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106

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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: 978-1-4439-5249-1
FFN106: 22 09 14

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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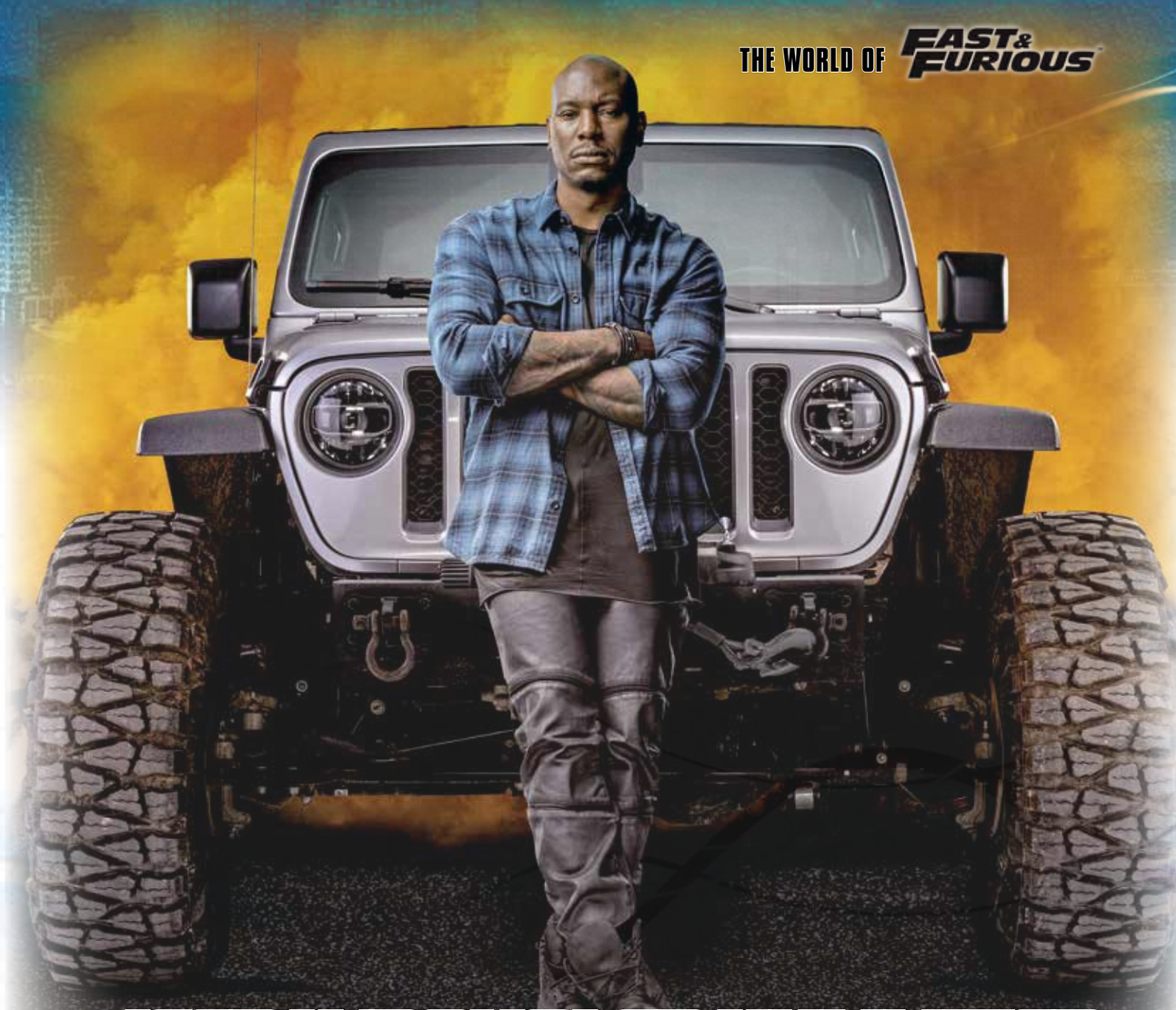
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JEEP WRANGLER UNLIMITED, SHIELDING THE TEAM

By now we are used to seeing tough, powerful vehicles in *Fast & Furious*. The seventh movie, however, had a surprise in store for us: the introduction of an awesome Jeep Wrangler, capable of making a parachute jump from a plane and taking part as a vehicle and a shield in a thrilling rescue operation.

