FAST & FURIOUS™

96

Build the Legendary

DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE

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: 978-1-4439-5239-2
FFN96: 22 07 06

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

Picture credits: Alamy; Age Fotostock; NBCUniversal Archive; FCA Archives; Shutterstock; Bosch Media

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 EAGLE SPEEDSTER
REDEFINES THE JAGUAR E-TYPE

Many fans of the *Fast & Furious* franchise look forward excitedly to each new movie, waiting to see the four-wheeled jewels that will be appearing on the screen. Some of them, like the priceless gem called the Eagle Speedster, do not need to spend too much time in front of the cameras to make an impression.

In *Fast & Furious 6*, Dom Toretto's team needs to equip itself with good vehicles in order to follow the trail of the mercenary Owen Shaw. On this occasion, Tej Parker offers to go in search of fast cars at an auction in London, and he does so accompanied by none other than Agent Hobbs.

As soon as he arrives at the sophisticated venue prepared for the event, Tej falls head over heels in love with a spectacular black Eagle Speedster. It's no wonder, since it is one of the most beautiful vehicles designed in recent decades. "It's not a religious experience, but it's close," the famous designer Tom Ford said after driving one of these cars.

THE EAGLE'S ORIGINS

To find out how this marvel emerged we have to go back to 1984, when the Eagle company was founded in rural Sussex, in England. Its owner, Henry Pearman, was an

The classical elegance of the Eagle Speedster immediately inspires awe and admiration. That is what happened to Tej Parker when he and agent Hobbs went to a luxury car auction in London.

MATTHEW STIRLING

When, at age eight, he began doing magic tricks everywhere, not even Matthew could imagine that he would end up being one of the most popular action stuntmen in Hollywood. He made his debut as a stuntman in the film *Blade II* (2002), with such good results that he was soon given the chance to work on other top-notch productions, like *Batman Begins* (2005), *V for Vendetta* (2005), *The Da Vinci Code* (2006), *Harry Potter and the Order of the Phoenix* (2007) and *The Bourne Ultimatum* (2007). In between, he even had time to play a small part as an actor together with Antonio Banderas in *The Legend of Zorro* (2005). Besides becoming a regular in the *Harry Potter* franchise and taking part in others, like *Pirates of the Caribbean* and *Captain America*, Matthew joined the sixth movie in the *Fast & Furious* franchise with a double mission: on one hand, to act as Vin Diesel's double, and on the other, to play the minor part of Oakes. Later on, he would also appear in *Fast & Furious: Hobbs & Shaw*. A fixture in the most recent *Star Wars* movies, one of his latest jobs has been as a stuntman in the superhero movie *The Batman* (2021).

absolute admirer of the E-Type Jaguar. His aim was to bring back this classic and restore it so that fans like him could drive it again. Of course, he demanded maximum levels of quality, which led a specialist magazine to describe his Eagle E-Type as "probably the best hand-made car ever built in the world."

After the Eagle E-Type No. 1 was presented at a classic car show, the company began to receive orders from the four corners of the world: from Australia to Germany, via Hong Kong and Malaysia. Pearman then decided to split the company into two teams: one specialising in the construction of the Eagle E-Type, and the other repairing and updating regular E-Types.

A CONVERTIBLE THAT CHANGED EVERYTHING

In 2002, a prestigious doctor from Connecticut, Dr. Rick Velaj, wrote to the company bosses to ask them for "something a bit special": a convertible version. Paul Brace, Eagle's technical manager, immediately got a pencil and sketched a car on a piece of paper that left the doctor speechless. He had just seen the first rough draft of what would soon be the Eagle Speedster.

In the following months, Brace worked non-stop to produce a Jaguar E-Type faithful to the design and the finishes of the 1960s, but equipped as the most powerful car of the 21st century, with a 4.7-litre straight-six Eagle engine replacing the original 3.8-litre unit; triple SU carburettors; an aluminium Eagle 5-speed gearbox instead of the original Jaguar 4-speed transmission, and optimised suspension.

Beneath its completely aluminium bodywork, the Eagle Speedster's cabin was the stuff dreams are made of. It is a fantastic place for anyone who loves the experience of driving, with countless classic details combined perfectly with the functionality of a modern vehicle.

