FAST & FURIOUS™

79

Build the Legendary

DODGE CHARGER R/T



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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: 978-1-4439-5222-4
FFN79: 22 03 09

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

Picture credits: NBCUniversal Archive; FCA Archives; Shutterstock

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Printed in Poland

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THE LUCRA LC470 SUPERCAR

When this automobile was slated to appear in *Fast & Furious 6*, the wish was for it to play a very prominent part. However, due to various production requirements, in the end its appearance on screen was limited. Even so, its mere presence in the franchise was more than enough to please fans of fast cars.

For *Fast & Furious 6*, the film crew endeavoured to present a really impressive cast of cars: from American Dodge and Ford classics to undoubtedly attractive European models, like the 1970 Jensen Interceptor driven by Letty, or Shaw's Aston Martin DB9. But among all these, the big surprise was the presence of an absolutely unforgettable sports car: the Lucra LC470. It is a sports car inspired by the Lister Jaguar racing cars of the 1960s, and it is the living embodiment of the ideal sports car: a convertible with aerodynamic lines capable of moving at high speed but with great road holding.

FROM CALIFORNIA TO THE UNITED KINGDOM

Despite the fact that most of *Fast & Furious 6* was filmed in London and the Canary Islands, vehicle coordinator Dennis McCarthy insisted on being able to calmly prepare the cars at his operations HQ in Los Angeles before sending them to wherever they needed to be, and the Lucra LC470, hand-built in California, was no exception.

"The operation that Dennis and his crew successfully pulled off was a complete surprise," says producer Clayton Townsend. "Not only were these guys able to modify these vehicles, but they scrupulously met the production and dispatch schedules.

The Lucra LC470 is one of the most attention-getting sports cars ever to appear in the *Fast & Furious* saga.

The Lucra LC470 Supercar



Although the director had initially considered having Tej Parker drive the Lucra LC470 in a high-speed chase, the car finally played a lesser role than was planned.

For the audience, the way in which Dom, Brian and the team acquire these incredible vehicles seems perfect and happens extremely quickly. But that's only possible thanks to the extraordinary talent we have on both sides of the camera."

BUILT FOR SUCCESS

In the first versions of the script of *Fast & Furious 6* the plan was for Tej Parker to be involved in some thrilling car chases. With this in mind, the movie's vehicle coordinator, Dennis McCarthy, thought that the Lucra LC470 would fit this character's sophisticated personality like a glove, as it was a sports car with an unrivalled personality.

This vehicle owes its existence to the personal dream of an entrepreneur, Luke Richards, a total car fanatic who in 2006 decided to set up his own company to design and build the car of his dreams by hand, a sports car whose initial design almost seemed to have been inspired by the popular cartoon series *Wacky Races*. Born in southern California but raised in England, more than anyone Richards was perfectly placed to combine the power of American cars with the aerodynamic lines of European sports cars.

The Lucra was created in the same garage where years earlier Luke Richards had spent time rebuilding Land Rover Defenders. With a lightweight monocoque and a laser-cut tube-frame chassis, he paid his personal tribute to English roadsters by creating a pure-bred roadster that did not even have windows.

LUXURY ON WHEELS

Following in the footsteps of Brian Lister, a pioneer of hand-built sports cars who created the Lister Jaguar 'Knobbly', a clear forerunner of the Lucra, Luke Richards made use of old spare parts to create his own sports car, such as C4 Corvette suspension parts or a Chevrolet Silverado 1500 voltage regulator. And he took great care when designing the spacious and comfortable interior, with racing seats equipped with five-point harnesses to keep the driver and passenger secure at all times, and a steering column that tilts to suit the driver.

The Lucra LC470 absolutely amazed all the stunt performers who dared to drive it and experience its top speed of 322km/h. At no time did its designer intend for it to be mass-produced. On the contrary, he announced that he would hand-build every order in approximately eight weeks, customising all the details according to the wishes of the future owner. What Richards perhaps did not imagine was that his portfolio of customers would include the people behind *Fast & Furious*.



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CLAYTON TOWNSEND

Born on 9th February, 1961, in Los Angeles, California, Clayton Townsend began working in the film industry in the 1980s. Initially, his job was to find exterior locations for movies such as *The Jazz Singer* (1980), *The Hunger* (1983) and *9½ Weeks* (1986). But his career experienced a remarkable change of direction when he went into partnership with the director Oliver Stone and became his associate producer. Out of this collaboration came movies as notable as *Born on the Fourth of July* (1989), *The Doors* (1991), *JFK* (1991) and *Natural Born Killers* (1994). Later on, Clayton was involved as an executive producer in *The Fast and the Furious: Tokyo Drift*, associating his name with the famous franchise, to which he would return for the sixth and ninth movies in the series. At the same time, he began promoting some box-office smash-hit comedies, like *Knocked Up* (2007), *My Best Friend's Wedding* (2011) and *This Is 40* (2012).

