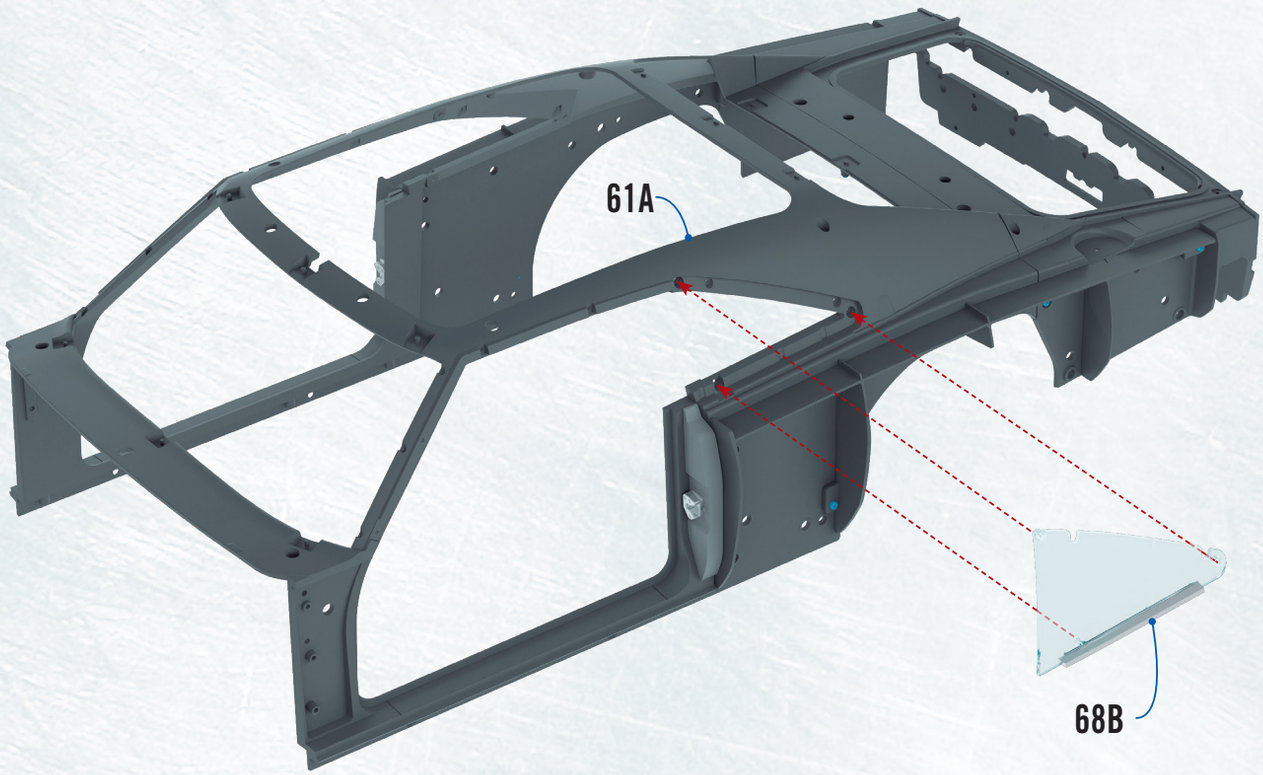
68_FF_OWEN_SPIRIT_UK.indd 5 24/12/21 12:07

Installing the rear quarter windows (I)

68.1 **Position** the pins on the chrome profile 2 **68C** as shown in the illustration. Attach the piece to the black strip on the outside of the rear left quarter glass **68B**. ▶