Tyrese Gibson, who plays Roman Pearce in the saga, poses in front of a 2020 Jeep Gladiator in a promotional image for *Fast & Furious 9*.

Jeep is a legendary brand in the world of all-terrain vehicles. The legendary Jeep Willys, which played such an important role for the US Army during World War II, is an image that everybody can instantly recognise. Since then, however, the company and its models have evolved incredibly. A good example of this is the powerful vehicle driven by Tej Parker in *Furious 7,* the 2015 Jeep Wrangler Unlimited.

FLYING CARS

For vehicle coordinator Dennis McCarthy and his team, each Fast & Furious movie is an important new challenge. But in the case of the seventh film in the series, the challenge was even greater, not because of the number of cars to be used but because of the limited amount of time they had to get them ready.

"Furious 7 was the movie that left us with the least amount of time to build the vehicles," this prestigious car expert recalls.

"It was three months of frantic work. We literally had to send cars to the set with the paint still wet."

With a total of 70 technicians, McCarthy was in charge of supervising, testing, modifying and creating more than 300 vehicles, including a fantastic 2015 Jeep Wrangler Unlimited. Well, six of them actually, not just one.

In the movie, Dom Toretto and his team get involved in an extremely dangerous rescue operation. They need to get hold of a sophisticated tracking device, the God's Eye. Its creator Ramsey has been kidnapped by a group of mercenaries. The young woman is being taken to the criminals' hideout in an armour-plated bus, speeding through the steep, high Caucasus Mountains in the former Soviet republic of Azerbaijan. How can they burst in there rapidly and suddenly, and take them by surprise? Roman comes up with the answer - from the air.

A RACE TO THE SKIES

Toretto and his team decide to parachute down into the theatre of operations … in their vehicles! For the rescue, they use a great variety of cars: a 1970 Dodge Charger R/T modified to convert it into a great off-road vehicle, a 2012 Subaru Impreza WRX STi, a 2011 Dodge Challenger SRT, a classic 1967 Chevrolet Camaro Z28, and the tough devastating 2015 Jeep Wrangler Unlimited. As you might expect, the vehicles' jump, descent and landing were created by the computer-generated visual effects department. But despite its great work, some stunt manoeuvres still had to be filmed for real in Pikes Peak, a privileged natural area where the Pikes Peak International Hill Climb is held every year, also known as the "Race to the Clouds". For a few weeks, this wonderful spot in Colorado became the Caucasus Mountains, onto which Dom and his buddies parachute from a C-130 cargo plane.

"For the part that comes out of the plane, prior to the rescue sequence," McCarthy recalls, "we had to use six Subarus, eight Dodge Chargers, eight Challengers, six Jeeps and six Camaros."

THE PROTECTIVE VEHICLE

The jump itself leaves audiences breathless, but it's just the beginning. As soon as they touch down, all of the vehicles – except for Roman's Camaro, which has landed some distance away from the group – set off in hot pursuit of the bus where Ramsey is being held. Of course, it's surrounded by a large vehicle escort. When Toretto and his team close in, guns pop out of the cars around the bus and start shooting.

"Tej, shield!" Toretto shouts. The former race promoter turned technology expert Tej Parker is at the wheel of the Jeep Wrangler. As it is an armored version, he uses his vehicle as a shield. His companions get in line behind him to avoid being hit by the gunfire. Meanwhile, singing merrily and unperturbed by the explosions, Tej advances, crashing into the cars escorting the bus and forcing them off the road.

The participation of the Jeep Wrangler was essential for helping Brian to board the bus and rescue Ramsey, although the operation was still far more dangerous than everybody thought it would be. The scene is pure dynamite. In order to film it in complete safety, as well as the usual stunt performers, professional drivers were hired, like Mike Ryan and Rhys Millen, two authentic legends of the Pikes Peak races.

"The challenge for me is that you can have the best stunt drivers in the world, but they have very high standards. The cars have to be good enough for them," says Dennis McCarthy. "Different drivers have a different brake bias, so we had to fit an adjustable valve in the cars, together with sliding brakes. In fact, sliding brakes are essential. In the movie industry, you always want to have more oversteer because it looks more exciting, so I always fit a massive rear stabiliser bar in these cars so that a 30mph turn will look like a 60mph one."

