FAST & FURIOUS™

70

Build the Legendary DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE OFFICIAL LICENSED PRODUCT

70_FF_BARRACUDA_CORONET_UK.indd 1 24/12/21 12:46

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: 978-1-4439-5213-2
FFN70: 22 01 05

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

Picture credits: NBCUniversal Archive; FCA Archives; Nadezda Murmakova/Shutterstock; USAF Museum Photo Archive; Chrysler; Tomislav Medak

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.



PLYMOUTH BARRACUDA

Dominic Toretto's favorite cars are fast, tough, and unbeatable. Therefore, nobody should be surprised to find the Plymouth Barracuda on his list. This wild beast of the road has so far appeared in two movies in the franchise.

Nicknamed the Cuda, the 1970 Plymouth Barracuda has gone down in history as one of the most powerful cars of its day: a muscle car that is also one of the marvellous vehicles appearing in the *Fast & Furious* franchise.

The first Barracuda sneaked into *Fast & Furious 6* rather timidly. Only the biggest fans of the series and true car lovers recognised it in the film's closing sequence, when Hobbs goes to Toretto's house to hand over the documents to him and his team that confirm their pardons. In that exciting moment, which means that they can all can return home freely, among the vehicles parked outside, two stand out: Brian O'Conner's 2012 Nissan GT-R Bensopra and Dom Toretto's 1970 Plymouth Barracuda.

THE PANDA THAT TURNED INTO A BARRACUDA

But let's look at a bit of history. When did this car that captivated Toretto first appear? In the first half of the 1960s, the American car industry started to become interested in manufacturing what would come to be known as pony cars, compact sports cars. The Chrysler Corporation did not want to get left behind and developed a Plymouth that met the requirements for this new kind of car. Initially, the Panda was a candidate for the new car's name. But the people at Chrysler were not totally convinced, as it lacked the punch that would appeal more to potential customers.

John "Dick" Samsen, who after designing the legendary Ford Thunderbird in 1955 had joined Chrysler, was one of the people in charge of designing the new pony

The Plymouth Barracuda is an ideal car for the speed-loving followers of the *Fast & Furious* saga.

BILL BRZESKI

Despite feeling attracted by music and the theater during his youth, William Brzeski focused his university studies on the world of design. This would later enable him to start working in television as an art director. His experience in this field encouraged him to try his hand as a production designer in the cinema, making his debut in this capacity for the children's film *Matilda* (1996). His work made a powerful impression on a lot of people, and this opened the doors for him to other projects, many of which were still associated with movies for children, like *Stuart Little* (1999) and its sequel, or *Looney Tunes: Back in Action* (2003). But it was his work on the superhero movie *Catwoman* (2004) that served to demonstrate that he was capable of taking on all kinds of challenges, which he confirmed by taking charge of the production design of some very well-known movies: *The Forbidden Kingdom* (2008), *The Hangover* (2009), and *Iron Man 3* (2013). Since he worked on the seventh and eighth movies in the *Fast & Furious* franchise, Bill has continued to develop his creativity in two demanding projects. *Aquaman* (2018) and *Jumanji: The Next Level* (2019).

The Plymouth Barracuda was launched onto the market in April 1964. It was aimed at young drivers who were tired of driving big, heavy family cars. However, it met with stiff opposition from its top-selling rival - the Ford Mustang.

car. And it was this aerospace engineer, industrial designer and artist who suggested the name Barracuda, in reference to the fearsome carnivorous fish. On April 1, 1964, the brand new first-generation Plymouth Barracuda was launched onto the market, eager to please mainly young men who couldn't stand the idea of driving huge family cars. It might well have been an unprecedented sales success, but its appearance on the market was partially eclipsed two weeks later when Ford presented a serious rival in the competition for this sector of the market: the Ford Mustang.