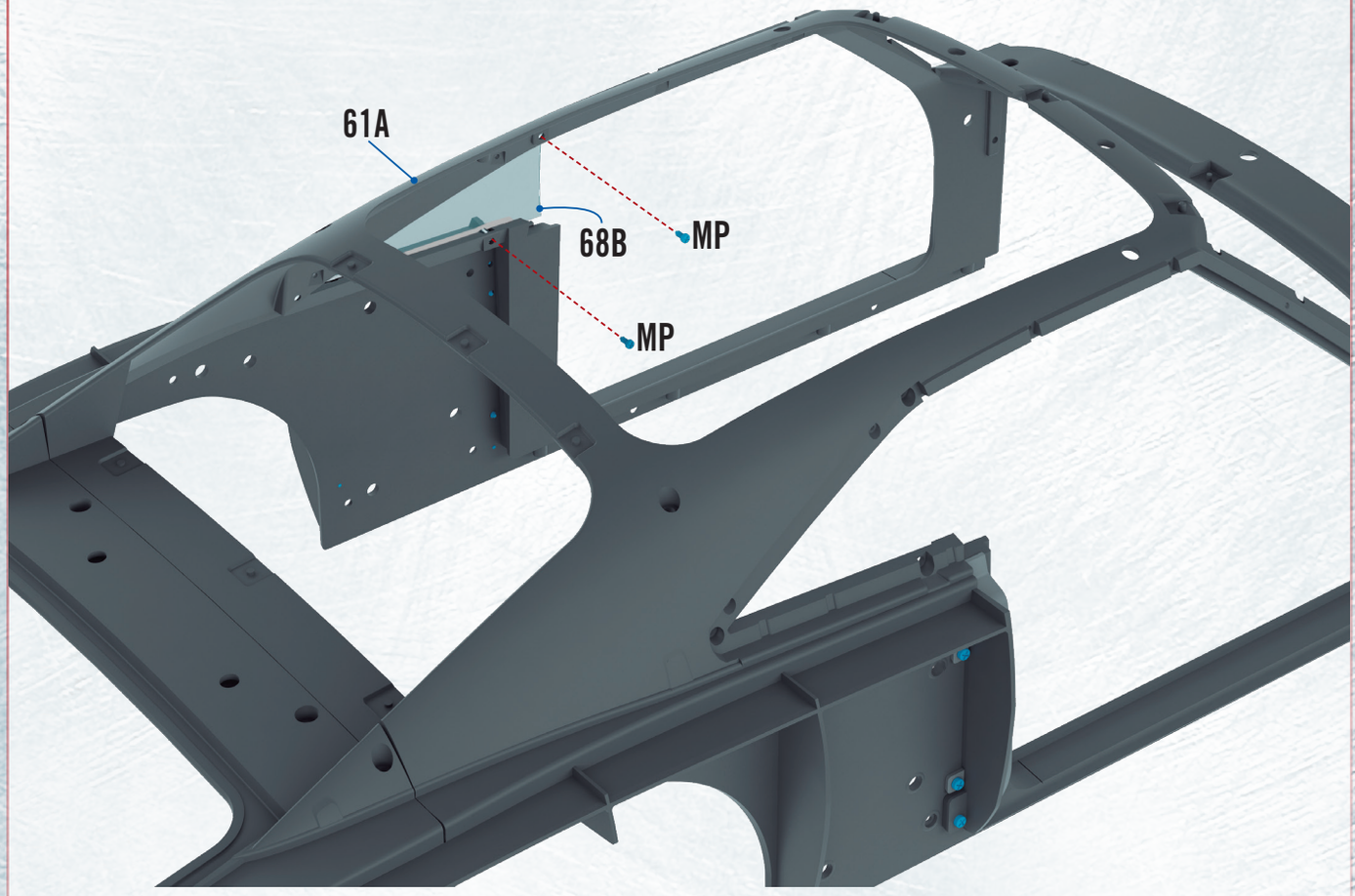
68.2 **Put** the rear left quarter glass **68B** into its housing on the left side of the middle section of the car body **61A**. ▼



68_FF_OWEN_SPIRIT_UK.indd 6 24/12/21 12:07



68.3 **START** securing the piece to the car body section **61A** by inserting – from the inside – two **MP** screws into the holes in the front of the rear left quarter glass **68B**. ▼