IT JUST HAD TO BE SEEN

As soon as Dennis McCarthy found out about the existence of the Lucra LC470 he started thinking about the possibility of incorporating it in the franchise. And the sixth movie became the ideal opportunity to do so. So he placed an order with Richards.

The designer's team prepared three identical models in California, registered as VIN "Fast 6 1" so that they could be shipped to Europe, where the film would be made. The front of the new sports car was conceived in glass fiber instead of carbon fiber to increase the weight and thus adapt it to the United Kingdom's safety standards. Two of the models were equipped with a 6.2-liter LS3 V8 engine and a three-speed automatic gearbox, designed especially to be able to do all kinds of acrobatic maneuvers in front of the cameras. The third model had a 7-liter V8 engine and was designed to be displayed stationary, like a prop on set. The three Lucras were identical on the outside and were painted green and yellow, as a tribute to the classic Lister 'Knobbly'.

The Lucra LC470s in *Fast & Furious 6* were treated like priceless items of jewelry, to such an extent that despite being prepared to take part in action scenes the crew was scared stiff of accidentally damaging them. In fact, during the filming they did not even dare to drive them, in case any damage was done, and in the brief sequences in which they appear, they do so completely stationary.

The vehicle can be appreciated above all in the spectacular scene of the tank on the highway. While his buddies Dom, Brian and Roman risk their lives and their cars – a 1969 Dodge Daytona, a 1971 Ford Escort Mark I and a 1969 Mustang Anvil, respectively – Tej appears on a bridge, together with Han, well away from the action, in front of his brand new Lucra LC470. From there, it is Tej's job to alert them to Shaw's movements via walkie-talkies.

The LC470 used in the film was liveried in green and yellow, the same colours as the classic Lister Knobbly that inspired its design.



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DODGE MIRADA

A classic, for both its look and its mechanics, the Dodge Mirada was a coupe with elegant lines that was sold on the US market between 1980 and 1983. There was a range of engines to choose from, either inline six or V8, and it was based on the popular contemporary Dodge Aspen.

The grille of horizontal slats and the opera sunroof, which could also be covered in vinyl, enabled people to identify the Dodge Mirada and tell it apart from its brother, the Chrysler Cordoba.



An advertisement for the Dodge Mirada in which all the models of the competition are mentioned explicitly, encouraging their owners to try the Dodge brand's car.

Launched to replace the Dodge Magnum, and obviously shorter (5.32 meters long instead of 5.48), the Dodge Mirada was a coupe related to the Dodge Aspen and the Chrysler Cordoba, whose overall design it shared. The Chrysler Cordoba, clearly more luxurious, was the first model whose definitive design was established, so the Dodge brand's designers had to make several changes to distinguish it from the parent brand's model. The front, with a grille of horizontal slats, and the roof, with an opera-style rear sunroof (a second window behind the B pillar in a sort of "extra roof"), were its main aesthetic features.

The Dodge Mirada, which remained virtually unchanged during its four years on the market (1980 to 1983), was sold with three different engines, a 3.6 litre inline six giving 90hp, and two V8s, one 5.2 litre with a 130hp double carburettor, and the other 5.9 litre with four carburettors giving 185hp. All the engines were connected to three-speed automatic gearboxes that transmitted the power to the rear wheels. With classic lines and mechanics, the Dodge Mirada did not sell as well as had been expected (possibly due to a lack of promotion) and it disappeared after just over 50,000 units had been built.

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THE RIGHT BOOT SIDE PANEL

In this assembly session you will attach the right boot side panel to the car body. Please follow our instructions and the accompanying illustrations very carefully.