A CAR FOR *FAST & FURIOUS*

Before captivating Tej Parker in the movie, in real life the Eagle Speedster had won the heart of Dennis McCarthy, the franchise's vehicle coordinator. In the preparations for the sixth movie in the series, he found himself facing the challenge of introducing a gallery of magnificent vehicles in the action, including a 1969 Dodge Daytona, an Aston Martin DB9 and a 2012 Lucra LC470. Nevertheless, Dennis knew that a marvel like the Eagle Speedster had to make an appearance in the world of *Fast & Furious*, even if only for a few moments. And he managed it.

Screenwriter Chris Morgan came up with a nice sequence in which Tej Parker and Agent Hobbs visit a high-end car auction being held in the City, the financial district of London. The snooty organiser of the event immediately comes over to them and kindly invites them to leave, as judging by their appearance he thinks they must have got the wrong place. Tej, who is still enjoying spending the huge gains he made from the Río de Janeiro heist, and who is frankly astonished by some of the marvelous vehicles he has seen on display, like the formidable Eagle Speedster, teaches the auction manager a lesson: not only does he buy all the cars, but also, to embarrass him, he makes him take off and give him his suit as well.

The Eagle Speedster appears briefly during the scene, but it's enough to grab the attention of any fan.

PASSING THROUGH LONDON

Almost without wanting to, for a few days the Eagle became one of the major protagonists of *Fast & Furious 6*. The technicians and the actors who took part in the filming of the auction sequence all acknowledged the beauty of the Eagle Speedster without hesitation. When it appeared in the old Billingsgate fish market, next to the river Thames, and in Longcross studio, the two locations that were used to film the scene, the black convertible captured the attention of everyone who came within six feet of it.

Since its presentation in society, the Eagle Speedster has aroused some very enthusiastic reactions, like that of Jeremy Clarkson, who on the BBC's Top Gear program called the car "the most beautiful thing I've ever seen." The company bosses could not have been more satisfied with this creation that, according to them, redefines what an E-Type can be, offering a series of updates and improvements that adapt the beautiful original to the modern world.

NEW VERSIONS

Although the Eagle Speedster was originally a one-off commission, the enormous impact it made on car lovers led the people behind the Eagle to begin building several more cars, including the one that appears in *Fast & Furious 6*. The new cars included some belonging to a second generation, whose weight was successfully reduced to 985kg, allowing it to virtually fly along the road. This new generation is known as the Eagle Lightweight, and who knows if it will appear again sometime in the world of *Fast & Furious*.



The Eagle Speedster featured briefly in *Fast & Furious 6*. Everyone on the crew, including Ludacris himself, would have loved to get behind the wheel in a chase scene.



The Dodge Grand Caravan was more than five metres long thanks to its longer wheelbase and projecting rear end. It offered the same seven seats, but had larger boot capacity.

DODGE CARAVAN MKIII

The third generation of the Dodge Caravan, on sale in North America from 1996 to 2000, was available in two different lengths and included some significant new features, like a second sliding rear door on the driver's side and a system that made it possible to remove the back two rows of seats.

The middle row bench seat was narrower than the back one to make access easier.

The development of this third generation of the Chrysler Group's large minivans began in the early 1990s and it was launched at the 1995 Detroit Auto Show. The Dodge Caravan and the Dodge Grand Caravan (with a longer wheelbase) were from the same stable as the Plymouth Voyager and the Chrysler Town & Country. Sold only with V6 petrol engines (for Europe the equivalent versions of the Chrysler Voyager also had VM diesel engines), the Dodge Caravan was the biggest seller by far. It had different automatic gearboxes, including the four-speed Autostick that made manual gear change possible.



The manufacturer offered the Dodge Caravan with both front-wheel and four-wheel drive. With seven seats, arranged 2+2+3, the short version was 4.73 metres long, and the long-wheelbase Grand Caravan measured 5.07 metres. Its interior was really spacious, and to increase boot capacity the third-row bench seat could be folded down or even removed. The Grand Caravan was the basis for an electric minivan project, the Caravan EPIC, with a 130km range between recharging, which was only distributed for company fleets.



THE FRONT RIGHT WING

In this assembly session you will attach the indicator to the front right wing. You will then attach the wheel arch to the body of your model.