MIKE RYAN

If something can be driven, Mike Ryan is sure to have done it because this veteran driver has spent his entire life enjoying speed and stunts on both racetracks and film sets. From age 19, when he was given his first stunt driving lessons, Ryan began a career that enabled him to win a great many races, especially the legendary Pikes Peak International Hill Climb, where he was unbeaten for several years running. In the mid 1980s he began working as a stunt driver in the movies. His name began to be mentioned particularly after his work in productions like *Thelma & Louise* (1991) and *Terminator 2: Judgment Day* (1991). As you might expect, Ryan's path eventually led him to the world of *Fast & Furious*, the franchise in which he has participated actively from the fifth movie onwards. In *Furious 7* he had the chance to work on his favorite patch, Pikes Peak, and was given the job of driving an enormous armor-plated bus. Apart from that, he has also created incredible stunts for other movies, like *The Expendables* (2010), *Mad Max: Fury Road* (2015) and *Jurassic World: Fallen Kingdom* (2018).

WHERE ONLY THE STRONG SURVIVE

The Jeep Wrangler was not chosen for this sequence on a whim. Obviously, for a pursuit like this, having some sort of vehicle that would be capable of driving in adverse situations seemed inevitable. And this model is definitely one of those that can handle being driven over extremely difficult terrain, where only the strong survive.

The heir to the Jeep CJ, a civilian version of the popular Willys MB, the Jeep Wrangler first appeared in 1987 and it was the model that made the brand truly famous. Throughout its life, this all-terrain vehicle has undergone important improvements. The 2015 version marked a turning point in its history, with improved performance and an external appearance aggressive enough to intimidate any conventional vehicle.

The Unlimited version of the Wrangler has four-door bodywork. It is 4.88 metres long, 1.9 wide, and 1.84 high. To some extent, it is designed as a modular vehicle: the detachable roof is made of hard plastic, the windshield can be lowered onto the bonnet and the doors can be removed. This allows users to adapt the vehicle as often as they like, depending on their needs. From its launch, it offered three different levels of equipment, Sport, Sahara and Rubicon, the latter being the most complete of the range. Tough and resistant, the Wrangler flies the flag for the pure all-terrain style at a time when the majority of manufacturers have preferred to concentrate on SUV models.



At over 1.8 metres high, the armoured Jeep Wrangler driven by Tej Parker served as a shield against a hail of bullets in *Fast & Furious 7*.

The peculiar raised gullwing windows defined the line of this elegant two-door, four-seat coupé.



DODGE FLITEWING CONCEPT CAR

In the 1960s, at the height of the space race, American brands developed numerous prototypes with spectacular lines inspired by aeronautic technology. The Dodge Flitewing was one of them, with the peculiarity of the curious way of getting into it, through gullwing windows.

The rear was notable for the prominent tailfins that anticipated the subsequent popularity of these aesthetic features.



Over the years there have been many cars with gullwing doors, but not so many with gullwing windows. One of them was the Dodge Flitewing, a concept car that the American brand presented in 1961. Designed by the Chrysler Group stylists in Detroit, the car was built in Italy, in the workshops of Carrozzeria Ghia coachbuilders, which at the time worked closely with the American group's brands. The peculiar feature of this elegant coupé, that was more than five metres long, were its windows, which were raised when the doors were opened (to do this from the outside you pressed a button on the front of the doors). In this way access to the interior was gained, especially the ample rear seats. The B pillar was eliminated, something that improved visibility from the inside. The car, which was never mass-produced, had an impressive look. There was a huge shield-shaped radiator grille at the front flanked by twin round headlamps. At the back, some quite marked tailfins defined a space that included the boot lid, with a striking circular decorative feature, and twin round taillights.



INSTALLING THE FUEL TANK

In this assembly session you will assemble the fuel tank and install it in the rear section of your model. You will also attach the body of your model car to the chassis.

PIECES FOR THIS STAGE

106A



106B



106C



106D



AM



AP



CP



DM



LP



106A Fuel tank	AM Screws 2 × 4mm (× 25)*
106B Upper panel	AP Screws 1.7 × 4mm (× 5)*
106C Fuel level sensor	CP Screws 2 × 5mm (× 3)*
106D Fuel tank hoses (x 2)	DM Screws 1.7 × 3 × 5mm (× 3)*
	LP Screws 2.3 × 4mm (× 9)*

*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.