PIECES FOR THIS STAGE

79A



79B



79C



79D



SM



79A Right boot side panel
79B Rear right parking light mount plate
79C Rear right parking light frame
79D Rear right parking light lens
SM Screws 2 x 4 x 5mm (x 6)*

*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

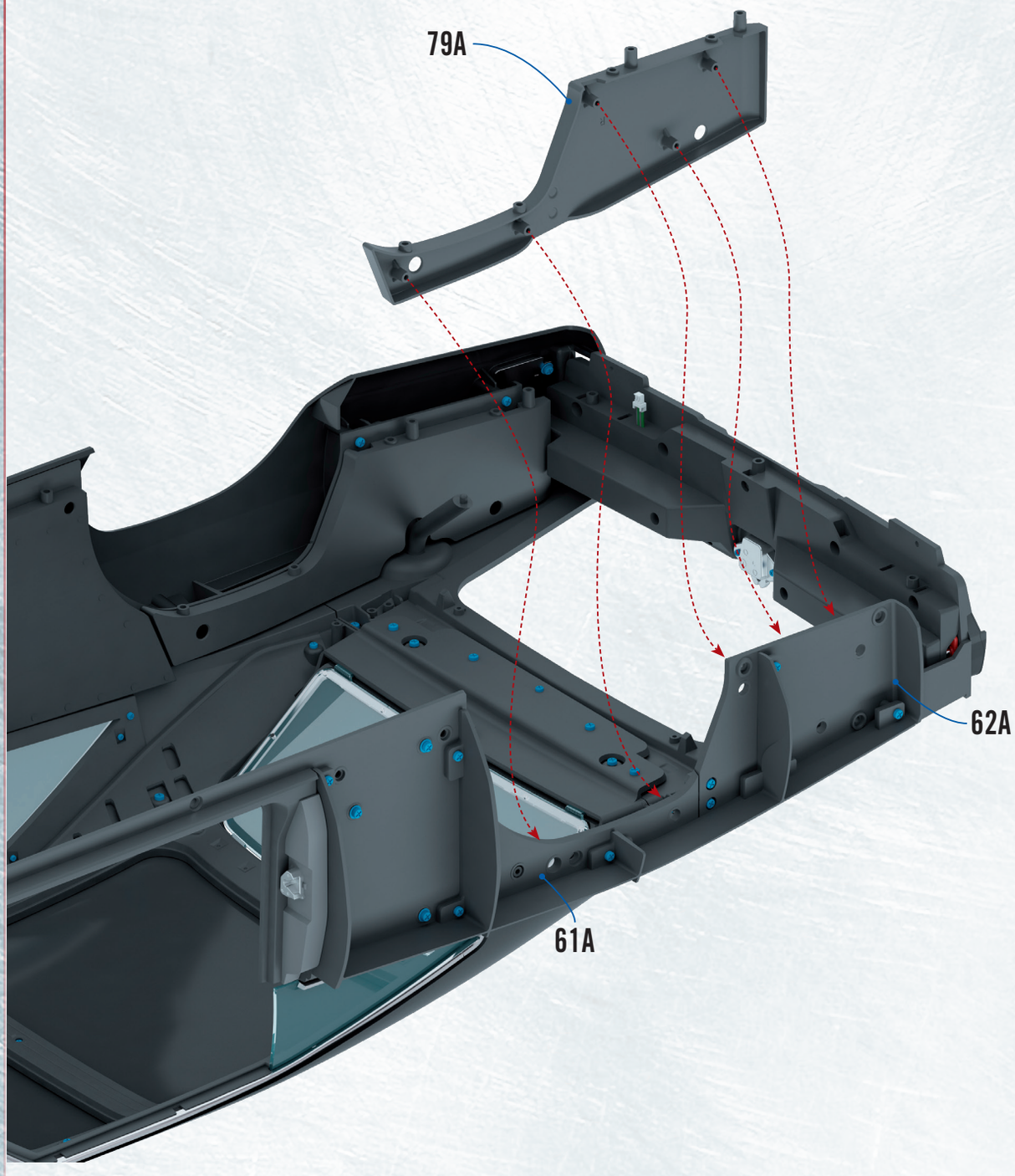


BOOT

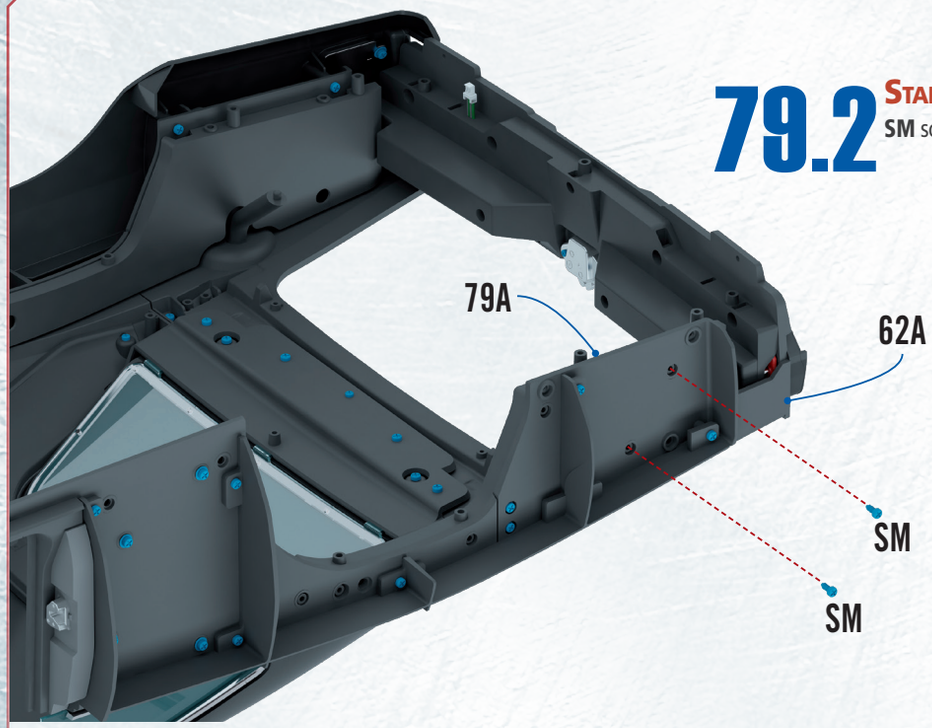
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The right boot side panel