PIECES FOR THIS STAGE

96A



CM



FM



96A Front right wing

CM Screws 1.7 × 3mm (× 3)*

FM Screws 2 × 5mm (× 5)*

* 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.

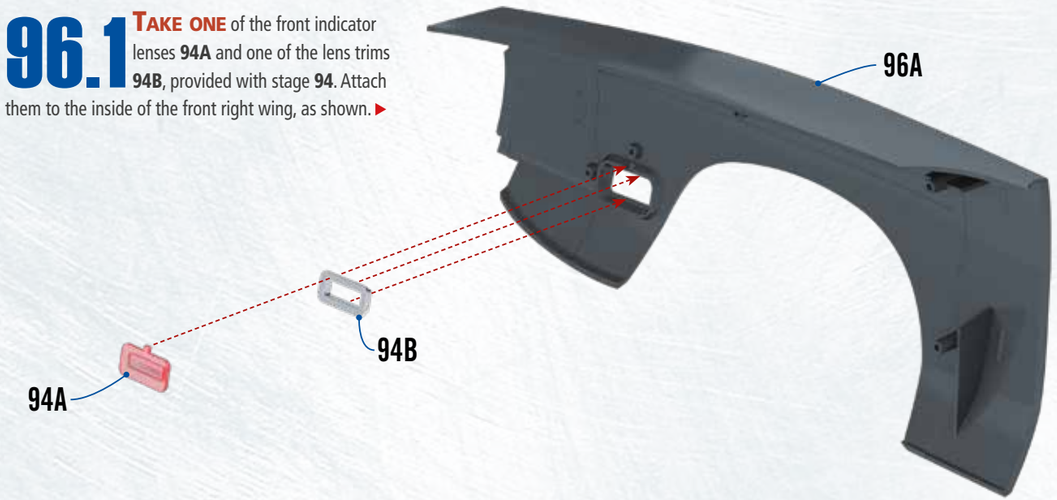
ASSEMBLY AREA



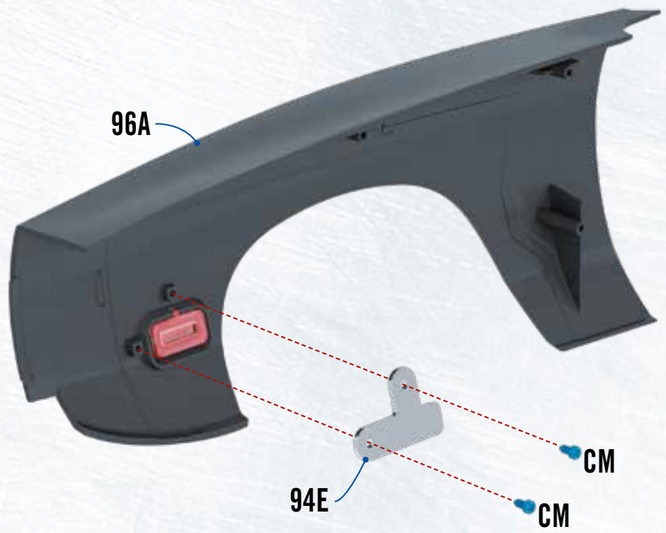
FRONT RIGHT WING



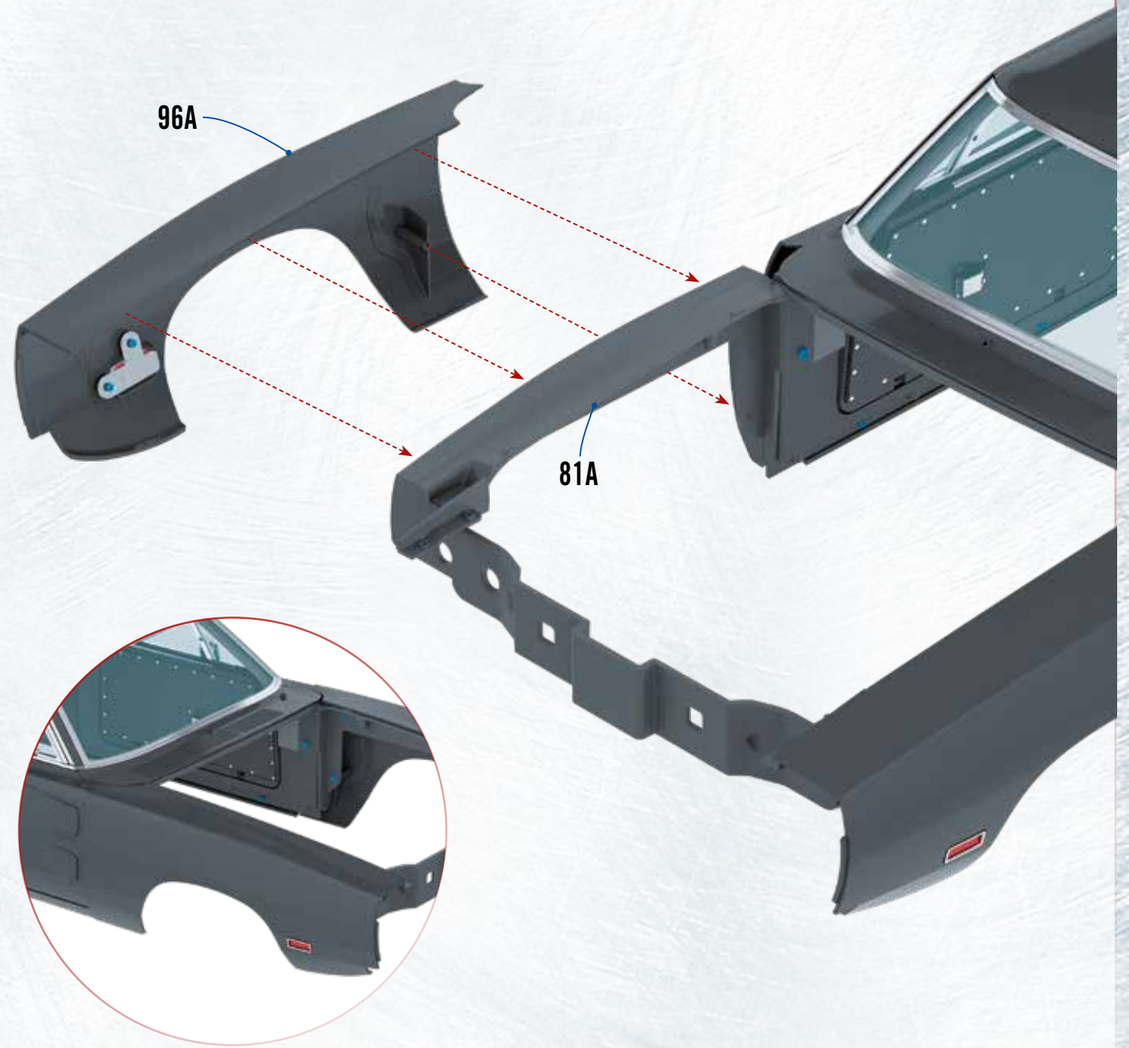
96.1 **TAKE ONE** of the front indicator lenses **94A** and one of the lens trims **94B**, provided with stage **94**. Attach them to the inside of the front right wing, as shown. ▶



96.2 **ATTACH** the front left indicator bracket **94E** to the wing **96A** using two **CM** screws. ▼



96.3 **CAREFULLY** place the front right wing **96A** onto the front section of the engine bay frame **81A**. ▼





96.4 **To attach** the front wing **96A** to the engine bay frame **81A** of your model, use four **FM** screws. ◄

RESULTS OF STAGE 96

You have now attached both front wings with their indicators to the bodywork of your model.



SAFETY THANKS TO ELECTRONICS



Driving safety systems have become part of life for almost every motorist. In the near future, these systems will continue to evolve until they can safely deliver the dream objective of creating a totally autonomous vehicle. For now, we shall settle for finding out which systems are typically available in modern cars.

They are grouped together under the acronym ADAS (Advanced Driver Assistance Systems), and this abbreviation encapsulates all the electronic systems that can assist the driver or make driving safer in emergency situations. We are therefore talking about things like adaptive cruise control, parking sensors, and automatic emergency braking, among many others. In essence, the Driver Assistance Systems, in a completely silent way, allow

Among the most advanced pre-crash systems are those able to recognise cyclists, who can often remain hidden in the driver's blind spots, especially with big cars. This is done by coordinating special sensors and cameras.

us to travel with greater comfort and safety. They take control of the vehicle in an emergency, although, of course, the responsibility always remains with the driver.

