FAST & FURIOUS™

83

Build the Legendary
DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE
OFFICIAL LICENSED PRODUCT

83_FF_SECRET_CORONET_UK.indd 1 11/3/22 11:43

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: 978-1-4439-5226-2
FFN83: 22 04 06

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

Picture credits: Age Fotostock; Getty Images; FCA Archives; Shutterstock; BMW Media; Miba AG

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.



VERY SECRET AGENTS

He's smart, clever and friendly, and he always seems to be thinking a few minutes ahead of other people. That's maybe why he's the head of one of the most secret agencies of the world. So secret in fact that he just goes by the name of Mr. Nobody.

Furious 7 enriched the star-studded cast of characters with the introduction of an unusual secret agent, Mr. Nobody, a genuine "man in black" who helped to take the series into the terrain of fascinating international intrigue.

FROM THE SHADOWS

In the movie, Deckard Shaw pursues tirelessly Toretto and his team in order to avenge what happened to his brother. Just when the main rivals are about to settle their differences face to face inside a tunnel, where their cars have just collided, a special forces team bursts in. Shaw quickly slips away, while Toretto finds himself surrounded by a large group of armed men. Then, from the shadows, stepping out of a car, a middle-aged man appears, dressed impeccably in a suit that matches the color of his sunglasses. When Dom tries to break free of the armed men, this mysterious character intervenes: "Easy guys. We're on the same team here."

Toretto has no idea what is happening, but it calms him down to be told by the newcomer that he has been personally recommended by Agent Hobbs. When Dom asks him who he is, the man just smiles and says, "I'm … Mr. Nobody," before telling him, "there's a war going on between shadows and ghosts like me. You and your team unwittingly walked into the middle of it in London, and it appears it's now followed you home."

Fans got a pleasant surprise in *Fast & Furious 7* when veteran actor Kurt Russell appeared as the mysterious secret agent "Mr. Nobody".

Very secret agents



With a long and successful career in action movies, Kurt Russell knew just how to bring a touch of humour to the role, matching perfectly the tone of the saga.

A GREAT ADDITION

To construct this new character in *Fast & Furious*, a thorough search was made for possible candidates for the role, until someone mentioned that Kurt Russell had expressed an interest in taking part in the movie.

"Kurt Russell is one of my favorite actors," producer Neal H. Moritz openly admits. "I think I've seen virtually all of his movies."

The popular actor is incredibly versatile. He is equally at home with action movies, comedies and thrillers. Besides that, he has a natural quality that made him a perfect fit as the figure of authority who makes contact with Dom and offers him a solution to the problem of Shaw.

"We were all really excited that Kurt liked the idea of joining the cast for this," Moritz continues, "and he's perfect for this role. There's a touch of eccentricity about his character; he really acknowledges and appreciates the fact that Dom and his team operate far away, outside the sphere of what is strictly legal. Mr. Nobody could have played fair, but he has that refreshing and unexpected way of acting that sets him apart from the traditional bureaucratic chief."

IN THE CENTRE OF OPERATIONS

As soon as he has introduced himself, the secret agent invites Dom to take a look at his centre of operations. Mr. Nobody directs a large force of agents in a covert operations base in El Segundo, California. Of course, Toretto is not taken there for a courtesy visit. Mr. Nobody, who shows he is so up-to-date about Dom's past that he even knows what his favorite drink is, tells him that he needs him to recover a dangerous technological device, the God's Eye, capable of tracing anything and anybody who operates on the internet.

By now, nothing surprises Dom that much, and despite finding himself suddenly plunged into this world of secret agents and international spies, he asks Mr. Nobody why he should be interested in collaborating in this operation. The agent assures him that, if he manages to get hold of the God's Eye, he will allow him to use it to track down Deckard Shaw.

"You go from the hunted to the hunter, and there's no place on earth Shaw can hide from you. More importantly, you and your family don't go to any more funerals."

NOT TOTALLY TRUSTWORTHY

The whole *Fast & Furious* crew loved having a Hollywood legend like Kurt Russell in the cast. The star himself was fascinated by the idea of playing a character who seemed tailor-made for him, and who, despite appearing to be a man you can trust, did not reveal his true intentions at any time.