79.1 **ATTACH** the right boot side panel **79A** to the inside of the right side of the car body (**62A** and **61A**) by aligning the five pins with the five corresponding holes in the car body. ▼

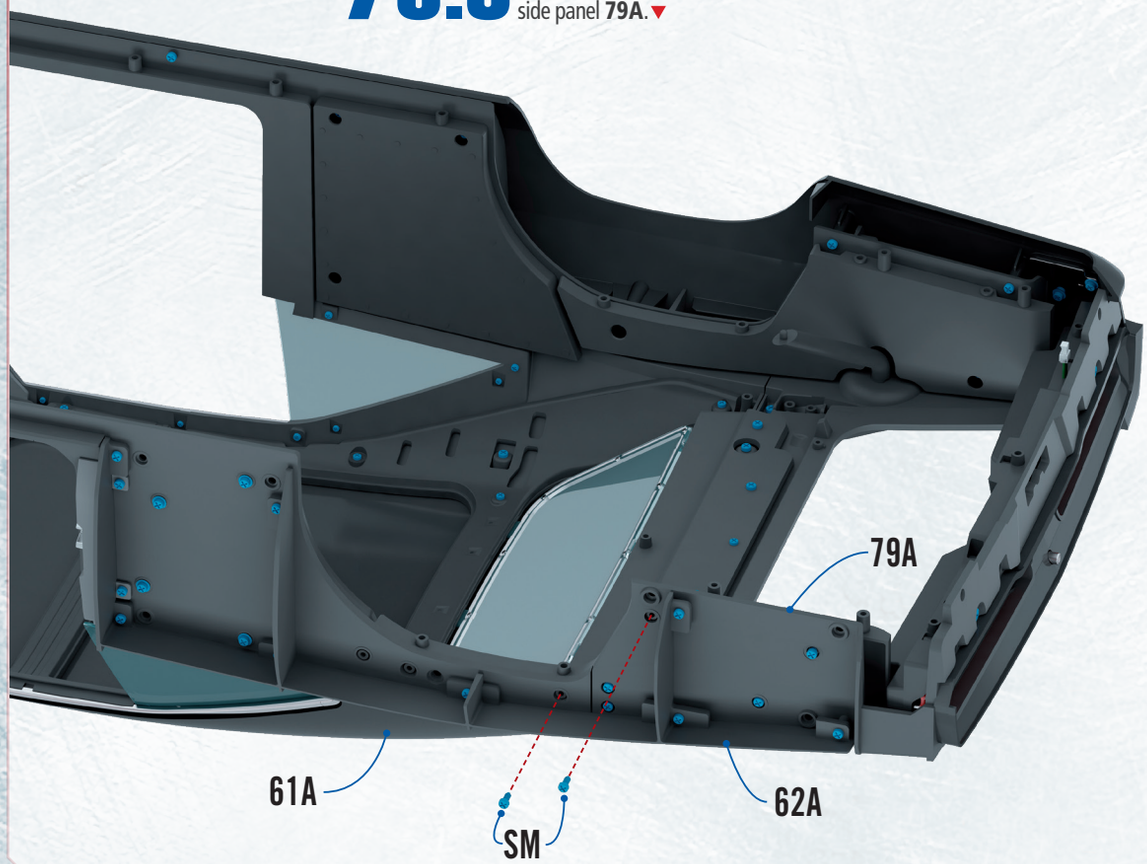


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79.2 **START** securing the panel by inserting two **SM** screws in the holes at the back. ◀