HOW DO THEY WORK?

Driver Assistance Systems (DAS) use information from various sensors located around the vehicle, such as obstacle distance detectors and special cameras that identify road signs to alert the driver of the presence of a hazard. We can all recognise the "beeping" parking aid alert, as more and more are fitted to standard cars. This type of alert signal continues until we respond with an action. If not, the system can even take over the car, for example by controlling the steering if we are drifting out of our traffic lane. Autonomous braking to avoid collisions with other cars or obstacles is also fairly common.

SOME EXAMPLES

We shall start with the best-known DAS, one of the first to be installed even on less modern cars: cruise control. As the name suggests, this system allows you to select the desired travel speed and maintain it along the entire route, traffic permitting. Just press a button, and with a few clicks, you can set your cruising speed and forget the accelerator. You can also increase or decrease the speed by simply pressing another button on the steering wheel.

If you brake, the system automatically disengages but can be easily reactivated by pressing the steering wheel button again. In the latest generation of cars, it is often combined with a safety distance control sensor and is called ACC, Adaptive Cruise Control. In addition to maintaining a constant speed, it is able to adapt your speed to that of other vehicles in front in order to stay a safe distance behind them. If the vehicle in front brakes or slows down, our car will automatically slow down too. It will then accelerate again when the road is clear. The system is undoubtedly effective, although it works best on cars with automatic transmission, as it can better manage the engine under all conditions.

AUTOMATIC BRAKING!

When it comes to safety, electronics can give us important assistance. Electronic aids known as "pre-crash systems" warn us if there is a risk of collision. They can stop the car before an impact with an obstacle, a person or another car. Sensors installed on the vehicle measure in real-time the speed and distance from the car in front, or from a fixed obstacle or even a pedestrian. Some systems can even identify cyclists. Audible warning signals are complemented by visual signals. Before braking automatically, the driver assistance system calculates the optimum braking distance and the required brake pressure. Depending on the system, this calculated pressure is translated by the assistant into automatic braking and is applied when the brake pedal is pressed.

A further development of the pre-crash system is linked not only to braking but also to the subsequent "swerve" needed to avoid the obstacle. It can be implemented autonomously by the car, which actually turns the steering wheel for the driver. Pre-crash systems offer many advantages, and can fill the "attention gap" that often characterises human driving. An advertising billboard, a message on the mobile phone, a sudden sound - there are many distractions that can lead us to take our eyes off the road momentarily, and which can end in an accident, possibly because we have also underestimated

our distance from the vehicle in front. In these cases, electronic assistance is very welcome.

UPHILL STARTS

When we get our first car as a new driver, uphill starts without electronic assistance are difficult and take some practice. For novice drivers, Hill Start Assistance is very useful! As we know, with a manual gearbox, to pull away on an uphill slope, you have to depress the clutch, engage first gear, and then move your right foot from the brake to the accelerator while gently releasing the clutch. Smooth coordination is essential when pulling away uphill. Hill Start Assistance has sensors that recognise the slope and prevent our car from rolling backwards. When the driver releases the brake to accelerate the engine, the system holds the vehicle in place for a short time. The assistant then releases the car as soon as it begins to move forward. Obviously, this driver assistance system is not essential for safety purposes, because with a little experience, most people learn to handle uphill starts. However, it must be admitted that it can make hills and steep mountain roads less stressful, especially if you are pulling a trailer or caravan.

PARKING AIDS

Parking aids can help us to complete parking manoeuvres more easily, and reduce the risk of us damaging our car - or someone else's! At its most basic level, it has sensors (rear and/or front) that monitor our distance from obstacles using ultrasound. The system warns us acoustically and sometimes visually on the car's display if we are getting too close.

The next level up has cameras that show the environment around us on the car's video display. It can indicate the dimensions of our car with superimposed lines. In some cases, these lines project the movement of the car by changing their inclination based on the rotation of the steering wheel.