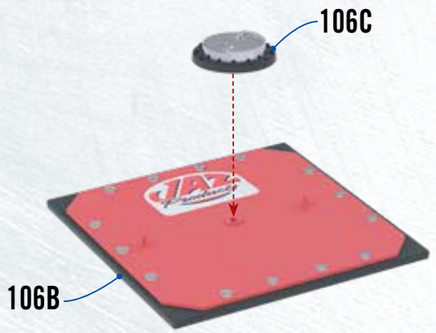
ASSEMBLY AREA



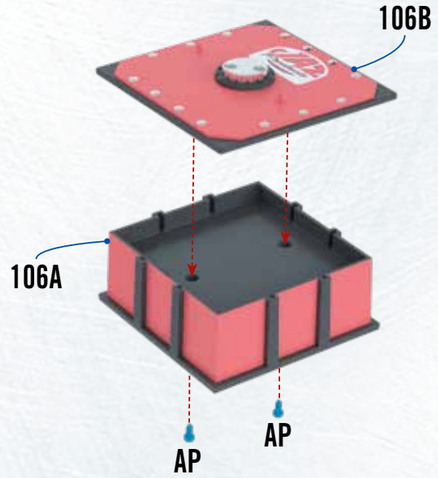
REAR SECTION

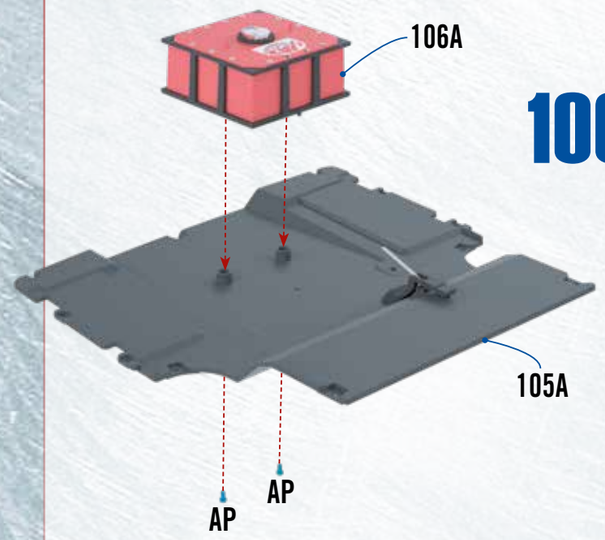
Installing the fuel tank

106.1 **ATTACH** the fuel level sensor **106C** to the upper panel **106B**. ▼

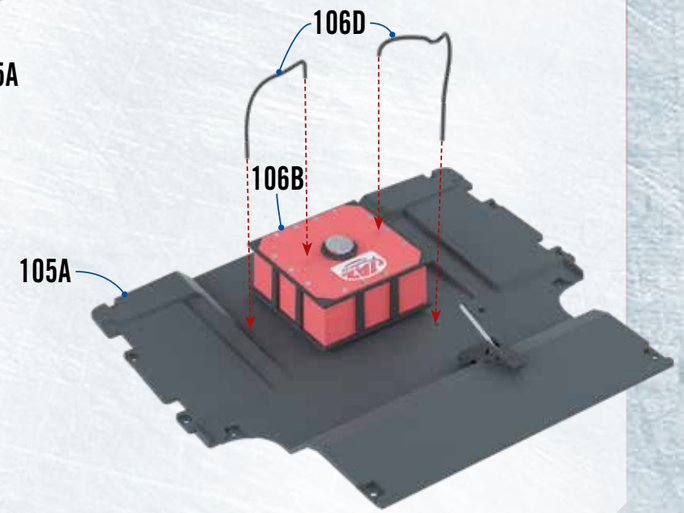


106.2 **PLACE** the upper panel **106B** onto the fuel tank. Secure the panel with two **AP** screws. ▼