"When I arrived on the set of *Furious 7*, I wanted to create something a little different," Kurt Russell says. "Not much is known about Mr. Nobody, and I thought it was an interesting approach for the franchise. For the moment, he gives the impression of being a man you can trust, but you can't be sure how long that will last, if he will change, or he will always be like that. That's why I

83_FF_SECRET_CORONET_UK.indd 2 11/3/22 11:43

KURT RUSSELL

Kurt Russell, born in Springfield, Massachusetts, on 17th March 1951, is a well known figure in the Hollywood film industry. This due to the fact that he has been acting in movies ever since he was 10 years old, when he began appearing in movies produced by the Walt Disney Studios. All throughout his long career he has left us with some unforgettable performances, like the tough guy Snake Plissken, the popular character he played for John Carpenter in *Escape from New York* (1981) and *Escape from L. A.* (1996). Also with Carpenter, he starred in two more box-office smashes, the horror film *The Thing* (1982) and the fantasy *Big Trouble in Little China* (1986). Although he has worked in all kinds of genres, he is especially noted for action films, thanks to his performances in great movies like *Tequila Sunrise* (1988), *Tango & Cash* (1989), *Tombstone* (1993), *Breakdown* (1997) *and Poseidon* (2006). As well as becoming one of Quentin Tarantino's favorite actors, with whom he made *Death Proof* (2007) and *The Hateful Eight* (2015), Russell also appeared in the seventh and eighth movies in the Fast & Furious franchise, playing the likeable part of Mr. Nobody.

enjoy playing him so much. He takes things as they come without batting an eyelid."

Besides providing Toretto's team with a "playroom" full of powerful vehicles, he goes into action himself when the time comes to capture Shaw. Of course, he shows that he is ready for action and yet he's careful enough to avoid anything more than a brief scare during the operation.

Fans of the series gave the presence of Mr. Nobody in the latest *Fast & Furious* movie their full approval. This meant that the character was again borne in mind for the plot of *The Fate of the Furious*, where he appeared accompanied by a young assistant, Little Nobody, played by Scott Eastwood, the son of another Hollywood legend, Clint Eastwood.



Jordana Brewster, who plays Mia Toretto in the movie, poses next to Kurt Russell during one of the film's many promotional events.

83_FF_SECRET_CORONET_UK.indd 3 11/3/22 11:43



DODGE CORONET
1971–1976 MODEL

In use since 1949, the name "Coronet" disappeared from the Dodge brand's range in 1976 when production of the last generation, launched five years earlier, ceased. This last generation was a midsized car (by American standards) marketed in two types of bodywork (saloon and station wagon) and with different engines, V8s especially.

The Dodge Coronet with saloon bodywork, marketed in 1976, the last year in which this model was on sale in the USA. With it, the illustrious name "Coronet" disappeared.

The brand launched the last generation of the legendary Dodge Coronet in 1971. The twin brother of the Plymouth Satellite and related to the Dodge Charger coupe, the Dodge Coronet was marketed with two types of bodywork: an elegant four-door saloon (5.2 meters long) and a functional family station wagon (5.42 meters long). It inherited the platform of the previous generation, so it kept the rear-wheel drive, but it was given new bodywork, more modern and elegant, with four round headlamps at the front, separated by the thin front grille.



A 1961 Dodge Coronet station wagon, with the bottom half in imitation wood, as was traditional.

The range of engines, which did not change, featured a 3.7-litre straight six, the usual basic option in cars in this category, and different V8s, especially the Chrysler Group's Magnums of up to 7.2 litres (although with modest levels of power, due to the new, stricter environmental protection laws). In 1975, in what was a kind of swansong, the front of the Dodge Coronet was largely redesigned (with single headlamps), as was the rear. With about 80,000 units produced annually (almost 200,000 were produced in 1968), the brand decided to replace it in 1977 with the new Dodge Monaco.

83_FF_SECRET_CORONET_UK.indd 4 11/3/22 11:43



MOUNTING THE LEFT DOOR (II)

In this assembly session you will continue to work on the left door.
Please follow our assembly instructions and the accompanying illustrations carefully.

PIECES FOR THIS STAGE



















83A Inner frame of the left door
83B Top hinge (part 1)
83C Top hinge (part 2)
83D Bottom hinge (part 1)
83E Bottom hinge (part 2)
83F Hinge mounting plate
AM screws 2 x 4mm (x 13)*
TM screws 2 x 9mm (x 2)*
UM screws 2 x 12mm (x 2)*

* Some of the parts are spares.