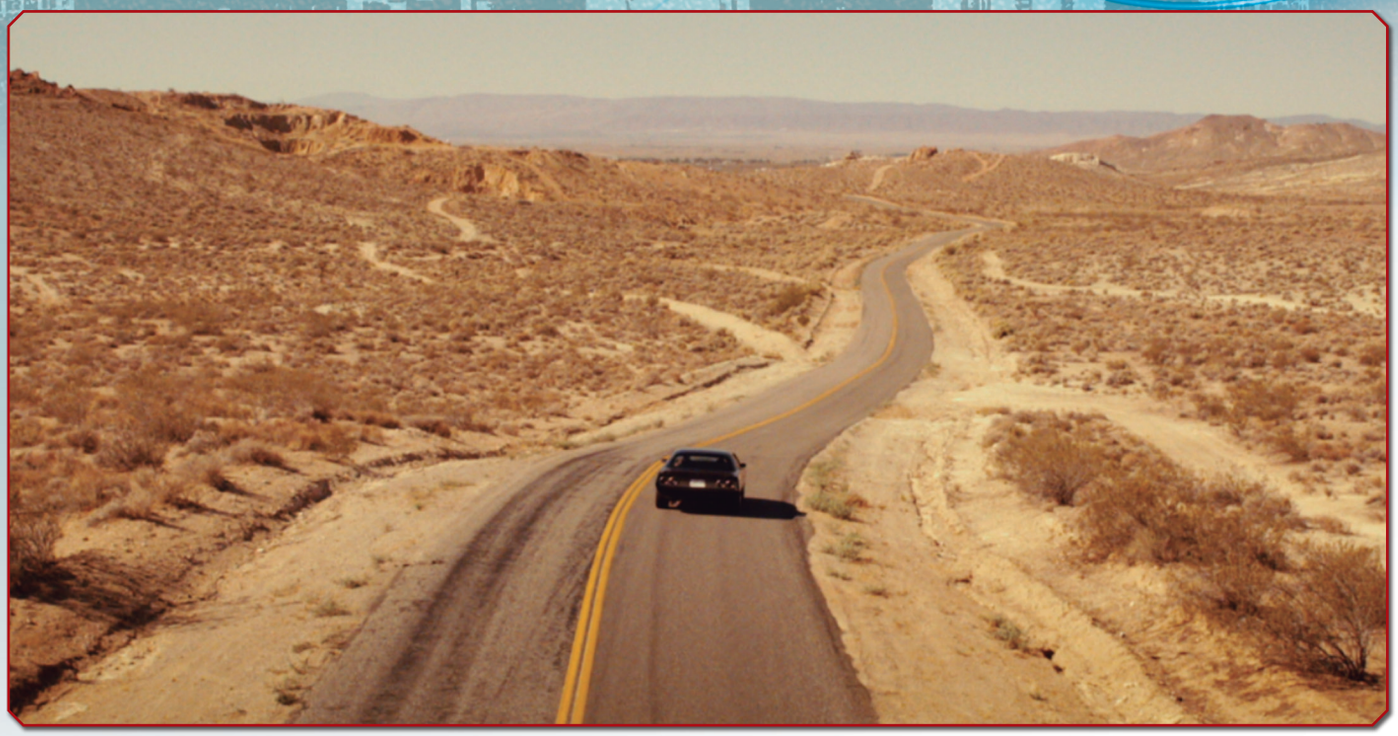
A CAR FIT FOR COMBAT

If in *Fast & Furious 6* we left our heroes with the Cuda parked outside the front door, it was totally logical that *Furious 7* would begin with Toretto at the wheel of this car. Dom was driving the car to practice a peculiar therapy designed to help Letty get her memory back. You must remember that, despite the incredible events she experienced in the previous film, she had still not completely recovered the memories of her life before her serious car accident. And what could Dominic do to try to trigger those memories? Take her to one of the events that both of them most enjoyed together: the Race Wars.

So, right at the start of the film, we find ourselves as guests in the Barracuda together with Letty and Dom, crossing the Californian desert and listening in on a conversation in which both of them show that the flame that once united them is still burning. Toretto thinks that the hundreds of cars gathered there, the music, and the races will jog Letty's memory.



70_FF_BARRACUDA_CORONET_UK.indd 2 24/12/21 12:47



FROM THE VALIANT TO THE REBIRTH

As we can see in these first scenes in *Furious 7*, Toretto's Barracuda is hardly anything like the model that Plymouth launched in 1964. This is due to the fact that the first-generation Cuda was in fact a fastback coupe based on the Plymouth Valiant. It had the same platform and wheelbase, although other aspects had been renewed, such as the wings and the taillights. The initial standard 170 engine varied in the following generations to give greater power.

But in 1970 everything changed. The designer John E. Hertlitz completely forgot about the Valiant and redesigned the Barracuda based on Chrysler's E platform, created by widening and shortening the traditional B platform. And here we find the first reason why Toretto would love the 1970 Barracuda: the E platform would also be shared by one of his essential cars, the Dodge Challenger.

Equipped with 440 and HEMI® engines, as many as three different versions were launched on the market: the base Barracuda (BH), the deluxe Gran Coupe (BP) and a sports version simply called the Cuda (BS). Despite the extraordinary image change and the notable improvement of its performance, the new car had a limited life, as its commercialisation was seriously affected by the fuel crisis. The Barracuda ceased production in 1974, although with the passage of time it was to become a highly prized collector's item for fans of genuine muscle cars. For example, an American collector would one day pay as much as two million dollars for a HemiCuda convertible.

THE CUDA ALWAYS WINS

In July 2014, the Plymouth Barracuda was filmed for *Furious 7*. Some roads on the outskirts of Los Angeles served as an introduction until it reached Lancaster, a city some miles to the north, where the new Race Wars was recreated. As on previous occasions, the movie's producers had used the social networks to call on auto clubs and fans from all over the country to turn up on the arranged date showing off their most spectacular vehicles. All this took place against a spectacular backdrop created by the production designer Bill Brzeski.

When the film actors got there, they could not believe the people's response, excitedly telling them what the *Fast & Furious* franchise had meant for their lives. They spent hours walking around the place to admire the cars, sign autographs and have their photographs taken with their fans.

"It was awesome," Vin Diesel remembers. "There were people reciting lines from the first movie out loud with reverence and respect. It was authentic, and it reminded you that, although it's just a movie, *Fast & Furious* has a positive effect that people adopt as their own."

In the movie, Letty gets behind the wheel of the Barracuda to take part in a quarter-mile race in which she is up against an Audi R8. Despite winning, the experience and the memories confuse her, leading her to suddenly drive away. Nevertheless, the vehicle still has one more prominent moment at the end of the movie, when Letty rescues Megan Ramsey in the streets of Los Angeles so that she can neutralise the dangerous device known as God's Eye.

At the beginning of *Furious 7*, Dom Toretto and Letty Ortiz drive the desert roads of California aboard a 1970 Plymouth Barracuda, on their way to that year's Race Wars event.

70_FF_BARRACUDA_CORONET_UK.indd 3 24/12/21 12:47

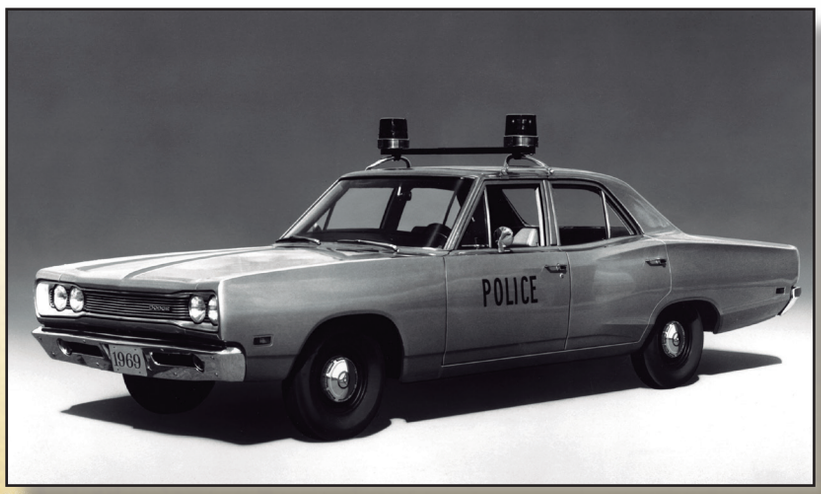


A hardtop coupe version (with no B pillar) of the 1968 Dodge Coronet, with the sports R/T finish. This was the base for the development of the range's muscle cars with HEMI® engines.