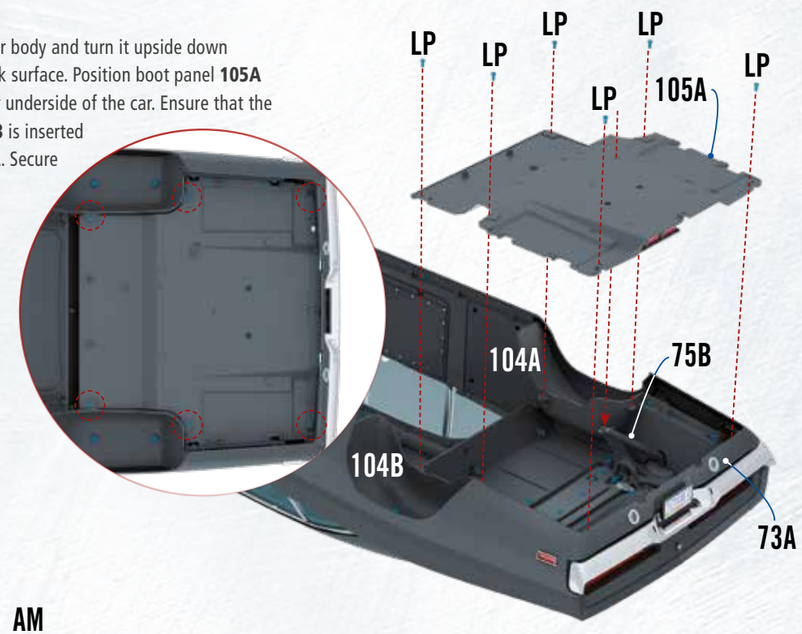


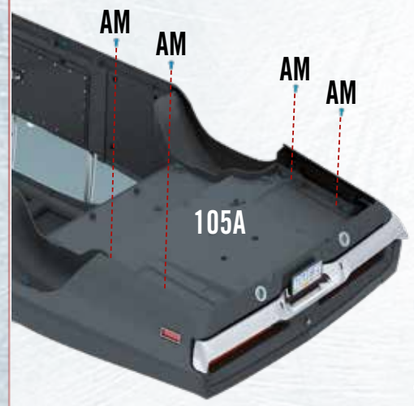
106.3 **GET** the boot floor panel **105A**. Position the assembled fuel tank over the two screw posts, and fix it in place with two **AP** screws from underneath. ◄



106.4 **ARRANGE** the hoses **106D** as shown in the illustration. ►

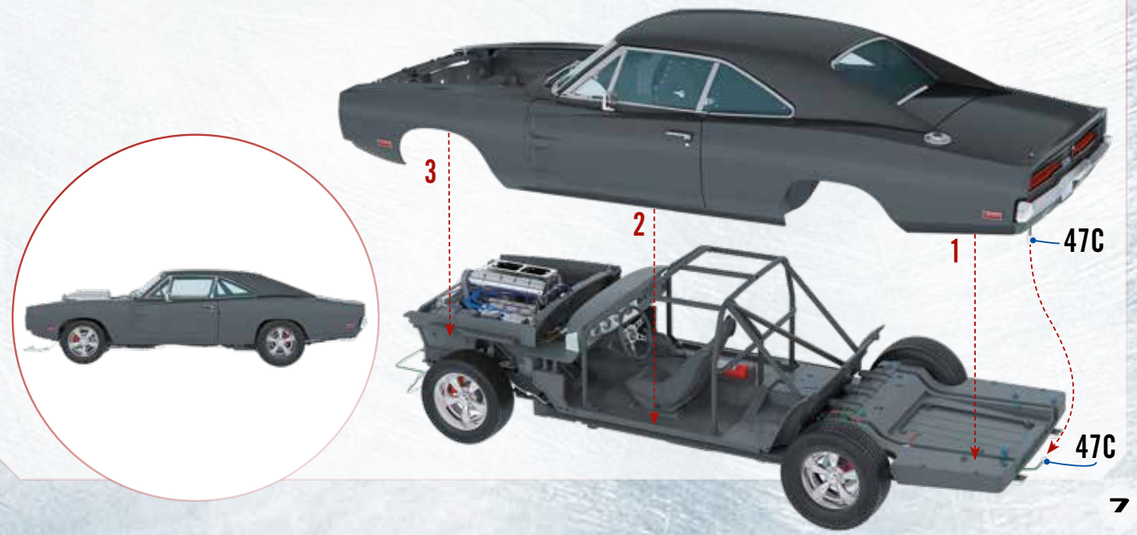
106.5 **GET** the car body and turn it upside down on your work surface. Position boot panel **105A** into the rear underside of the car. Ensure that the pin on the end of the fuel hose **75B** is inserted into the central hole in panel **105A**. Secure the pieces with six **LP** screws. ►