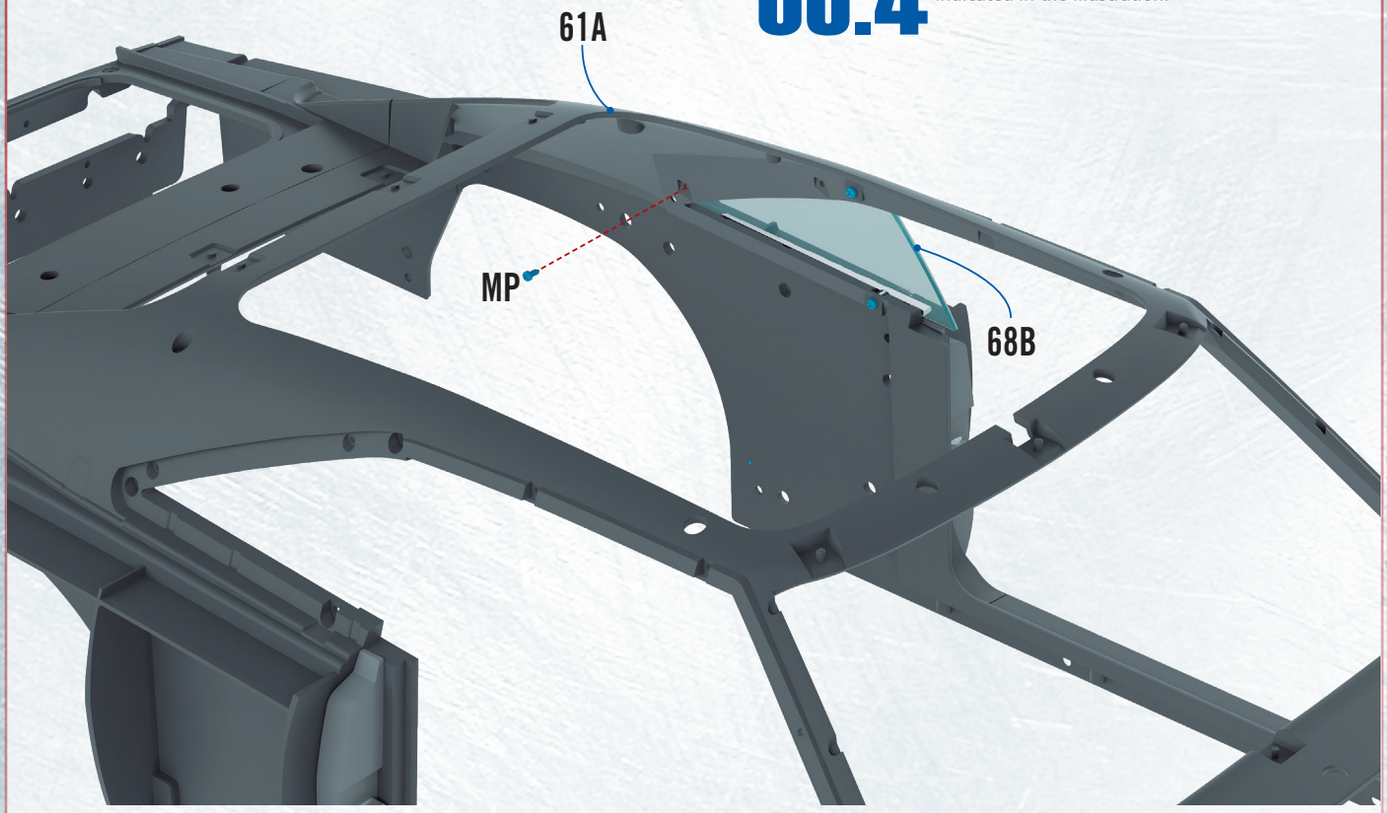
A USEFUL TIP

Sometimes you may find that you have left unsightly fingerprints on the pieces you have handled. This mostly occurs with glass and metal pieces. To avoid leaving fingerprints, you can wear a pair of cotton or microfibre gloves, like those used by jewellers. They will be particularly useful during the final assembly stages, when your Dodge Charger will be almost ready to put on display.

68_FF_OWEN_SPIRIT_UK.indd 7 24/12/21 12:07

Installing the rear quarter windows (I)

68.4 **INSERT** another **MP** screw into the hole indicated in the illustration. ▼



RESULTS OF STAGE 68



You have now finished the first stage of installing the rear left quarter window on the car body..

68_FF_OWEN_SPIRIT_UK.indd 8 24/12/21 12:08

TRANSMITTING MOTION TO THE WHEELS



Perhaps understandably, ninety per cent of motorists use their car gearbox daily without ever stopping to think about how it works or what the system components are. They never consider that it allows you to change the torque output from the engine by varying the transmission ratio between the engine's revolutions and the vehicle's speed.

The need to vary the transmission ratio is due to two different requirements: Firstly, that of obtaining very high torque at reduced forward speeds, and secondly, the need to adapt the rotation speed of the engine to the speed of the car.

As for the latter, think about what happens when a low gear is selected: the initial acceleration is excellent, but there comes the point when the maximum attainable speed in that gear is insufficient. No matter how much the driver revs the engine, the car will not go significantly

68_FF_OWEN_SPIRIT_UK.indd 9 24/12/21 12:08

Transmitting motion to the wheels



The flywheel is a steel or cast iron disc connected to the crankshaft. Its task is to absorb kinetic energy in order to make the rotation of the shaft as uniform as possible.

68_FF_OWEN_SPIRIT_UK.indd 10 24/12/21 12:08



faster. High torque at low speeds is needed to overcome upward inclines and to obtain lively acceleration. As cyclists know, when they start to travel uphill, they need to select a lower gear ratio. To select a gear in a car, there is a connection and disconnection system. It allows the driver to choose a specific ratio and then engage it to convert engine power into forward motion. For example, when the car is stationary but with the engine running, a gear is selected and then it is engaged gradually and smoothly to move the vehicle forward. This is the purpose of the clutch.