DODGE CORONET 1965-1970 MODEL

The name Coronet was used by the Dodge brand, from 1949 to 1969, for some of its largest models. In 1965, the Dodge Coronet name was transferred to a midsize model with five different types of bodywork.

The Dodge Coronet, with its four-door saloon bodywork, was the car the brand used in that period for conversion into a police patrol car.



The new 1965 Dodge Coronet inherited the Dodge Polara's platform, although with a new design with two large round headlamps on the front. This midsize car, a big seller (200,000 units in the first year), was designed with different types of bodywork (two and four-door saloon, two-door coupe, hardtop coupe, convertible and family) and it was marketed in three finishes, the basic Coronet, the midsize 440 and the superior 500.

Its wide range of engines included six-cylinder versions for the basic models (3.7 litres) and different V8s ranging in cylinder capacity from 4.5 litres to 7.2 litres for the sportiest cars. From 1966, when the 7-litre competition HEMI® engine was available for street models, the Dodge Coronet offered it as an option.

In 1968 it underwent a profound redesign. With more angular lines, a slightly larger size and the appearance of new versions, such as the Super Bee muscle cars, the Dodge Coronet sold well until the end of 1970. For its last year on the market, it was given a new front with a split radiator grille. From 1971, the new generation changed its philosophy and only the four-door version was sold (saloon and family).

70_FF_BARRACUDA_CORONET_UK.indd 4 24/12/21 12:47



ATTACHING THE ROOF

In this assembly session you will attach the roof of you model car. Please follow our instructions and the accompanying illustrations carefully.

PIECES FOR THIS STAGE

70A



70B



LM



NP

OP

RM

70A Roof
70B Double-sided tape
LM Screws 2,3 × 4 mm (x 12)*
NP Screws 1.2 × 3,5 mm (x 5)*
OP Screws 1.5 × 3 mm (x 5)*
RM Flat head screws 1.7 × 3.5 mm (x 3)*

* 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.