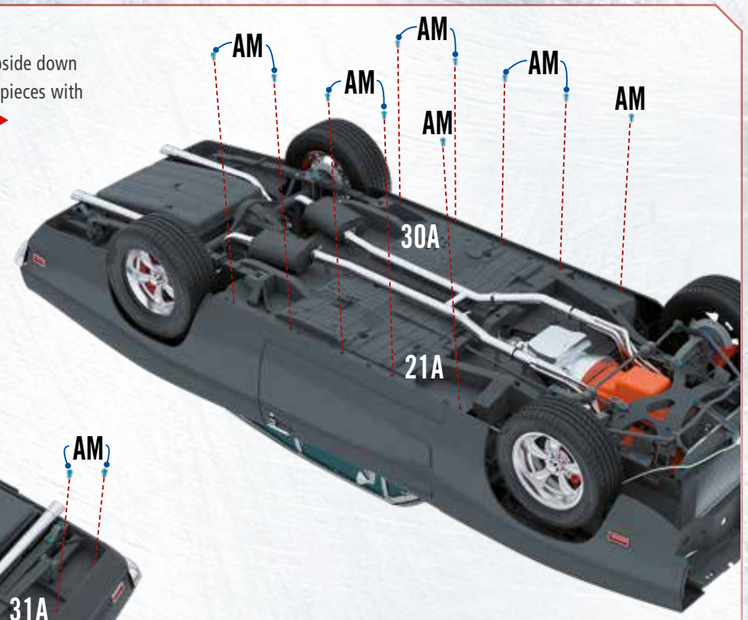
106.6 **TO FINISH** securing the boot panel to the car body, insert and tighten four **AM** screws in the holes indicated in the illustration. ◄

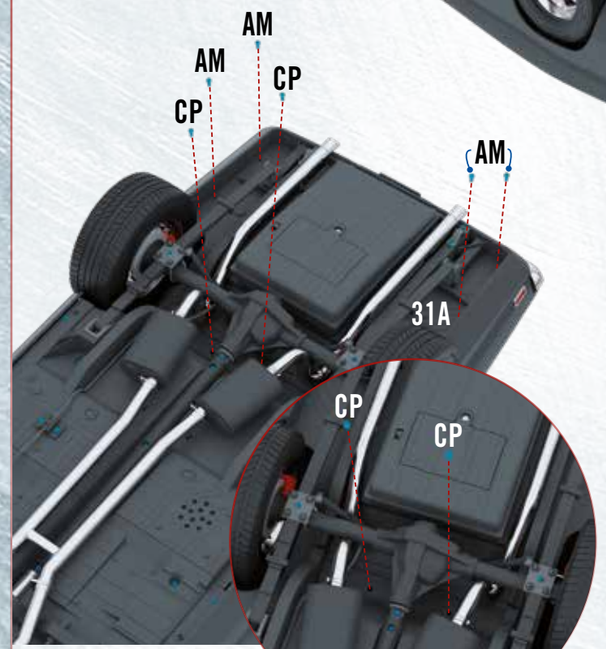
106.7 **HOLD** the car body over the chassis. Connect the two connectors on the rear lights **47C**. Now carefully put the car body onto the chassis, starting from the rear section (1), followed by the middle section (2) and finally the front (3). ▼



106.8

Turn your model upside down again and secure the pieces with ten type **AM** screws. ▶