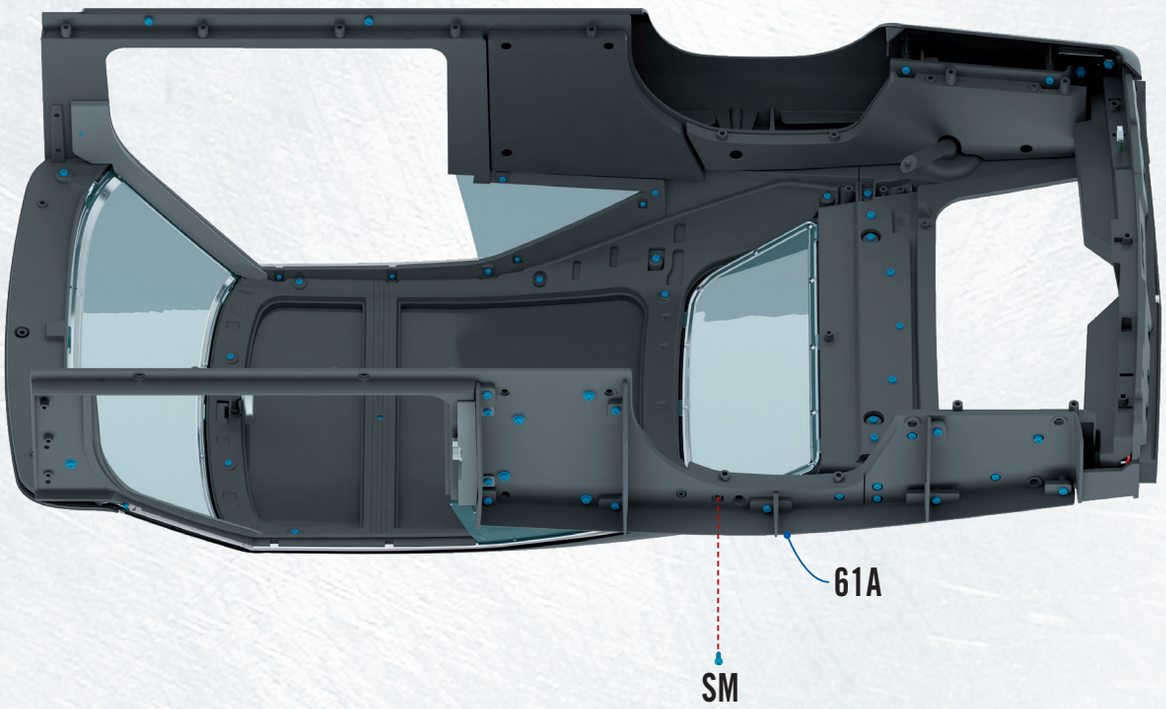
79.3 **NOW** insert another two **SM** screws from the outside of the car body to secure the middle of the rear right boot side panel **79A**. ▼



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The right boot side panel

79.4 **FINALLY,** insert another SM screw in the hole in the middle section of the car body 61A, indicated in the illustration. ▼