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

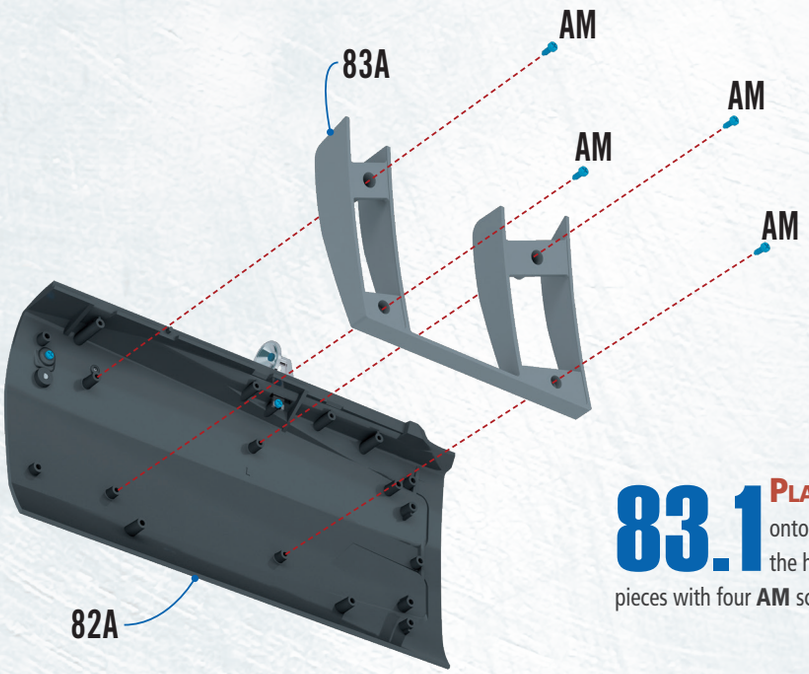
ASSEMBLY AREA



LEFT DOOR

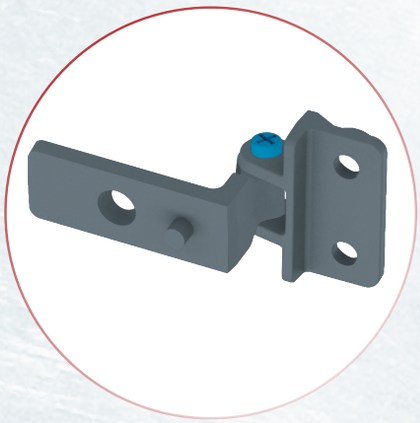
83_FF_SECRET_CORONET_UK.indd 5 11/3/22 11:43

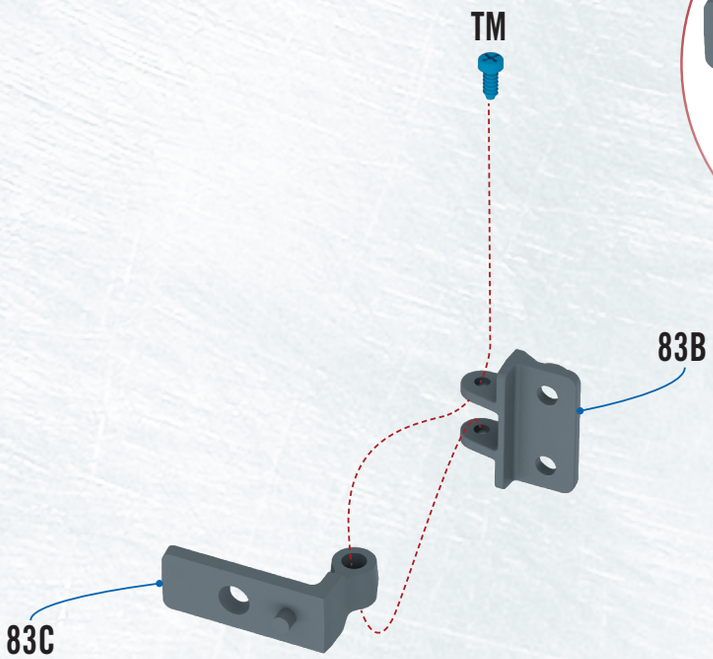
Mounting the left door (II)



83.1 **PLACE THE INNER FRAME** **83A** onto the left door **82A**, making sure all the holes are aligned. Secure the two pieces with four **AM** screws. ◀

83.2 **GET THE TWO PARTS** of the top hinge (**83B** and **83C**) and join them together using a **TM** screw. ▼

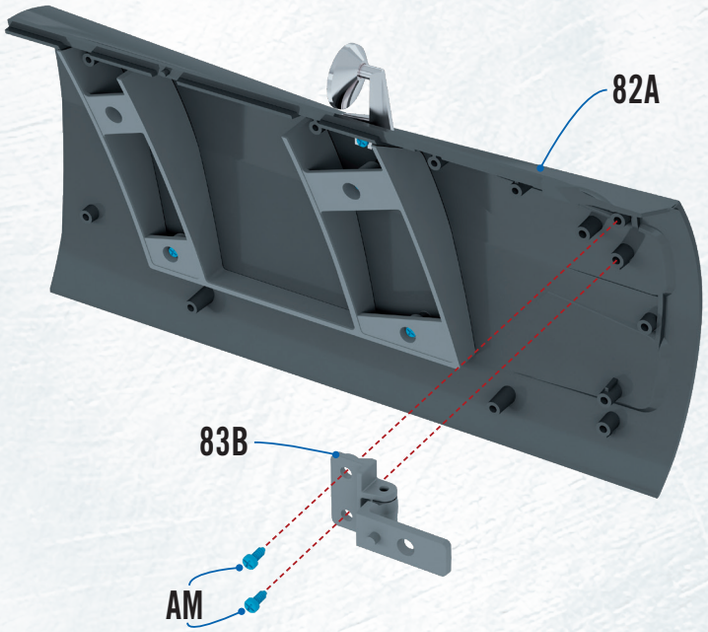


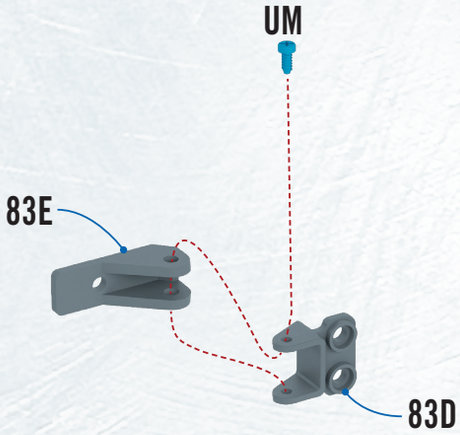


83_FF_SECRET_CORONET_UK.indd 6 11/3/22 11:43

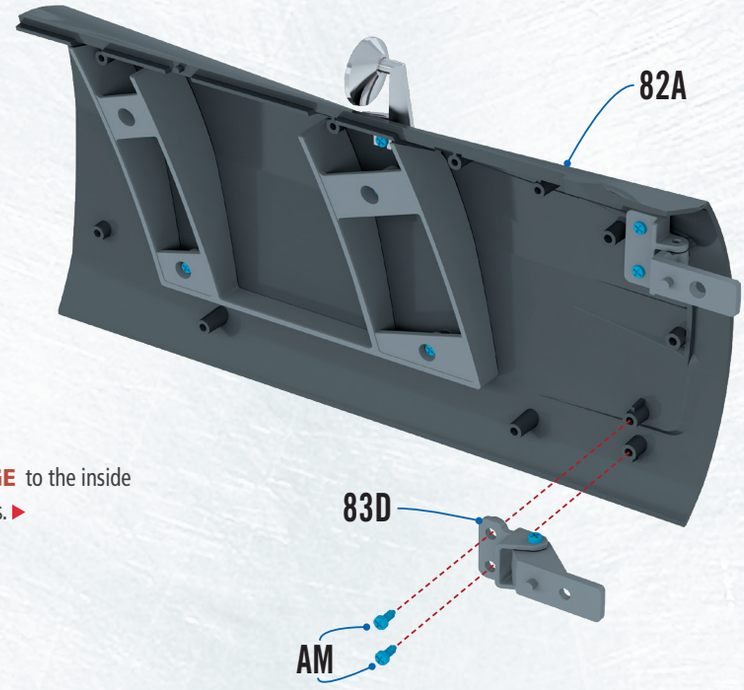


83.3 **THE COMPLETED TOP HINGE** must be attached to the inside of the left door. Position part 1 **83B** and use two **AM** screws to attach the hinge. ▶