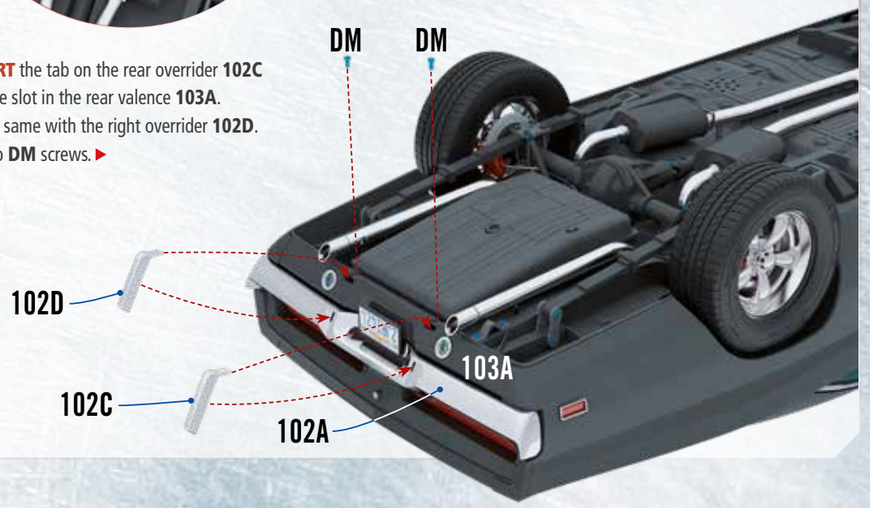


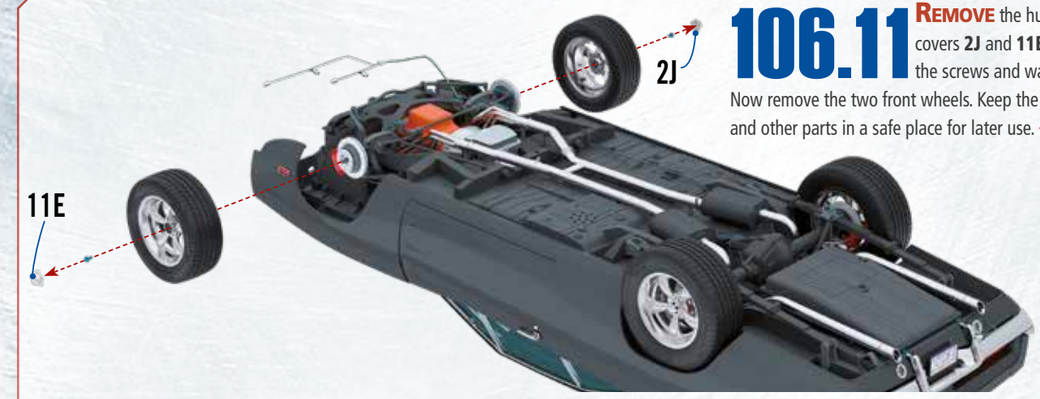
106.9

Now insert four more **AM** screws and two **CP** screws into the holes indicated in the illustration. ◀

106.10

Insert the tab on the rear overrider **102C** into the slot in the rear valence **103A**. Do the same with the right overrider **102D**. Now secure the overriders with two **DM** screws. ▶



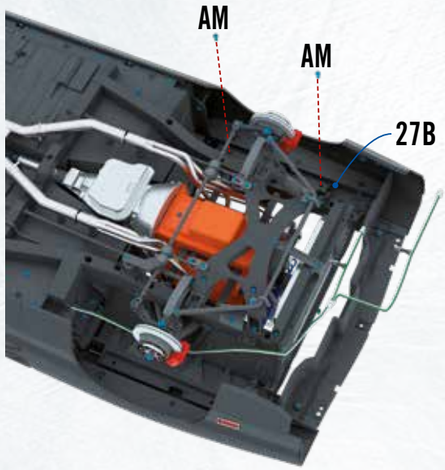


106.11

Remove the hub covers **2J** and **11E** and the screws and washers. Now remove the two front wheels. Keep the wheels and other parts in a safe place for later use. ◀

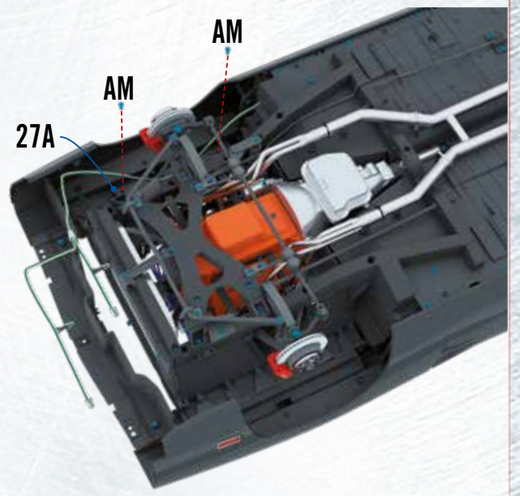
106.12

Insert two **AM** screws into the front right wheel arch reinforcement plate **27B**. ▼



106.13

Insert two more **AM** screws into the corresponding holes in the left wheel arch reinforcement plate **27A**. ▼



RESULTS OF STAGE 106

This is what your almost finished model looks like at the end of this complex assembly session.



ADVANCED DRIVING TECHNIQUES:
HEEL AND TOE GEAR CHANGE



On the track you can give free rein to your need for speed. Perhaps some advanced driving techniques can help you to improve your lap time. They can also be useful for driving more safely on the road. We shall start learning the secrets of Advanced Driving Techniques with the "heel and toe".