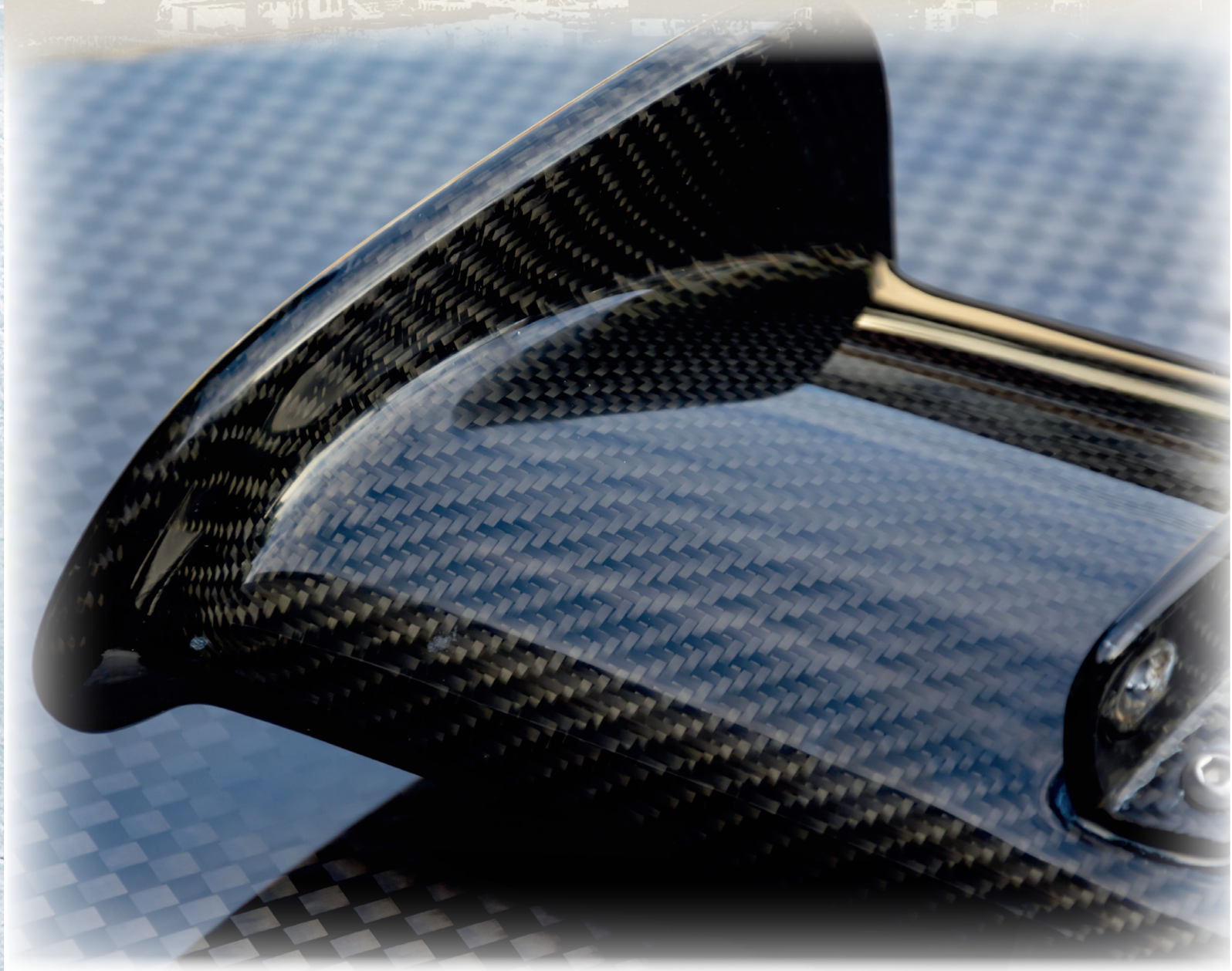
RESULTS OF STAGE 79

You have now mounted the right boot side panel. Keep any pieces you haven't used in a safe place.



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THE FANTASTIC WORLD OF FIBRES



When it comes to advanced materials, we obviously have to talk about carbon fibre. However, while it is undoubtedly a fantastic material, it has its limitations. That is why it is often used in combination with other elements to build "hybrid" composites with superlative characteristics. In this article, you will learn more about the subject.

The materials that have attracted most attention in recent years are the composites, consisting of resistant elements incorporated in a matrix. Most of the time an epoxy resin is used to suspend the fibres. Today these materials dominate, both in the aeronautical field and in the construction of sports and racing cars. Here, composites are used for everything from the aerodynamic add-ons to the entire bodywork. The most common, and the

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Fibreglass or VTR is a type of plastic reinforced with glass fibres impregnated with thermosetting resins (generally liquid and based on polyester, vinyl ester or epoxy). These resins harden after processing using catalysts and accelerators The fibreglass is placed inside moulds and then impregnated with resin to create elaborate car components.

most interesting from our point of view, are those made up of long fibres. These fibres can be arranged as required and impart a marked anisotropy to the finished material, and therefore to the component being made. Anisotropic means that the physical and mechanical characteristics of the material are not the same in all directions, but change according to their orientation. Therefore, it is not only the component that is being designed, by arranging the material where it is most needed (as happens with metal components), but the material itself can, in a sense, be "designed" to have the optimal characteristics where and how they are needed. Fibres are often used to make fabrics, which can then be superimposed in multiple layers for additional strength.