83.4 **NOW ASSEMBLE THE BOTTOM HINGE** by joining part 1 **83D** and part 2 **83E** with a **UM** screw. ◀

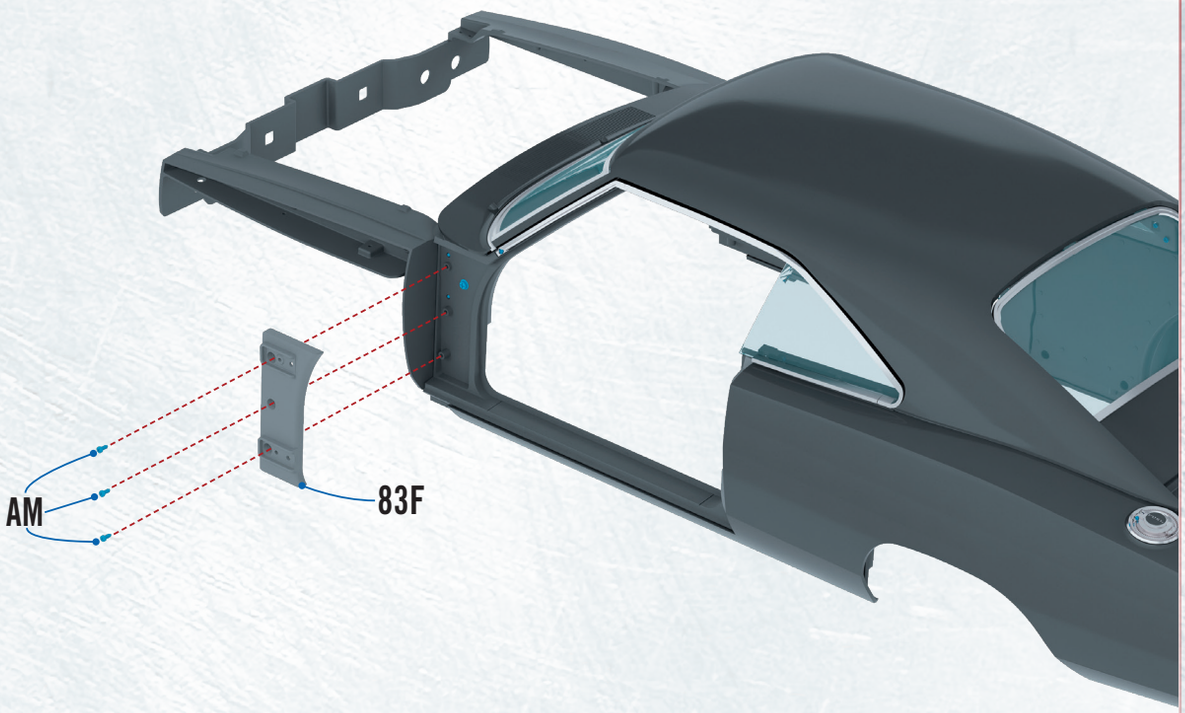


83.5 **ATTACH THE BOTTOM HINGE** to the inside of the left door with two **AM** screws. ▶

83_FF_SECRET_CORONET_UK.indd 7 11/3/22 11:43

Mounting the left door (II)

83.6 **FINALLY,** attach the hinge mounting plate **83F** to the middle section of the body **61A**, as shown in the illustration, using three **AM** screws. ▼



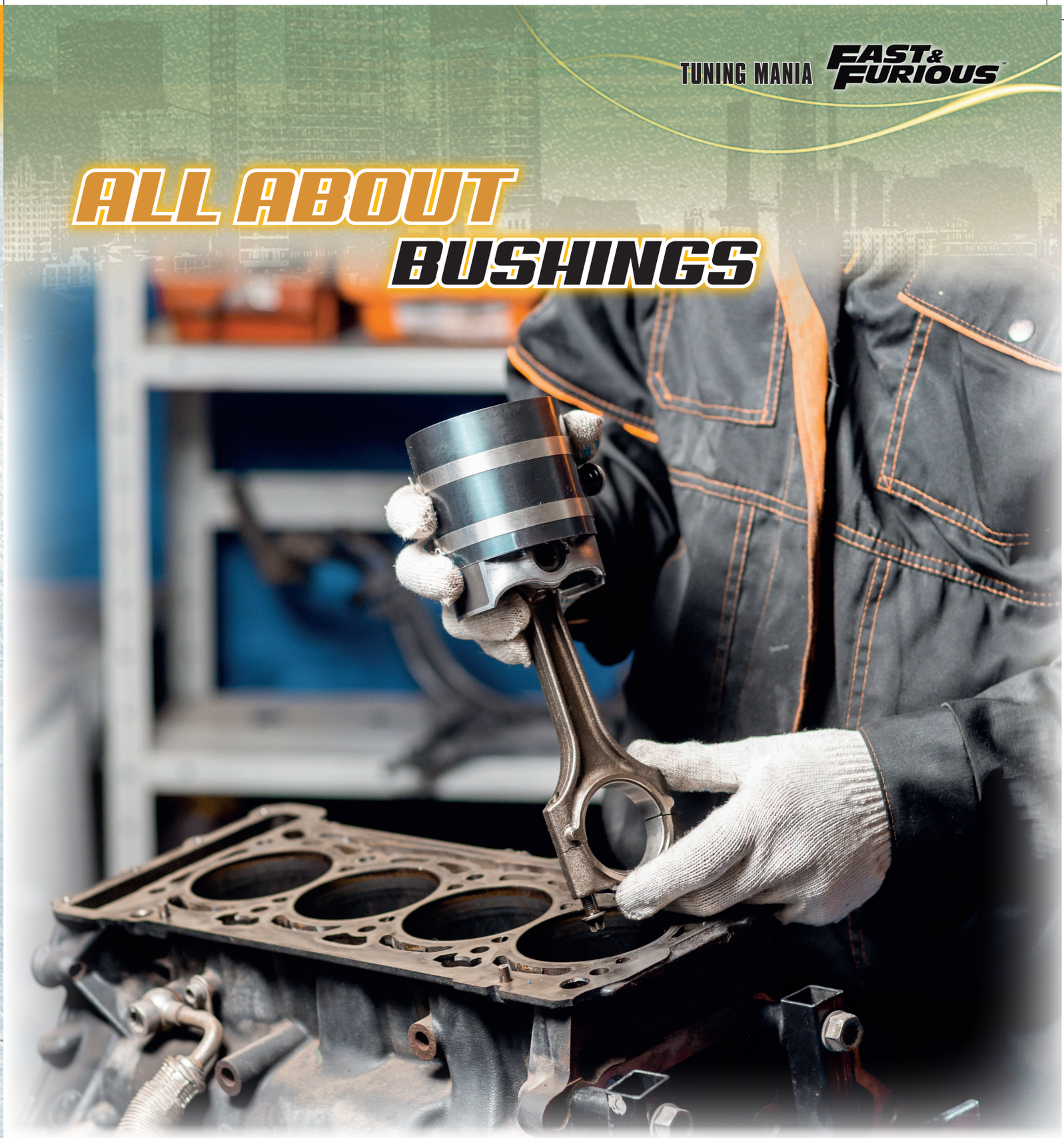
RESULTS OF STAGE 83

You have now attached the hinges to the left door and the corresponding mounting plate to the car body.



83_FF_SECRET_CORONET_UK.indd 8 11/3/22 11:44

ALL ABOUT BUSHINGS



Did you know that car engines depend for their operation on a single component that is as simple as it is technologically advanced? We are talking about bearing shells, or bushings, which seem insignificant but which actually play a fundamental role. Let us find out how they work.

Inside the engine every component, however small, has a very precise role: Every single element contributes to the efficient operation of the whole. Many of these may seem extremely simple to the naked eye, but on the contrary, they often contain surprising technological content. This is the case with valves, springs and bearing shells.

The latter have in fact remained almost identical in shape and size since the beginnings of the automobile

83_FF_SECRET_CORONET_UK.indd 9 11/3/22 11:44

All about bushings

industry. However, they have been protagonists of major evolution in terms of the anti-friction material of which they are made. This evolution has been driven by the major increase in the stresses that these mechanical parts have to bear nowadays. This is mainly due to the increase in the turbocharging pressures built into modern engines, which have led to pressure peaks in the combustion chamber of up to 200 bar. Higher combustion pressures correspond to higher loads on the bearing shells.

The bearing shells are installed in their seats with some resistance, accurately calculated during the design of the parts. This guarantees that they are firmly fixed in place and ensures adequate heat exchange with the surrounding walls.

HOW ARE THEY MADE?

Each bearing shell is usually composed of a carbon steel shell onto which a layer of anti-friction material is applied. The characteristics of this material are, of course, of fundamental importance because the bushing must have a very high load-bearing capacity.

With the ban on the use of lead, the automotive industry had to develop new anti-friction materials. They had to be capable of possessing adequate elasticity, i.e. a considerable ability, on the part of the material, to adapt, sliding plastically, in order to compensate for small geometric errors. In this case, we are referring to the shape and the alignment of the stress-bearing surfaces.

A further characteristic that the anti-friction material must possess is its "embedability", i.e. its ability to retain, by absorbing them, any small foreign particles without this causing any problems.

HOW DO THEY WORK?

Let us start by understanding that the bearing shells need a continuous and abundant flow of oil for perfect operation. After the first "sliding" phase, when the engine is started and the pin, shaft or rod begins to rotate inside the bushing (which is why bushings are often identified as sliding bearings) a very thin layer of lubricant enters between the metal surfaces. The thickness is little more than a molecule. Not all oils work equally well, and the



83_FF_SECRET_CORONET_UK.indd 10 11/3/22 11:44



surface finish of the components, i.e. the depth of the micro-roughness, is also of great importance. Once fully operational, the bushing "floats" around the shaft. We must underline that it is not the oil delivery pressure that causes the bushing to float, but the "wedge effect" due to the rotation of the shaft itself, which is arranged eccentrically inside the bushing and which drags the lubricant between the two surfaces. A hydrodynamic lubrication regime is therefore established. This is because the space between the shaft and the bearing shell is full of oil, and the shaft turns with sufficient speed to cause the lubricant to enter the space between the two surfaces. The function of the pump is therefore only to ensure an adequate supply of lubricant. The pressure in the circuit is determined by the restrictions that the oil encounters, i.e. mainly by the bearing shells inside which the shafts rotate with a diameter clearance of only a few hundredths of a millimetre. A copious flow of oil also ensures adequate removal of heat.

THE MEATUS

The space into which the rotation of the shaft drives the lubricant is, to use technical terminology, a *meatus*. The fact that the pin is positioned eccentrically inside the bearing makes the distance between the metal surfaces of the two components considerably smaller. It is into this space that the oil enters, causing a pressure peak that can be in the order of several thousand bars! This is where the viscosity of the oil comes into play, to which the load capacity is linked. It is important to understand

In the design of a bushing, a central groove is unfavourable as it decreases the load-bearing capacity. This is why it is often used only on the top (less loaded) halves of the main bearing shells.



When it comes to defining the load capacity of a bearing shell, it is referred to as the projected surface, or the bearing width multiplied by the diameter of the pin. In reality, the force exerted by the bushing on the shaft (or vice versa) is not measured over a perfectly smooth surface or a rectangular area. Consequently, the real maximum value is far greater than the reference value.

that while an increase in temperature causes a decrease in viscosity, an increase in pressure has the opposite effect. Moreover, the consequences of inevitable geometrical errors cannot be overlooked. We refer not only to the shape of the shafts, but also to the shape of the bearing shell housings and the deviations from the perfect alignment of the supports of the shafts themselves. Errors due to machining tolerances are added to those caused by elastic deformation of the components. The pressure loads reach very high values very quickly. This gives rise to flexing of the shaft and its moving away from the correct geometry of the main bearings. The fact that different load capacities are indicated for the same anti-friction material, depending on whether it is used for connecting rod bearing shells or for main bearing shells, which suffer different alignment errors, says a lot about the material's importance.

ANTI-FRICTION MATERIALS

Over the years, bearing technology has made great progress. As far as the structure is concerned, it has changed from considerable thicknesses of the anti-friction material to lay-

83_FF_SECRET_CORONET_UK.indd 12 11/3/22 11:44



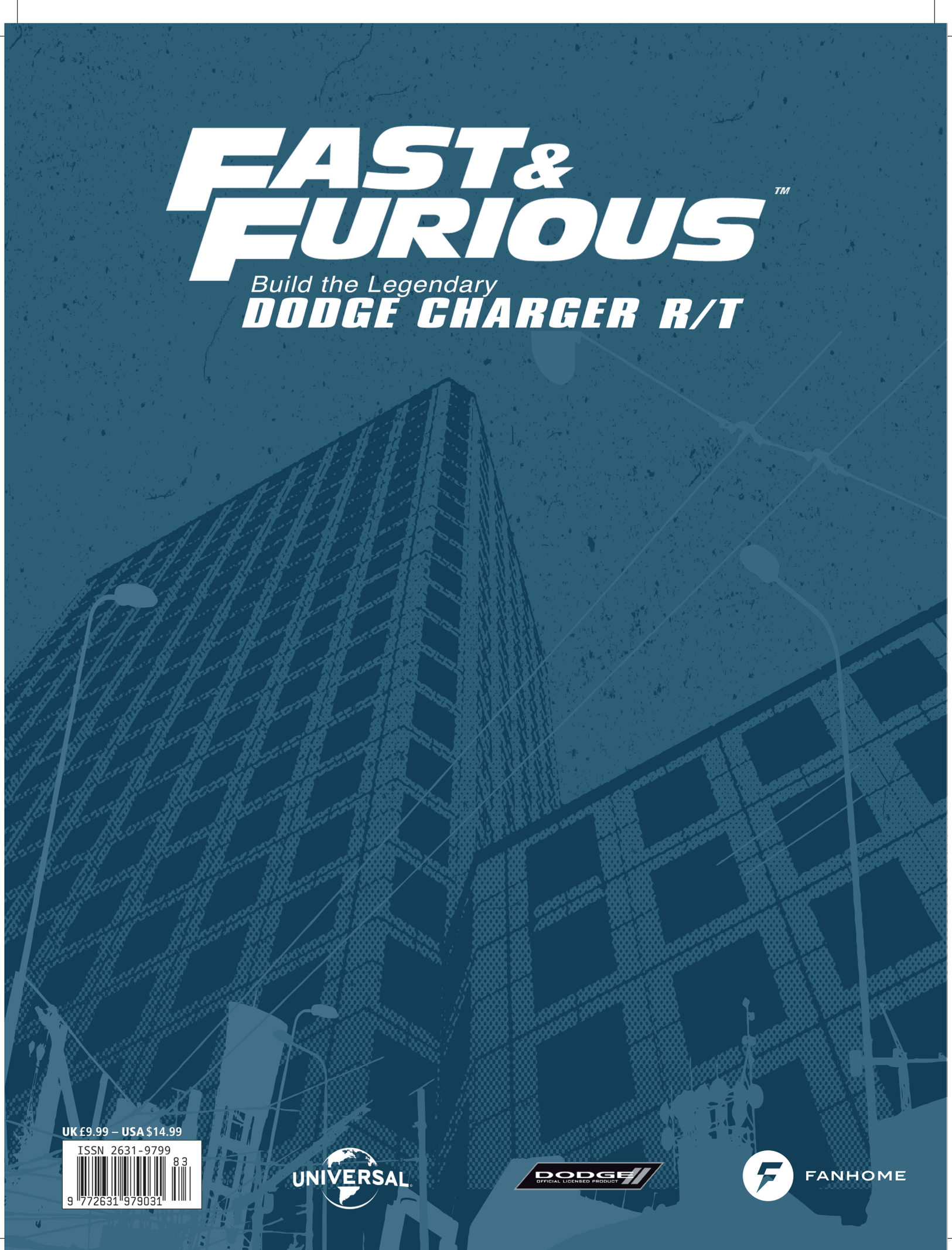
ers that are only a few tenths of a millimetre thick. This has led to their designation as "thin-shell bearings". Then came two superimposed layers of different materials: to a base layer with a thickness between one and two tenths of a millimetre an "overlay" about 0,02mm thick was added. Between these two layers, a nickel "barrier" of about a couple of microns was then interposed. Trimetallic bushings were thus developed, which for years have been widely used on high-performance engines.

The classic anti-friction materials were made of lead, copper and lead, or copper and tin. Many were also made of aluminium and tin. The obligation to eliminate lead created serious difficulties for manufacturers, who had to find a solution quickly. Research led to the development of new alloys, almost all with secret formulas and identified simply by acronyms. However, we can hypothesise the presence of zinc and bismuth in many of them. Extensive development also led to copper and tin-based alloys. The introduction of Stop-Start engine systems on the vast majority of new cars has increased the efforts of technicians involved in the development of new materials that also contain polymers and solid lubricants.

83_FF_SECRET_CORONET_UK.indd 13 11/3/22 11:44

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799
83

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME

83_FF_SECRET_CORONET_UK.indd 14 11/3/22 11:44