WHAT DOES THE CLUTCH DO?

Clutches have undergone considerable improvements over the years, as have gearboxes and other parts of the transmission. The job of the clutch is to connect or disconnect the engine from the gearbox and the drivetrain. The clutch acts between two rotating surfaces that can either be locked together and spin at the same speed or be decoupled and spin at different speeds.

In simplistic terms, when you depress the clutch pedal, you temporarily decouple the surfaces, and therefore the transmission of engine movement to the wheels. This allows you to select a different gear without damaging anything. Then you release the clutch pedal to re-engage the surfaces and transfer engine motion to the drive train.

In a manual gearbox, the driver controls the speed of reengagement to make the transition smooth. With practice and by allowing a certain amount of "slip", the transition can be smooth and continuous.

There is usually a spring-loaded coupling incorporated into the clutch. This cushions the irregularities in the rotation to make the transmission of torque in both directions uniform. It also absorbs the possible effects of irregularities of the road surface. In technical terms, it is a damper of torsional oscillations.

HOW IS A CLUTCH MADE?

The design of a clutch is apparently simple, but the technology behind it has evolved considerably. On the engine side of the clutch is a flywheel that is permanently fixed to the engine crankshaft. When the engine rotates, so does the flywheel. The face of the flywheel is a friction surface that a clutch plate acts against.

The clutch plate is a disc with high friction material on both faces. One side acts against the face of the flywheel, and the other side acts against a pressure plate. When the clutch is engaged (i.e. we are not pressing the pedal), a large diaphragm spring tightly clamps the clutch plate between the flywheel and the pressure plate. In this situation, the engine flywheel and the drive shaft

form a single body and rotate together: there is, therefore, transmission of motion to the wheels.

The clutch plate has a set of springs around its hub. These act as a damper or flexible coupling. Disengaging the clutch is achieved with a special forked lever and a thrust bearing. The thrust bearing presses directly against the spring on the pressure plate. This releases the clutch plate, which is no longer trapped. Therefore, the gearbox and the engine are "detached" from each other, and another gear ratio can be selected.

Other than this basic layout with a single driven "dry" disc, other types are used in sectors other than those of production cars. These include multiple-disc clutches in an oil bath, used in most motorcycles, and those with multiple dry discs that are used on some sports bikes, on racing bikes, and on Formula 1 racing cars. In these cases, in addition to the clutch "bell", a series of drive discs are set up to alternate with driven discs. These discs rotate around a central axis that is joined to the gearbox input shaft. The drive discs are generally forced to rotate together inside the clutch housing by a series of separator plates with "teeth" that fit into special grooves inside the clutch itself.

ADVANCED TECHNOLOGIES

The use of a diaphragm spring has advantages compared to using several smaller helical springs, both in terms of overall dimensions and simplicity, as well as in terms of functionality. The pressure with which the clutch plate is clamped between the flywheel and the pressure plate is affected only to a negligible extent by the wear of the friction material (which determines a reduction in the overall thickness of the disc). The friction material, which is usually fixed to the disc with rivets, is an organic mixture containing fibres (for example, aramid fibres) together with a binder and "fillers", some of which are



68_FF_OWEN_SPIRIT_UK.indd 12 24/12/21 12:08

metallic. In some modern clutches, the friction material is not fixed to the disc with rivets but with adhesive.

In multiple-disc clutches operating in an oil bath, the drive discs are usually coated with friction material based on organic substances and phenolic resin, while the driven discs are made of steel. In the drive disks of dry clutches, sintered friction materials are often used.

The clutch control system in many modern cars is hydraulic. It uses a pump that is operated by a foot pedal, a brake fluid line and an actuator, which acts directly on the thrust bearing. In cars with automatic transmission, there is no clutch pedal because everything is managed electronically without the driver's intervention.

WHEN SOMETHING GOES WRONG

The clutch is a delicate component that is heavily affected by the car owner's driving style. As the years go by, there are a couple of warning signs that can alert you to excessive wear. These also apply when you are buying a used car and want to avoid garage costs after just a few miles.

The first is the point at which the clutch "bites", that is, when the motion starts to be transmitted to the wheels. Usually, the higher the clutch pedal rises before it "bites", the more worn is the clutch. Of course, the exact point changes from car to car, but if you own the car from new, it is easier to recognise the change.