REINFORCEMENT AND MATRICES

At a macroscopic level, composite materials consist of two or more components that are insoluble in one another and capable of forming a single structure. Inside the structure, one acts as a matrix and the other as reinforcement. The latter may consist of particles, short fibres or long fibres. In the first two cases, the material obtained is isotropic, meaning that it maintains the same properties in all directions. However, the third type is anisotropic. The long fibres are continuous and are suitably aligned for the job they have to do. The final characteristics of the finished product are determined by the properties of the components used, the distribution and orientation

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of the fibres, and the ratio, by volume, of the fibres and the matrix (when the latter is made up of a resin, in general the ratio in question is of the order of 45-65%). The function of the matrices (epoxy, phenolic or thermoplastic) is to maintain the fibres in position, to protect them, and to transfer the stresses. For their part, the fibres must provide mechanical strength and rigidity.

GLASS FIBRES

The mental association between the words fragile and glass is often immediate. How many times have we seen a glass shatter into a thousand pieces when it has been dropped? This is because common glass is characterised by a large number of crystallisation defects that behave as micro-fractures. However, when we spin the glass to diameters of less than a tenth of a millimetre, we effectively eliminate all those defects and obtain a material with high mechanical resistance.

Glass fibres are available in a variety of types and they are widely used in many sectors due to their low cost and complex characteristics. The best known are classified by the letters E and S. They have a density of the order of 2.5kg/dm^3 (slightly lower than that of aluminium), and a remarkable tensile strength equal to between 3500N/mm^2 and 4500N/mm^2. This compares well to steel, for example, which in very small diameter wires can reach 4200N/mm^2.

Given the low density, it is therefore clear that these fibres have a very high specific resistance. The stiffness, that is the elastic modulus, is slightly higher than that of aluminium, considering that the fibres have diameters of the order of 5/20 microns. Glass fibres have an enormous number of uses and are the fundamental component of the fibreglass that we all know well.

FIBREGLASS FOR EVERY USE

Fibreglass is used in practically every sector. Since the 1950s, it has been used for the construction of objects like cars, boats, and aeroplanes, as well as swimming pools and water tanks. Its innate characteristics of lightness and resistance to fatigue have made it a protagonist in the aeronautical sector, in motor racing (where weight reduction is essential), in the construction of wind turbines and in the manufacture of sports equipment. Fibreglass has even been used in space, thanks to its property of resisting explosive decompression.

More recent is its use in the construction sector. This is especially valuable following the discovery of carcinogenic effects due to the respiration of asbestos fibres. These were previously used in asbestos-cement products for both industrial and public roofing. Finally, it is increasingly used in the medical field, where fibreglass is used to produce special protection, which, just like a plaster cast, facilitates the healing of sprains, breaks and fractures. Since the early seventies, it has also been used in the construction of fishing rods. Due to the strength and cost-effectiveness of this application, even after the introduction of carbon fibre alternatives the production of fibreglass rods continues.

BULLETPROOF

In recent years, the use of aramid fibres has become increasingly widespread. Among the most recognised is one known by the name Kevlar. It was invented in 1965 by Stephanie Kwolek, and is manufactured by DuPont.



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Its main characteristic is its enormous mechanical resistance: For the same mass, it is 5 times stronger than steel. This fibre is approximately 40% lighter than glass and 20% lighter than carbon: its density is of the order of just 1.4kg/dm^3. It also has great resistance to heat and flames. Because of these characteristics, aramid fibres are used in an enormous range of different products. The best-known ones are the reinforcement of bullet-proof vests, various sports products such as ropes, in the hulls of boats, in aeroplanes, in the bodywork of racing cars and motorcycles and in fire-resistant protective clothing.

THE METALLIC MATRIX

In a separate category are metal matrix composites (MMC), in which the fibres are incorporated when the molten metal is cast. Currently the most used matrices are made of aluminium, magnesium or titanium, although in the latter case, they are much more complex to make due to the high melting temperature. As you might guess, the need to resist very high temperatures means they are often reinforced with particulate or ceramic fibres, such as silicon carbide or boron.