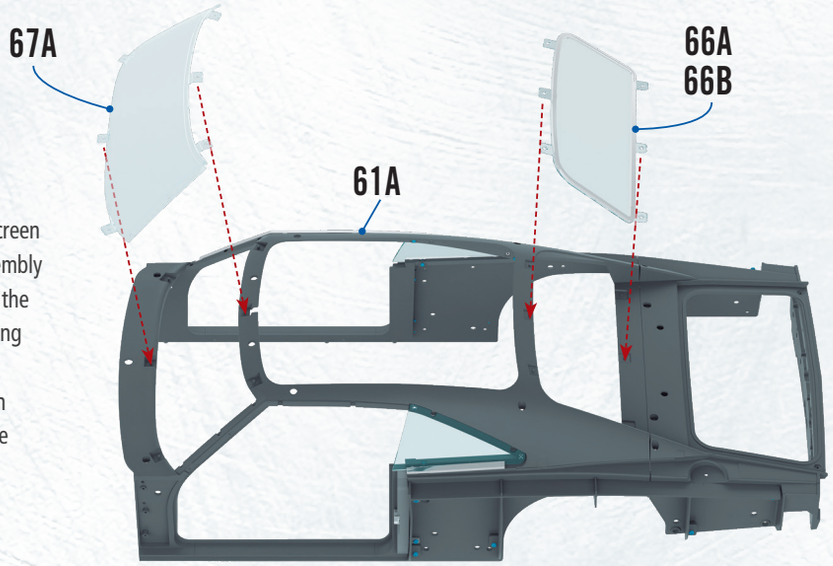
ASSEMBLY AREA



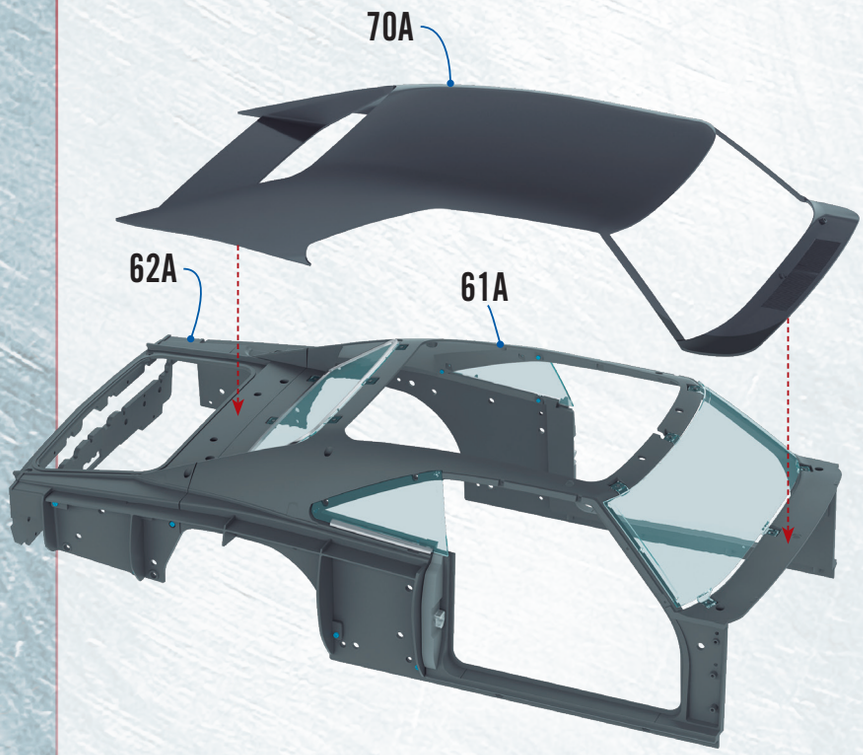
ROOF

70_FF_BARRACUDA_CORONET_UK.indd 5 24/12/21 12:47

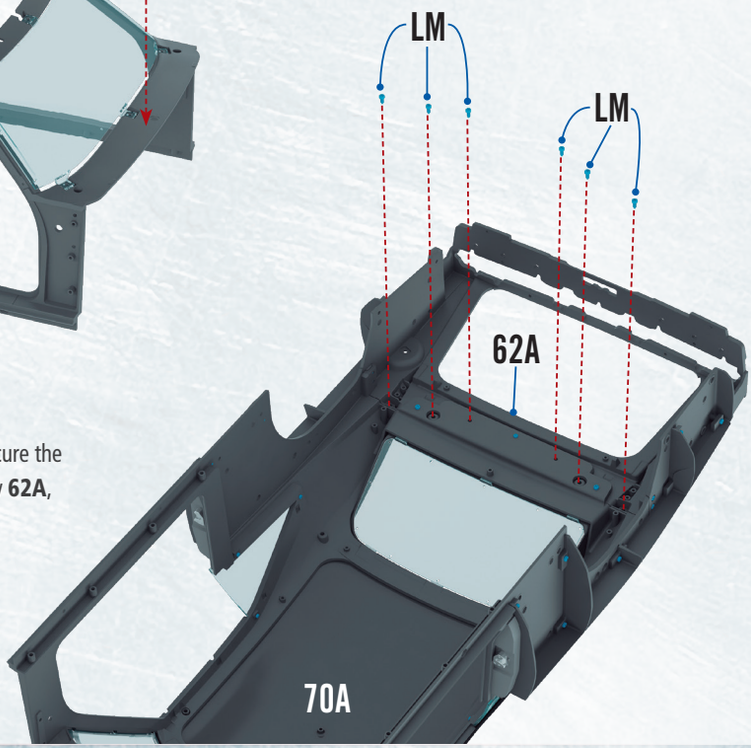
Attaching the roof



70.1 **GET** the rear window and the windscreen that you prepared in the previous assembly sessions. Place the piece composed of the rear window **66A** and its frame **66B** onto the rear opening in the middle section of the car body **61A**, and put the windscreen **67A** on the front. Make sure that the tabs on the rear window and the windscreen are aligned with the corresponding slots in the car body. ▶



70.2 **POSITION** the roof **70A** onto the car body, as shown in the illustration. ◀



70.3 **TURN** the pieces over very carefully. To secure the roof **70A** to the rear section of the car body **62A**, insert 6 **LM** screws into the holes that are indicated in the illustration. ▶

70_FF_BARRACUDA_CORONET_UK.indd 6 24/12/21 12:47



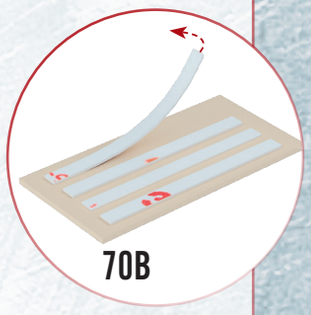
70.4

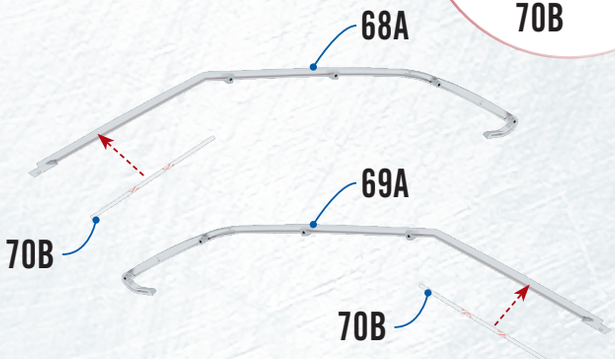
INSERT four **LM** screws into their corresponding holes in the roof **70A** and the middle section of the car body **61A**. ▼



70.5

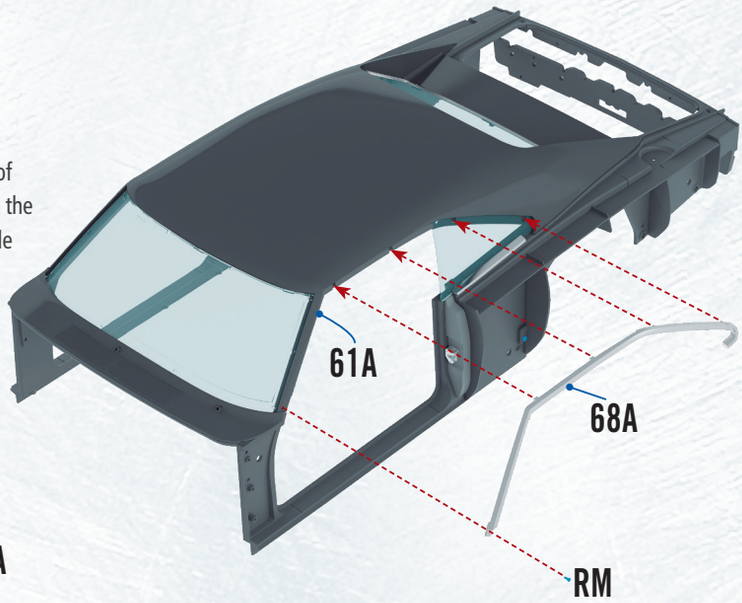
REMOVE one strip of double-sided tape **70B** from the backing paper and attach it to the straight end of the chrome frame 1 of the rear left quarter window **68A**. Do the same with the chrome frame 1 of the rear right quarter window **69A**. ▼

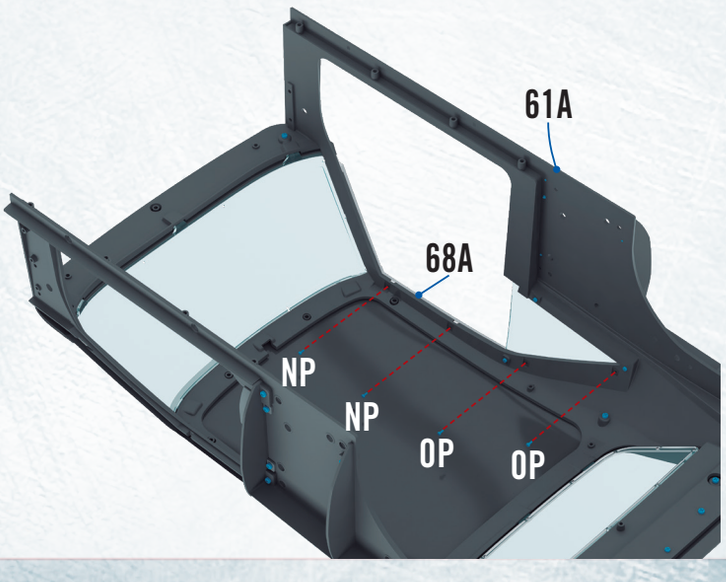




70.6

REMOVE the protective film from the strip of double-sided tape on the frame **68A**. Position the frame **68A** on the upper left arch of the middle section of the car body **61A**. Then insert one **RM** screw into the hole in the front edge of the frame **68A**. ▶





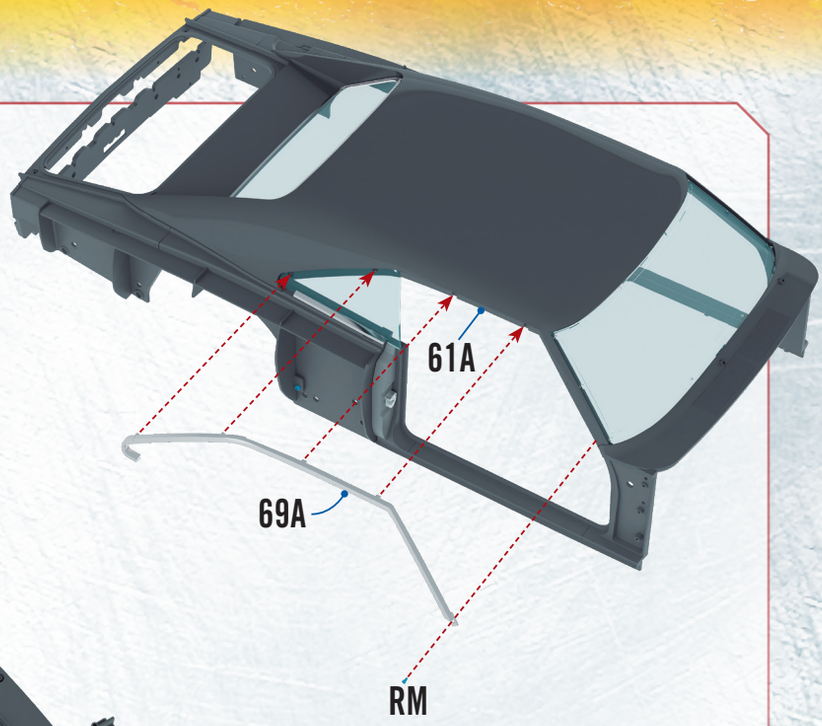
70.7

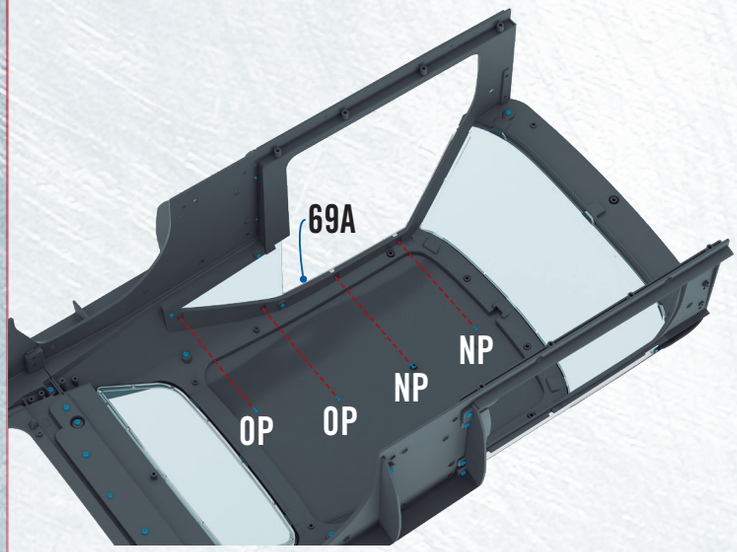
FROM THE INSIDE, secure the frame **68A** to the middle section of the car body **61A** with two **OP** screws (rear holes) and two **NP** screws (front holes). ◀

70_FF_BARRACUDA_CORONET_UK.indd 7 24/12/21 12:47

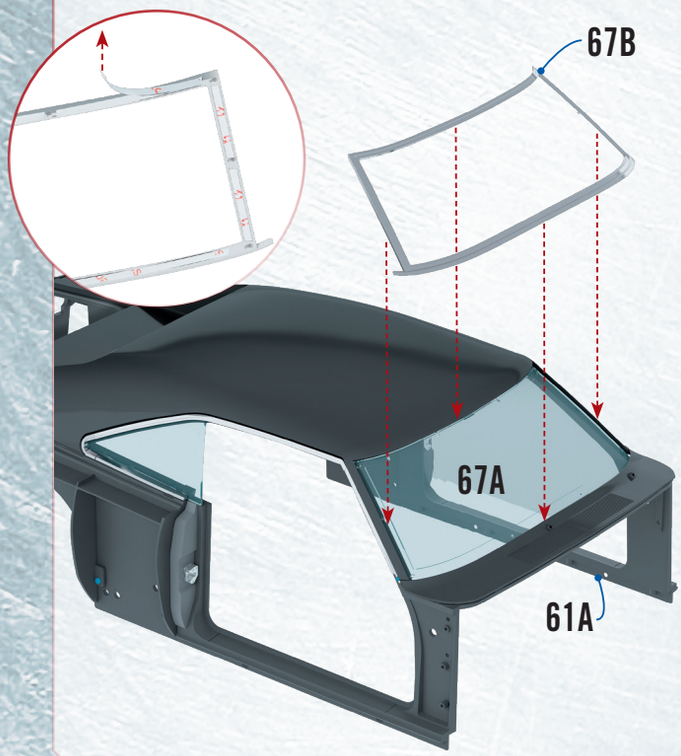
Attaching the roof

70.8 **REMOVE** the protective film from the strip of double-sided tape on the frame **69A**. Position it in the same way you did on the other side, and insert an **RM** screw into the hole in the front. ►





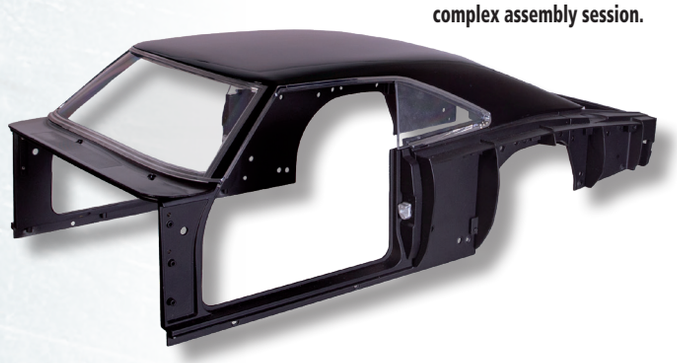
70.9 **USE** two **OP** screws and two **NP** screws to secure the piece from the inside. ◄



70.10 **REMOVE** the protective film from the strips of double-sided tape on the windscreen frame **67B**. Now install the frame onto the middle section of the car body **61A**, on top of the windscreen **67A**. ◄

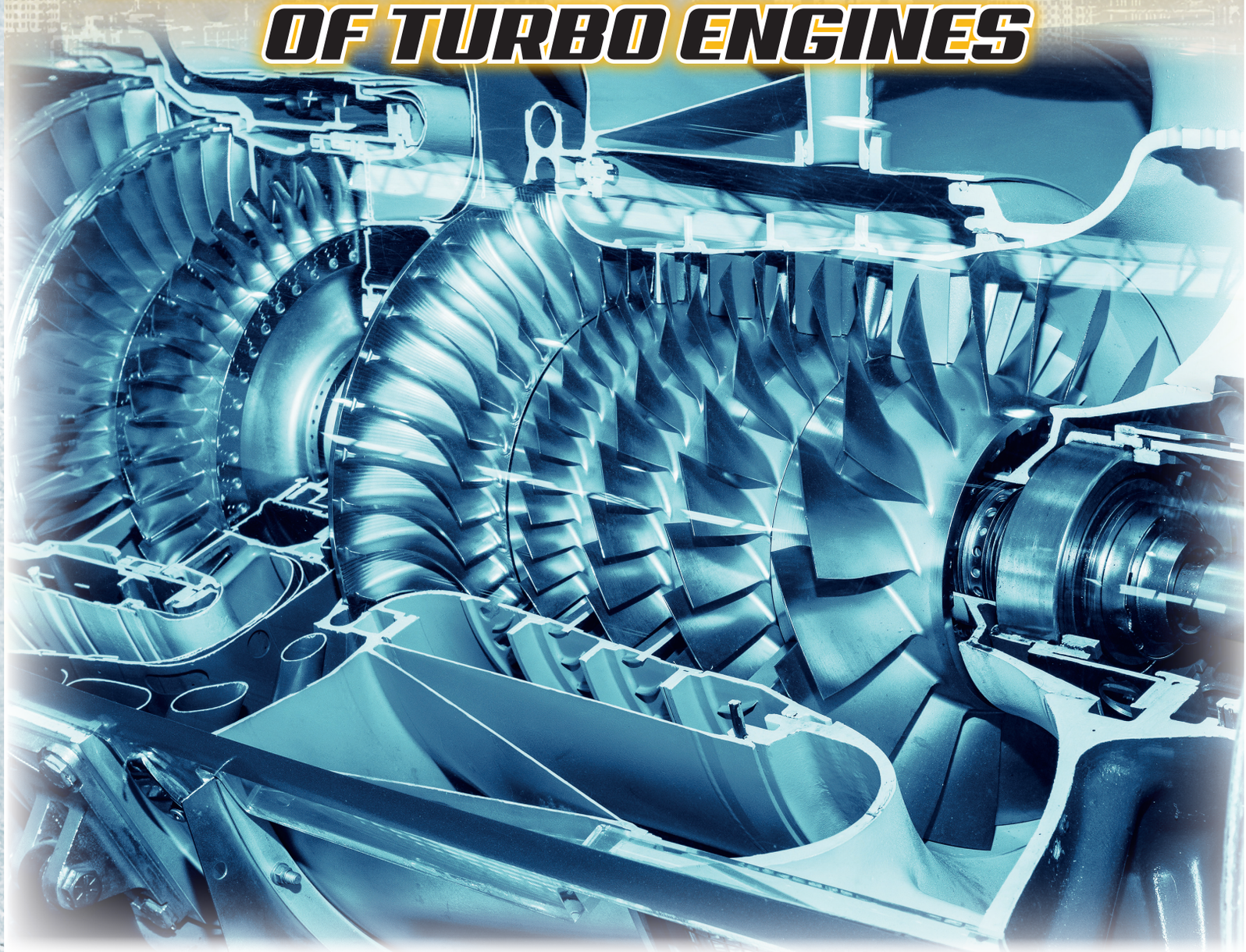
RESULTS OF STAGE 70

This is what the car body looks like at the end of this complex assembly session.



70_FF_BARRACUDA_CORONET_UK.indd 8 24/12/21 12:47

THE HISTORY OF TURBO ENGINES



Today, turbocharged engines play a fundamental role in the automotive field. They make it possible to dramatically increase power, and, as often happens, it was military use that accelerated their development. You might be surprised to learn that it all started with aircraft turbines...

The invention of the turbocharger is attributed to the Swiss engineer Alfred J. Büchi. After studying steam turbines, he wondered if he could apply the same principles to exploit the energy contained in the exhaust gases from the recently introduced internal combustion engines. The patent for the first turbocharger was filed in 1905. Between 1909 and 1912, Murray-Willy developed the first turbocharged engines designed for a specific purpose: to solve the problem of the drop in engine power of high-altitude aeroplanes that limited how high they could fly. Experiments in aeronautics continued, and at the beginning of the 1930s, turbochargers were used for industrial and railway applications. In 1936, J.C. Garrett founded the Garrett Corporation. Today it is one of the most famous turbo-compressor manufacturers and is well known in the world of car tuning.

Among all the types of engines designed to replace the traditional reciprocating internal combustion motor, turbines have a place of particular importance.

70_FF_BARRACUDA_CORONET_UK.indd 9 24/12/21 12:47

The history of turbo engines



During the Second World War, turbine engines made it possible to reach higher altitudes and came to replace most piston engines in the aeronautical sector.

JET ENGINES

We know that wars bring destruction, but it is undeniable that the arms race has always been a strong driver of technological development. The principle also applies to the use of turbines. During World War II, jet engines quickly replaced piston engines in fighter planes and high-altitude aircraft. A perfect example was the deadly Lockheed P-38J Lightning. It was an American long-range, twin-engined heavy fighter, used by the RAF and the United States air force during World War II. When it first appeared in 1939, it was a revolutionary aircraft. The design was extremely innovative, thanks especially to its twin-beam fuselage. It was powered by two Allison V-engines with turbochargers on the tail beams and used three-point landing gear. Its main strengths were undoubtedly its heavy armament, its autonomy and its ability to engage in combat at much higher altitudes than those achievable by enemy aeroplanes, thanks to its two turbocharged Allison V-1710 engines.

FROM PLANES TO CARS

The development program during the war led to the creation of new, more resistant materials. Advanced processing techniques allowed the development of progressively smaller turbines that were well suited to automotive use.

The wave of enthusiasm coming from the aeronautical sector encouraged car manufacturers to engage in research and development aimed at creating turbine-assisted engines with which to power their cars. One of the important advantages was the ability to use almost any type of fuel, and turbocharging increased performance dramatically. It was enough to look at the world of aviation to realise what turbocharged engines could do.

Initially, concept cars were produced, driven by engines originally for aeronautical use. Later, car manufacturers designed and produced turbine engines especially for automotive use, although the initial process was both demanding and expensive.

The first four-wheeled cars were mainly concept cars or high-performance prototypes, built with the aim of allowing carmakers to feel their way into the new technology. At the same time, they demonstrated each company's capabilities and showed how far they were looking ahead. In short, research and feasibility studies on the one hand and profitable advertising on the other. There were also those who thought about speed records and taking part in high-profile races.

70_FF_BARRACUDA_CORONET_UK.indd 10 24/12/21 12:47



The first company to make a car with this type of engine was Britain's Rover, soon followed by America's Chrysler. Then, in the early 1950s, major truck manufacturers started to experiment with this new technology on their vehicles.

In Italy, FIAT was the first European car manufacturer to build a concept car with a gas turbine, the 8001 Turbina, tested in 1954. The car's futuristic design came from the studios of the *Centro Stile di Torino*, and it was based around a tubular chassis with a mid-engined, two-seater configuration. It had large vertical stabilising fins at the rear and boasted a drag coefficient of only Cd=0.14. It consisted of a two-stage centrifugal compressor, three can-type combustors, a two-stage turbine driving the compressor, and a single-stage power turbine with a geared reduction to the rear wheels. There were no gearbox or clutch, and the car produced 300hp at 22,000rpm.

Under the bonnet of the 1962 Plymouth Turbo Fury, Chrysler's engineers fitted a 140hp turbine engine.

The history of turbo engines

During its road test on the Lingotto circuit, the Fiat Turbina reached 250km/h, but the project was abandoned for technical production reasons. Today the only example is kept at the Turin Automobile Museum.

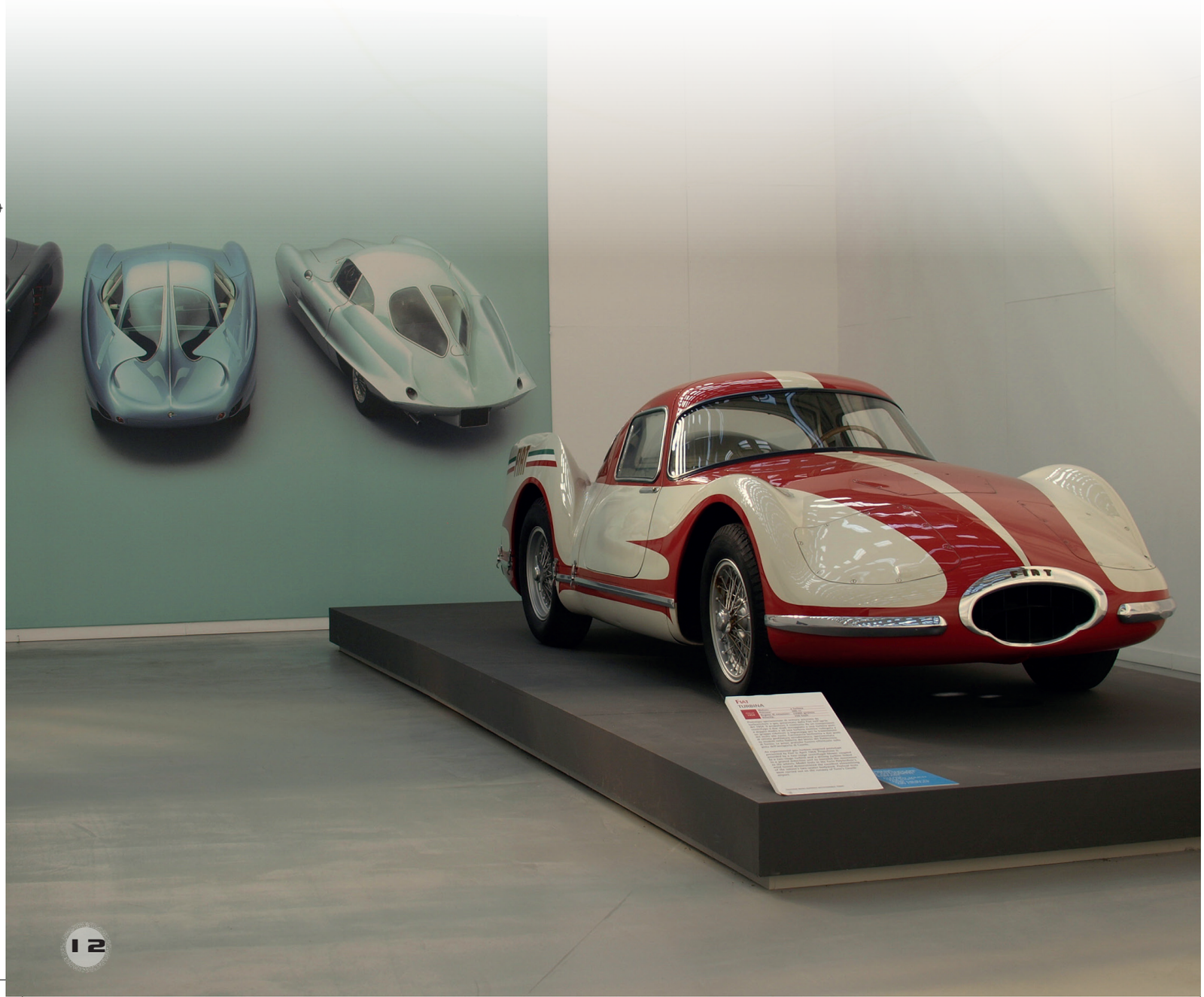
THE FOLLOWING YEARS

The sixties were of particular importance for turbines intended for automotive use, with appearances of racing cars at the 24 Hours of Le Mans in 1963 and 1965. They finished eighth and tenth, with a lower average speed than their competitors, but with fuel consumption practically halved compared to the other cars.

Chrysler was also very active in this decade. It was a leader in the field of turbine-driven cars with the 1962 Plymouth Turbo Fury and its twin, the Dodge Dart. The company's progress culminated in the two-year period 1964-1966 with the creation of 203 examples of turbine cars offered to carefully selected customers.

Over the years, the concept of the turbine engine was abandoned, to be replaced by the dominance of internal combustion. However, the use of turbochargers for supercharging became widely used in the auto industry. The seventies marked the beginning of the "turbo era" in Formula 1 (which lasted until 1989), creating engines with terrifying power of almost 1,500hp. These were closely followed in the eighties by the monsters in Group B of the Rally Championships. And so we come to the present day that sees the turbocharger as the ideal companion for diesel engines. The credit goes to Alfa Romeo 156 for the introduction of the Common Rail direct injection diesel engine.

The Fiat Turbina 8100 was the first European concept car to be equipped with a 300hp turbine engine.



70_FF_BARRACUDA_CORONET_UK.indd 12 24/12/21 12:48

Not only cars: Other turbo engine applications

Gas turbines are to be found in other interesting applications, even though they are not particularly widespread, for example, in tanks and trains. They were used in the T-80 B tank in the first half of the 1980s and in the Soviet-made T-80 U, combined with mechanical transmission. These two generated 1,000 and 1,250hp, respectively. However, the later T-90 was equipped with a diesel engine, and this suggests that the results had not been entirely satisfactory. Even with the American M1 Abrams, powered by a Textron Lycoming turbine developing 1,500 horsepower at 30,000rpm, it seems that there were some challenges.

Turbine trains were built both in France and in the United States. The Americans chose a solution that saw a turbine operating at a practically constant speed powering an electrical generator. Traction was then obtained using a series of electric motors connected to the wheels. This scheme was adopted for some magnificent locomotives built by ALCO (the American Locomotive Company) for Union Pacific between 1952 and 1961. Three different versions were built, with a total of 54 units. The General Electric turbine, with which they were equipped, produced 8,500 horsepower. The French Turbotrain RTGs were light trains that entered into service in 1952. About eighty units were built. Each of them had two turbine engines producing 1,600 and 1,100 horsepower that were connected to the wheels by a hydro-mechanical transmission made by Voight. Thirteen units of the American Amtrak RTL Turboliner that was derived from these trains were modernised in the early 2000s and are still in service today.



70_FF_BARRACUDA_CORONET_UK.indd 13 24/12/21 12:48

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799 70

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME

70_FF_BARRACUDA_CORONET_UK.indd 14 24/12/21 12:48