Secondly, pay attention to any transmission vibration, jerking or difficulty changing gear. To avoid problems, you should always drive with the left foot off the clutch pedal except when changing gear. Avoid "slipping" the clutch, i.e. keeping the clutch pedal partially depressed while accelerating or when starting from a standstill, especially on an upward slope. The worst nightmare is the "fused clutch", which is when the clutch plate fuses to the flywheel surface and remains stuck to it, making it practically impossible to change gears.

The clutch plate is by its very nature subject to wear. We need to treat it with care to avoid wear or mechanical damage.

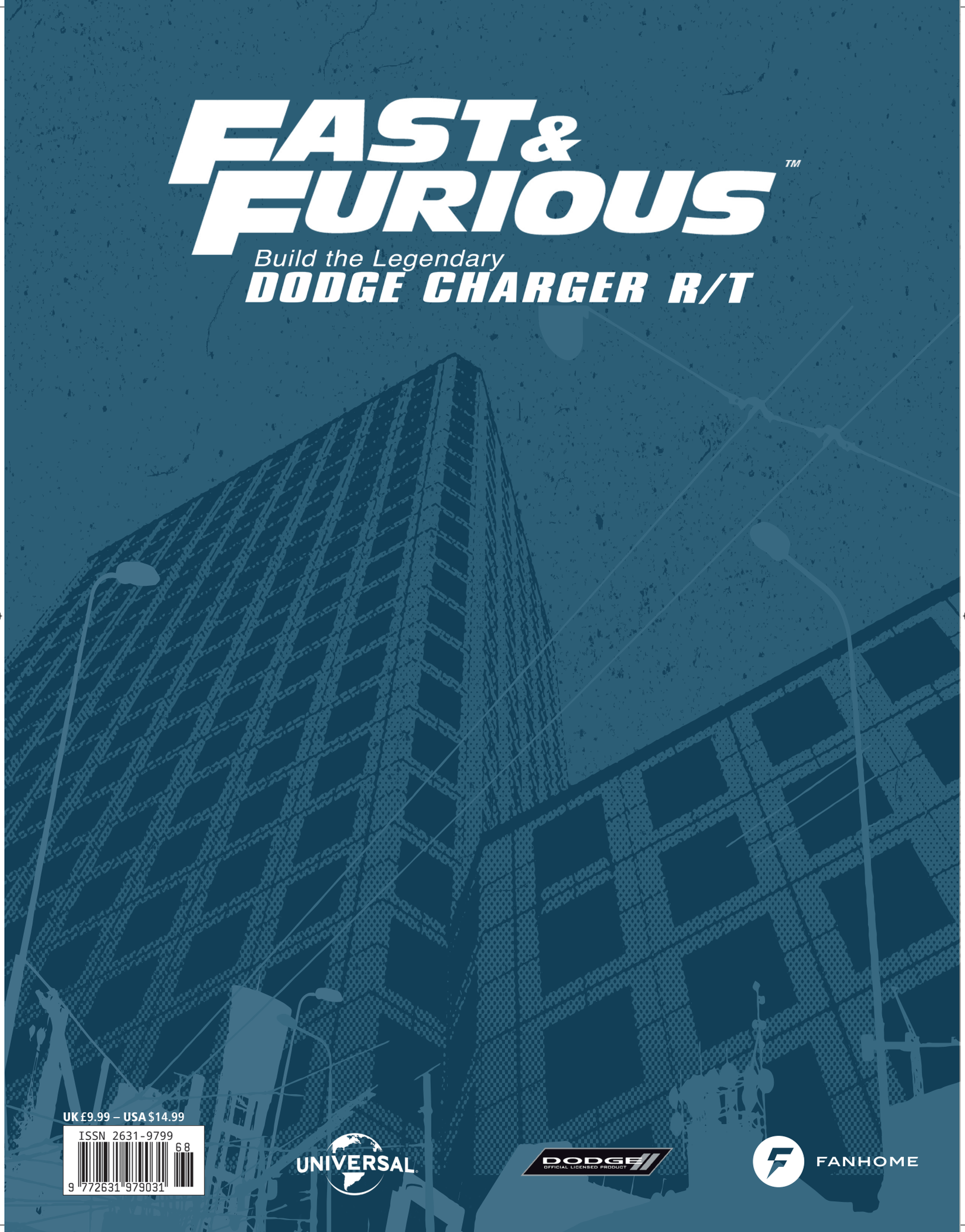


68_FF_OWEN_SPIRIT_UK.indd 13 24/12/21 12:08

FAST & FURIOUS™

Build the Legendary

DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799 68

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME

68_FF_OWEN_SPIRIT_UK.indd 14 24/12/21 12:08