Compared with unreinforced metals, MMCs offer higher specific strength and stiffness, a higher operating temperature, and greater wear resistance. Boron fibres are very interesting as a reinforcement. This "semi-metal" has excellent characteristics and its fibres, which generally have a diameter in the order of 50 microns, can be incorporated into both epoxy and metallic matrices. They are already widely used in the aeronautical field thanks to their high stiffness and tensile strength (for example in F15 fighters). As an example, a composite consisting of a magnesium-silicon with aluminium matrix incorporating 48% boron fibres creates a tensile strength of 1500N/mm^2. It has a stiffness similar to that of steel, but with a density similar to aluminium. It is a pity that it is so expensive!

Metal matrix composite materials, such as those with boron fibres, have been used in various military aircraft, including American F14s and F15s.

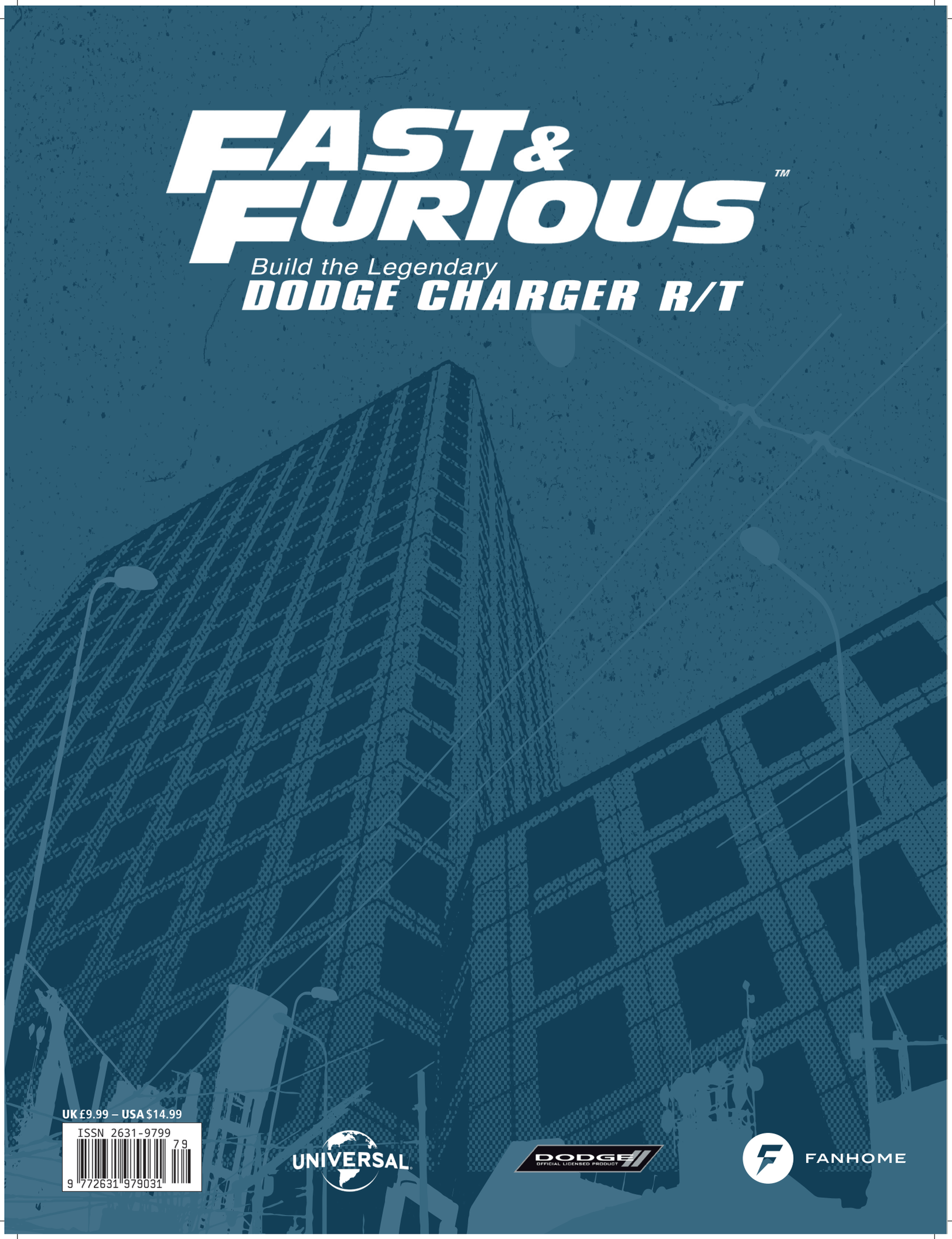


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ISSN 2631-9799 79

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