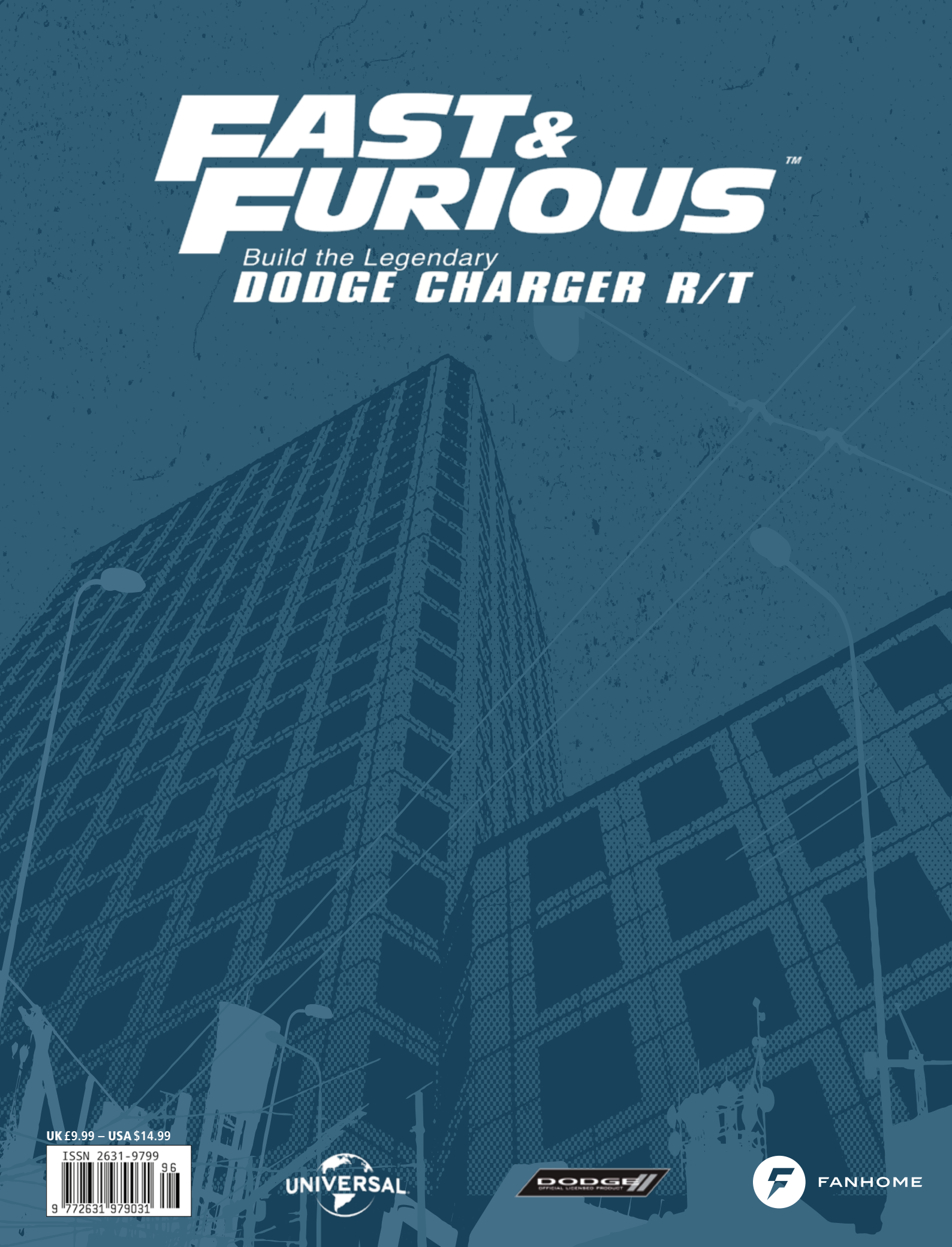
The final step is the Active Parking Pilot. This system is able to identify a suitable parking space and start the parking manoeuvre by performing all the necessary steering actions, as well as braking and accelerating independently. This is only available on cars with automatic transmission. In more advanced systems, we can even park the car autonomously by pressing a button on a remote control - even after getting out of the vehicle! This is extremely helpful for parking in tight spaces. In the same way, the car can get out of the parking space by remote control. Some models are even capable of reversing fifty metres back down the road. This can be useful not only for parking but also if you need to reverse back along very narrow roads or spaces.



Parking manoeuvres have always been a challenge for new drivers. Thanks to modern technology, cars are now able to park themselves.

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME