FAST & FURIOUS™

89

Build the Legendary DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE OFFICIAL LICENSED PRODUCT

89_FF_RESCATE_LUXURY_UK.indd 1 25/4/22 12:29

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: 978-1-4439-5232-3
FFN89: 22 05 18

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

Picture credits: NBCUniversal Archive; FCA Archives

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
Email support@uk.fanhome.com or ask your newsagent to reserve future issues for you to collect.

USA
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.



THE RESCUE MISSION

The heroes of *Fast & Furious* have been involved in races, chases and all kinds of acrobatics. In the seventh movie in the franchise, they surprised us by taking part in a dangerous rescue mission that obliged them to make a parachute jump from a plane... in their own cars!

When Dominic Toretto learns about the existence of the powerful tracking device called the God's Eye, his main objective is to get hold of it to be able to discover the hiding place of his greatest rival, Deckard Shaw. But before that he will have to free the creator of the device, Ramsey, from the clutches of the mercenaries who have kidnapped her, and who are travelling across the Caucasus Mountains in Azerbaijan in a convoy. The only problem is that it is virtually impossible to penetrate the area to carry out a rescue mission… unless they jump from the skies. And that is precisely what Dom and his team propose to do.

IN FREE FALL

"Every time we shoot a *Fast & Furious* movie," the stunt coordinator Andy Gill says, "we wonder, 'How can we make it bigger and better?' And on this occasion we came up with the parachute jump."

"In the franchise we always try to push ourselves and go a bit farther than we normally would," says his brother Jack.

Along with stunt coordinators Andy and Jack Gill, the second unit director of photography Spiro Razatos set out to film something that, at first sight, looked like a high-risk operation: launching a car with a parachute from a plane and getting it to land in the mountains. It was not just another spectacular manoeuvre, but an absolutely incredible challenge.

To film this amazing jump, two cars were placed inside a C-130 cargo plane and three specialist cameramen were equipped with parachutes and cameras on their helmets. Spiros followed the operation from a helicopter, where he received the images that the guys were filming with their cameras.

Along with the great variety of vehicles chosen for the occasion, Toretto and his team jump out of a C-130 cargo plane to rescue Ramsey, who had been kidnapped and was in the Caucasus Mountains.

IGOR MEGLIC

Few people in the film industry today are better at filming an action scene than Igor Meglic, a cinematographer who for most of his career has specialized in doing this kind of scene. His career began in the late 1980s, working as the second unit director of photography on modest productions, like *Twice Dead* (1988) or *Nowhere to Run* (1989). He gradually made a bigger name for himself due to his work on *Dragonheart* (1996) and *Wishmaster* (1997), which even gave him the possibility of working as first unit cinematographer in the adaptation for the cinema of the adventures of *Inspector Gadget* (1999). Nevertheless, Meglic preferred to continue specialising as director of photography in action units in movies as famous as *Driven* (2001), *The Bourne Ultimatum* (2007), *Death Race* (2008), and several of the movies in the *Resident Evil* franchise. In 2011, he joined the *Fast & Furious* family, directing the photography in the most dangerous scenes from the fifth movie onwards. Meanwhile, he still had the chance to demonstrate his mastery of this kind of sequence in other exciting movies, like *World War Z* (2013), *Captain America: The Winter Soldier* (2014), *Black Panther* (2018), *Captain Marvel* (2019), *Ford v Ferrari* (2019), and *Bad Boys For Life* (2020).



"We dropped them from an altitude of about 4,000 meters and the parachutes opened at 1,600 meters," says Andy Gill, before his brother adds, "It was a free fall at over 200km/h, with two cars, three cameramen and a helicopter. When you drop all those elements together, you have to calculate the spaces very well because they fall at high speed."

Everything went perfectly. The three cameramen jumped from the plane before, at the same time, and after the vehicles were dropped, in order to get precise images of the moment. Then, with extraordinary skill, they managed to make a parallel descent that enabled them to film the cars' rapid fall.

"Everybody got some incredible footage," Spiros says proudly. "It was one of the most exciting moments of my life."

SPECIALLY PREPARED CARS

Although only two vehicles were used for the airplane shots, as many as five cars took part in the rescue mission that we see on screen. And here the crew faced another important challenge, as they had to modify the cars to make it look credible that they could carry out an assault on a convoy in the steep rugged Bass Göynük Mountains in Azerbaijan.

In record time, the franchise's vehicle coordinator, Dennis McCarthy, designed five all-terrain vehicles based on cars that were transformed so much that the crew jokingly called them "Franken-autos". The models that were used as a base were a Dodge Charger R/T for Dom, a 2015 Dodge Challenger SRT 392 for Letty, a 2014 Subaru WRX-STI for Brian, a 1968 Chevy Camaro Z/28 for Roman and a 2014 Jeep Rubicon X for Tej.

"I must confess that I was very excited about the rescue scene," McCarthy admits. "I had suggested doing something like this a long time ago, so I was really pleased to see that it had eventually been included in the script. We made a huge effort building those cars, especially the all-terrain Dodge Charger. We decided to do it from scratch. Trying to make all our customized all-terrain vehicle components fit in the body of the Charger and still leave enough room so that Vin Diesel could drive it was an enormous challenge. But we did it. And it is probably my favorite car in *Furious 7*."

CHANGES IN THE WEATHER

James Wan, the director, and Stephen Windon, the director of photography, thus had the opportunity to have a collection of exclusive cars available to film the tricky scene, maybe one of the most hazardous and difficult in *Fast & Furious*. Much of the filming was done in the mountains of Colorado with the aid of special effects team Sudick, who designed a series of rigs, known as shakers and launchers, to make the work of the actors



and stunt performers easier. The veterans among them already had their own love-hate relationship with these devices, since many had been used in previous productions. For the newcomers it was a real surprise. To begin with actress Nathalie Emmanuel, who plays Ramsey in the movie, thought that it was like being on a fairground ride, but by the end of some of the sequences she was slightly dizzy after having to endure being shaken as if in a kitchen blender.

Filming the assault on the convoy began in the autumn of 2013, in the high parts of Pikes Peak and Monarch Mountain, which rises to 2,909 meters. Spiro Ratazos was in charge of the action unit accompanied by the second unit director of photography, Igor Meglic, second unit director, Joel Kramer, and stunt coordinators Andy and Jack Gill. Each car taking part in this sequence had been prepared by McCarthy's crew to perform a large number of specific tasks, ranging from achieving impressive acceleration and braking, to withstanding the pounding from the hostile terrain of the mountain slopes.

If the work in itself was especially delicate to start with, the situation was complicated even further by an unexpected change in the weather. Overnight, the temperature dropped like a stone and a spectacular snowstorm turned the whole area white. The crew were forced to stop working for a few days, but as soon as the weather permitted they all returned to their posts to film the exciting scene of Ramsey's rescue. After working at very cold temperatures, the crew was more than happy to be able to return to the warm climate of Atlanta to continue with the rest of the filming.

To carry out the ambitious rescue sequence, Andrew McCarthy, the stunt vehicle coordinator, set himself the task of creating an off-road version of the Dodge Charger that would be driven by Dominic Toretto.

89_FF_RESCATE_LUXURY_UK.indd 3 25/4/22 12:30



The roadster bodywork of this Dodge Luxury Liner was one of the most elegant in the range. These cars had a straight-six engine giving 87hp.

DODGE LUXURY LINER

In 1939, the names of all of the Dodge brand's models were changed to Luxury Liner. They had a single engine mounted, exclusive to the brand, although based on the straight-six block common to all the brands in the Chrysler Group, and they were marketed in different types of bodywork, with two finishes called Special and DeLuxe.



An advertising image by the brand promoting the excellence of the new 1939 range, cars that were more pleasing aesthetically thanks to their more aerodynamic shapes.

By the start of World War II, the Chrysler Group had already unified the technology of the four brands that comprised it: Chrysler, DeSoto, Dodge and Plymouth. All of them were working with a common chassis, whose wheelbase they could choose (the Dodge models used 117 inches, 3 more than the one used in the Plymouths), and each of them had its own engine, albeit derived from the group's common block. At that time, the company was only manufacturing two engines, an 8-cylinder one, exclusive to the brand that the Group was named after, and another 6-cylinder one. The version used exclusively by the Dodge line had cylinder capacity of 3.5 litres and developed 87hp. Dodge automobiles had, moreover, a specific front grille, their own headlamps, taillights also exclusively designed, and some interior finishes and features that placed them halfway between the basic ones of Plymouth the most elegant ones of DeSoto. The Dodge range, called the Luxury Liner, was marketed in two finishes, the basic Special and the more complete DeLuxe, and it sold the car with two and four-door convertible and hardtop bodywork. This generation of models, with name changes (Luxury Liner was dropped the following year and the finishes became known as DeLuxe and Custom), was produced until 1942, the year when the company temporarily halted production of saloon cars and joined the war effort, producing military vehicles.

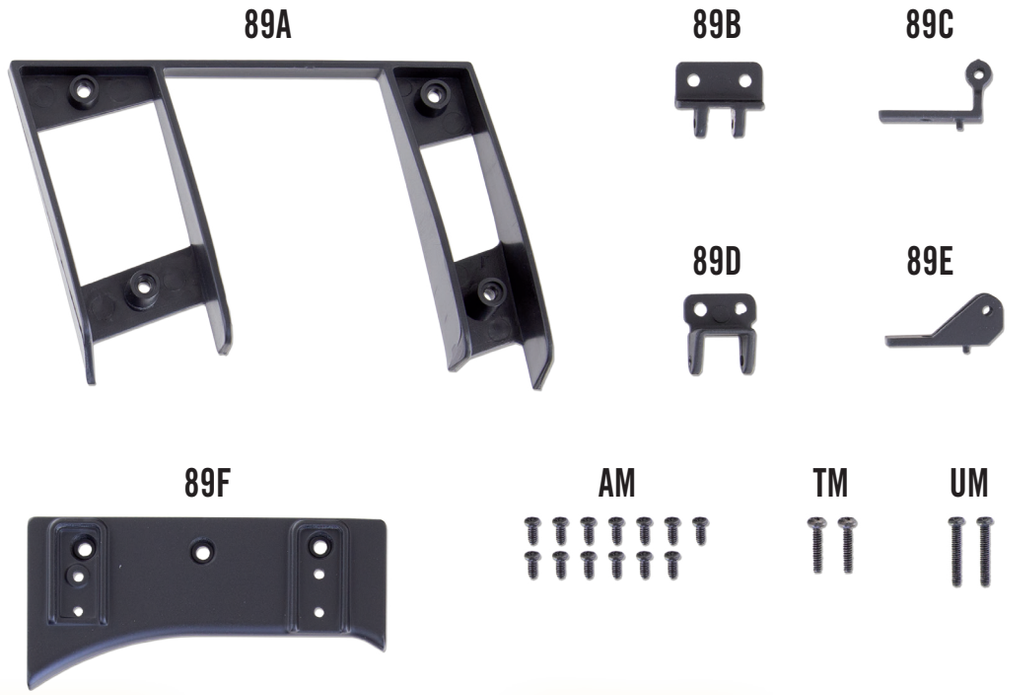
89_FF_RESCATE_LUXURY_UK.indd 4 25/4/22 12:30



MOUNTING THE RIGHT DOOR (I)

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

PIECES FOR THIS STAGE



89A Inner frame of the right door
89B Top hinge (part 1)
89C Top hinge (part 2)
89D Bottom hinge (part 1)
89E Bottom hinge (part 2)
89F Hinge mount plate
AM Screws 2 × 4mm (× 13)*
TM Screws 2 × 9mm (× 2)*
UM Screws 2 × 12mm (× 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.

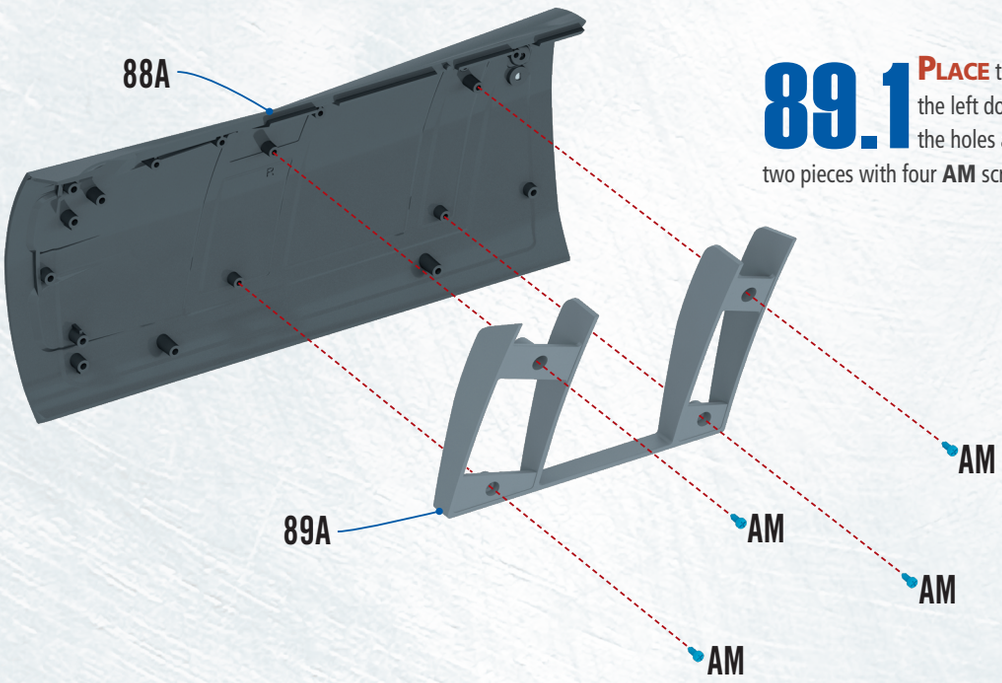
ASSEMBLY AREA



RIGHT DOOR

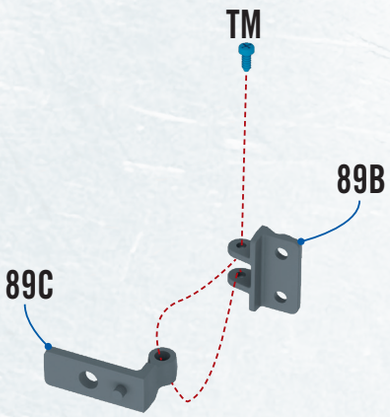
89_FF_RESCATE_LUXURY_UK.indd 5 25/4/22 12:31

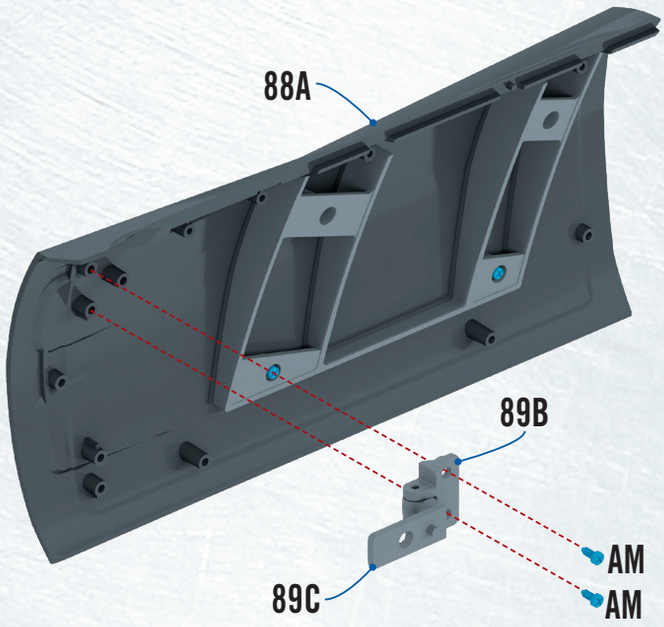
Mounting the right door (1)



89.1 **PLACE** the inner frame **89A** onto the left door **88A**, making sure all the holes are aligned. Secure the two pieces with four **AM** screws. ◀

89.2 **GET** the two parts of the top hinge (**89B** and **89C**) and join them together using a **TM** screw. ▶



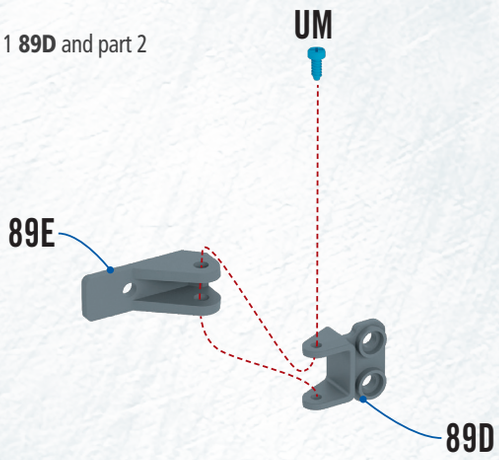


89.3 **NOW ATTACH** the completed hinge to the inside of the right door. Position part 1 **89B** and use two **AM** screws to attach the hinge. ◀

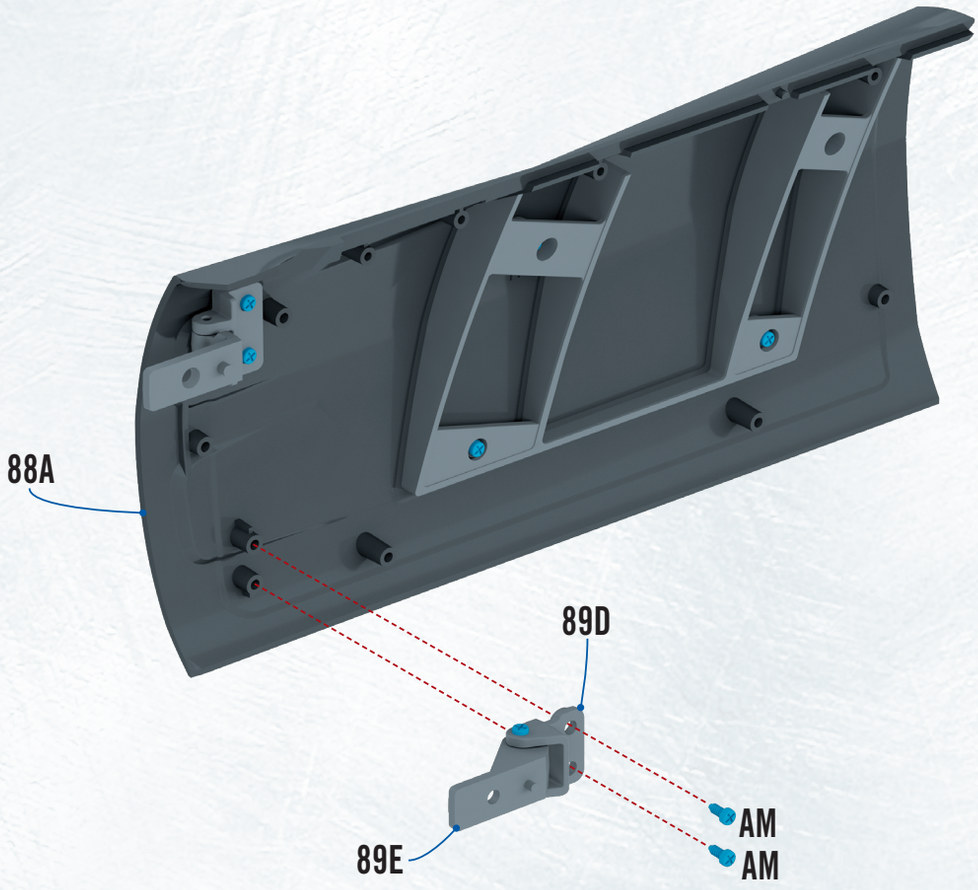
89_FF_RESCATE_LUXURY_UK.indd 6 25/4/22 12:31



89.4 **Now** assemble the bottom hinge by joining part 1 **89D** and part 2 **89E** with a **UM** screw. ▶



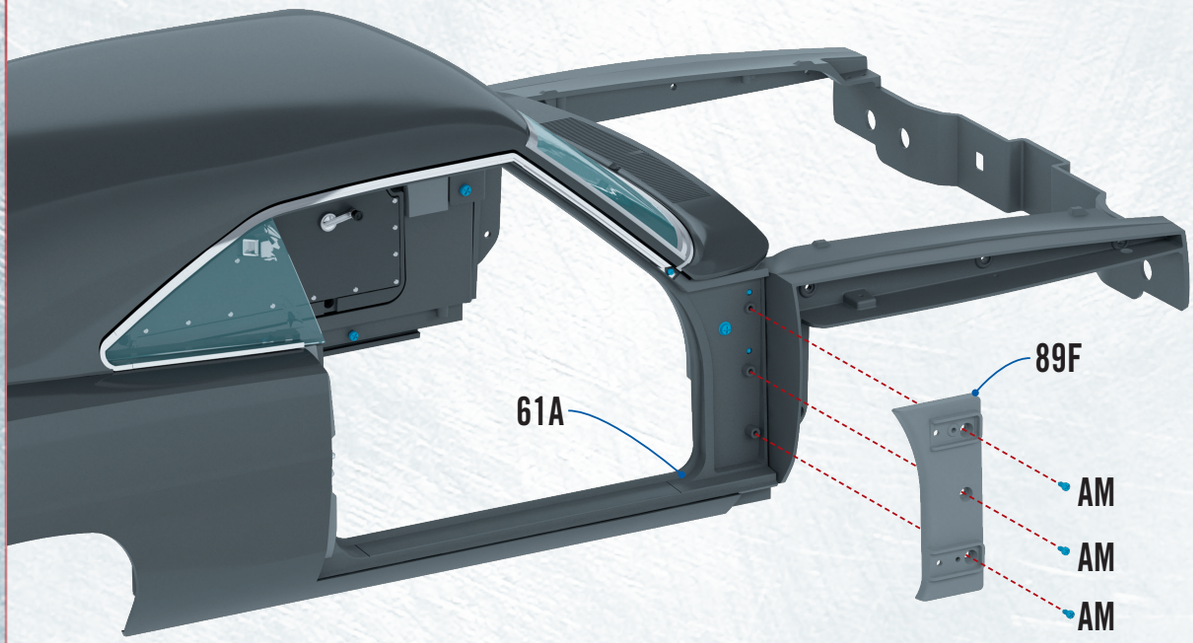
89.5 **ATTACH** the bottom hinge to the inside of the right door with two **AM** screws. ▼



89_FF_RESCATE_LUXURY_UK.indd 7 25/4/22 12:31

Mounting the right door (I)

89.6 **FINALLY,** attach the hinge mount plate **89F** to the middle section of the body **61A**, as shown in the illustration, using three **AM** screws. ▼



RESULTS OF STAGE 89

You have now attached the hinges to the right door and the corresponding mount plate to the car body.



ELECTRONICS SAVE LIVES



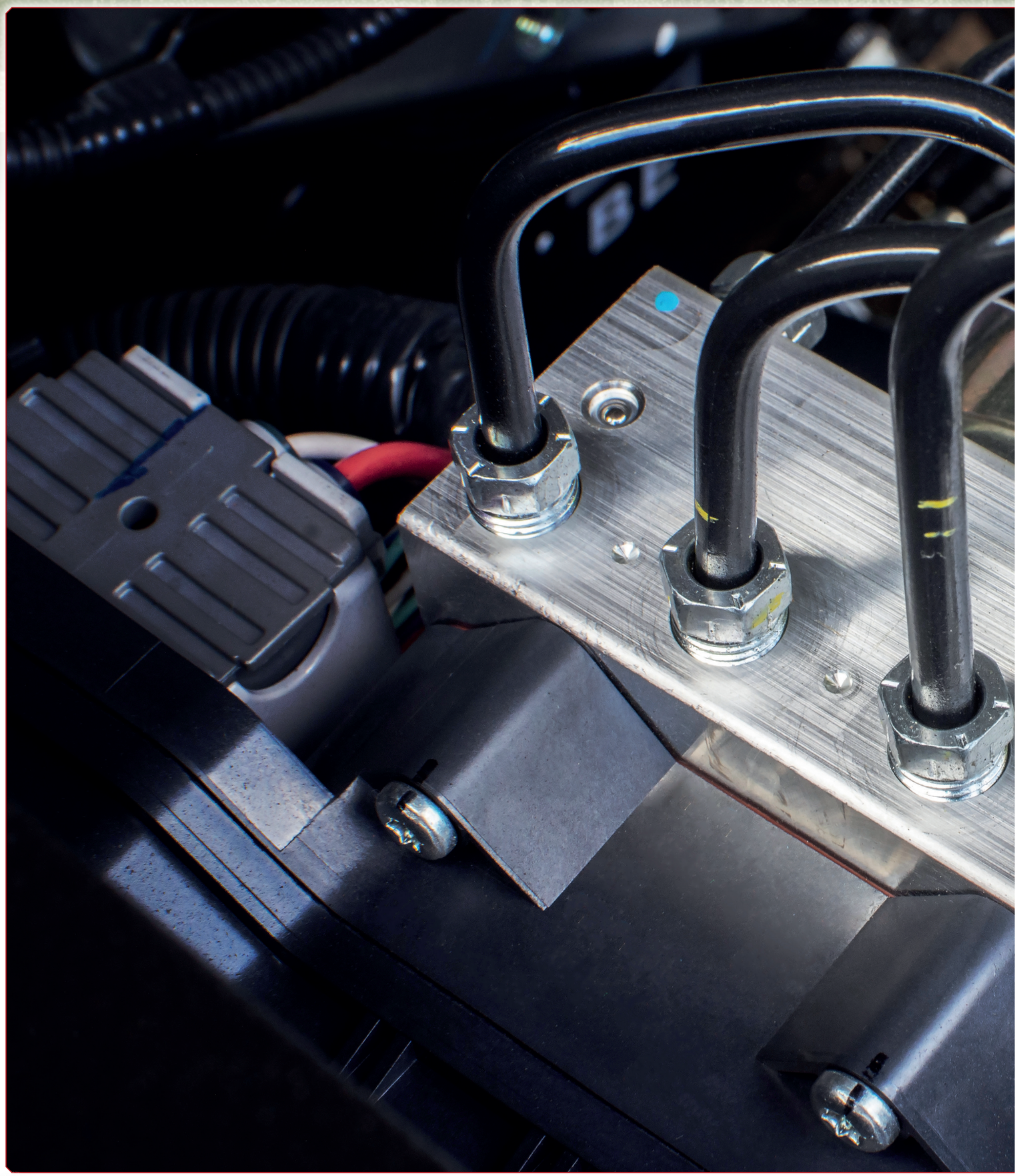
Launched in 1995, the Electronic Stability Program (ESP) quickly became standard equipment on most cars. Thanks to this system, almost half a million accidents have been avoided to date. How was this important device invented, and how does it work? In this edition, we shall learn about the history of ESP in cars.

A wet road and a sudden loss of traction: once upon a time, a situation of this type could have led to the car skidding into a ditch or hitting a safety barrier with grave consequences. Almost 25 years ago, a pioneering invention finally solved this problem. It was the ESP, the Electronic Stability Program, first introduced on vehicles in 1995.

The acronym ESP is known to most motorists, and it identifies the electronic stability control device. It is also referred to by other names, depending on the manufac-

89_FF_RESCATE_LUXURY_UK.indd 9 25/4/22 12:32

Electronics save lives



89_FF_RESCATE_LUXURY_UK.indd 10 25/4/22 12:32



The ABS control unit can be easily identified within the engine compartment: During braking, it prevents one wheel from locking while the other wheels are still rotating.

turer, such as ESC, DSC, VDC and VSC. This device has the job of preventing and controlling a possible skid while driving and is very effective at making driving safer for everyone on the road.

HOW DOES IT WORK?

The electronic stability programme activates when the roads are wet or icy, when sudden unexpected obstacles must be avoided, or when cornering too quickly. According to the latest estimates, up to 80% of all accidents due to a loss of vehicle stability can be avoided with ESP. It combines the functions of the ABS, the anti-lock braking system, and the TCS, the traction control system. However, it can do much more by also detecting skids and actively counteracting them. The system uses data on the vehicle's dynamics to detect if the car is moving in the same direction that the driver is steering. If the information does not match a pre-established pattern, the electronic stability program intervenes. It may sound simple, but it is actually a very complex procedure. Around twenty-five times per second, it compares the driver's intended direction (determined by the measured steering wheel angle) to the vehicle's actual direction. If the two values differ, the ESP reduces the engine torque and can brake individual wheels to help the driver regain control of the vehicle, effectively avoiding an accident.

THE HISTORY OF THE ESP

It all began in 1983 when Bosch researchers put forward some early ideas on how to increase stability when a driver braked sharply while cornering. At the heart of the

On cars produced before 2012, there was the possibility of deactivating ESP, a function that was removed after that date. Today, with the button in the picture, only the traction control is deactivated, while ESP is always on.



89_FF_RESCATE_LUXURY_UK.indd 12 25/4/22 12:32

The Moose Test

The Moose Test is an automobile test performed to evaluate the stability of a car during the execution of sharp manoeuvres to avoid obstacles that suddenly appear in the road, such as a wild animal. It is conducted on a dry surface. Along the test course, road cones are arranged in an 'S' shape to simulate the obstacle, the road and its edges. The vehicle to be tested is fully loaded: all seats are occupied by people with fastened seat belts, and additional weights are placed in the boot until the maximum permitted load is reached. Once the car is moving and has reached the position of the obstacle, the driver swerves sharply towards the opposite lane to avoid it and then swerves again in the opposite direction to re-enter the correct lane and avoid vehicles coming from the opposing direction. The test consists of performing these manoeuvres repeatedly, increasing the speed each time until the car loses grip and begins to skid or overturns.

The test was developed in Sweden to assess to what extent the cars were able to avoid colliding with a moose or one of the other wild animals that frequently cross the roads in front of moving vehicles in that part of the world. Initially, the test was known mainly among a restricted group of local experts. However, it acquired worldwide fame in 1997, when news spread that the new compact car of a well-known German manufacturer had overturned during the test.

ESP concept is the ABS, the anti-lock braking system, launched in 1978. The initial proposal was to flexibly adapt the rotation of each wheel to improve vehicle control when cornering. In July 1984, a group of developers was formed with the task of using ABS as a basis for devising a braking system that guaranteed better control of vehicles if they were about to lose traction when cornering. In a situation of this type, the vehicle must remain as stable and manoeuvrable as the laws of physics allow. In 1995, thanks also to the support of a well-known German car manufacturer that was the first to install the system, it made its debut on the market.

The so-called "Moose Test" - an evasive manoeuvre test - of 1997 was a turning point: during testing for a Swedish car magazine, a utility vehicle overturned after swerving violently. Because of this episode, the manufacturer decided to equip all of its vehicles with the electronic stability system as standard. Since then, many car manufacturers have followed suit by installing ESP on their own products.

By 1998, the system was produced for the first time as a micro-mechanical sensor (MEMS). With this development, it became smaller, but at the same time more robust, less sensitive, more reliable and above all, less expensive!

Fewer accidents, fewer injuries, and fewer deaths: even the legislators recognised the advantages of ESP, and they made it mandatory on all new vehicles in many countries. It is now compulsory on all new EU vehicles built since 31st October 2014. Making ESP compulsory is part of a comprehensive European Commission strategy to improve road safety.

In Argentina, Australia, Brazil, Canada, China, Ecuador, Israel, Japan, Malaysia, New Zealand, Russia, South Korea, Turkey and the United States, the system is also compulsory. The experience of Europe shows that as the number of vehicles equipped with this system increases, the number of accidents drops.

ESP has made a significant contribution to keeping vehicles safe on the road, even in critical situations. Bosch researchers estimate that the anti-skid system has saved some 15,000 lives in the EU alone over the last 25 years, and has avoided just under a half-million incidents that could have caused personal injury. It is one of the most important life savers in a vehicle, along with seat belts and airbags.

THE FUTURE WITH AUTONOMOUS DRIVING

ESP is the technology behind many autonomous driving and driving assistance systems. Modern technologies warn and support drivers in critical situations and are increasingly able to carry out monotonous and tiring tasks. This will further reduce the number of accidents and deaths on the road. With or without a driver behind the wheel, the goal of the future is to avoid accidents before they happen.

89_FF_RESCATE_LUXURY_UK.indd 13 25/4/22 12:32

FAST & FURIOUS™

Build the Legendary

DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799

89

9 772631 979031

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME

89_FF_RESCATE_LUXURY_UK.indd 14 25/4/22 12:32