As the name suggests, this technique involves your foot, specifically your right foot, which has the task of simultaneously operating both the accelerator and the brake pedal. The position itself can vary slightly depending on the size of your foot, the type of shoe worn, the seat, and the location of the pedals. However, the approach is always the same. Of the two pedals, the brake takes priority for obvious reasons of safety, and because the brake requires more pressure than the accelerator. The heel and toe technique only makes sense with manual transmission cars because it mainly serves to make the downshifts smoother and keep the car more stable when braking into a corner, especially if you are driving a rear-wheel-drive car.



Sports cars are often equipped with pedals that are ideally positioned, with perfectly matched heights and the right distance apart to allow easy use of the heel and toe technique.

HOW IS IT DONE?

This driving technique is mainly used with high-performance cars, although once learned it can become almost automatic, even with everyday driving in standard road cars, due to its effectiveness. As we said, it involves simultaneous operation of the brake pedal and the accelerator with your right foot, while the left foot operates the clutch. It is used when braking from speed at the entrance to a sharp corner while at the same time smoothly engaging a lower gear. This allows for a more controlled entry into the corner and a smoother downshift that will allow you to cleanly accelerate away from the apex.

Let us move away from the theory and see how it works in practice. You can practise these movements with the car stationary until you get the hang of it. Imagine a scenario where you are arriving fast at a sharp bend. Start by positioning the toe of your right foot squarely onto the brake pedal, as if you were simply going to reduce speed as you enter the corner. While applying pressure to the brake, pivot the heel of your right foot to the right, and over the accelerator pedal. Keep the brake pedal pressure constant throughout the movement. To change gear, *simultaneously* depress the clutch pedal with your left foot, select your gear, and with the heel of your right foot blip the accelerator to raise the revs to the correct speed. Then release the clutch as the revs decrease. Finally, release the brake and get back on the accelerator to power out of the corner.

In short: curve, brake, clutch, gear select, and while the clutch is still depressed, blip the accelerator with your heel, release the clutch and brake and get back on the power. In reality, it requires great coordination and speed of execution. If you have never done it before, practice over and over



Look closely at the steering wheel of a sports car and you will notice notches at the 9 and 3 positions. They are intended for the thumbs, to help grip the steering wheel safely.

again in a stationary vehicle before going "live". Usually, the sportiest cars are equipped with pedals that are ideal for the use of this technique, with perfectly matched heights and just the right distance apart to allow easy use of the heel and toe technique. In the above example, we have assumed the use of a manual synchronised gearbox. The process is slightly different if we are dealing with a car with an unsynchronised transmission. In this case, while you are braking with your toe you will put the gear lever into the neutral position before blipping the accelerator with your heel, re-depressing the clutch, shift down, release the clutch as the revs reduce, and accelerate away. It is known as double-clutching, and it all happens within a second or two.

WHY USE THIS TECHNIQUE?

Its main advantage is that it reduces sudden stresses on the transmission, allowing the engine to be at the right speed for gear engagement. But it also benefits the stability of the car, especially under heavy braking in rear-wheel-drive cars.

In a challenging corner, the suspension must be stable and the torque must be smoothly transferred to the tyres to maximise traction for a perfect exit. If the engine speed drops quickly before the clutch is engaged, a kickback will occur on the transmission which will adversely affect suspension stability due to weight transfer. This is why the number of revolutions must be controlled when braking and changing gear at the same time.

The technique allows you to downshift at the last moment before entering the curve, after you have started to brake and the car has started to slow. At this point, the engine speed will not be high enough for smoothly engaging the lower gear unless you "heel and toe" the process. This technique is widely used in the rally world, with cars tuned to obtain maximum power. Drivers need to prevent the number of r.p.m. from dropping away during the gear change, otherwise the vehicle would "slouch" out of the corner.

As you have seen, the "heel and toe" method is a fundamental technique for tackling a curve efficiently. During a high-speed downshift, you need to steer with one hand, change gear with the other, press the clutch with your left foot and operate the brake and accelerator with your right foot - all at the same time!

It takes some getting used to and it takes a lot of practice for this technique to be performed smoothly and effectively. Your brain needs to enter "automatic mode" while you do it, because you also have to spot your reference points on the track and avoid other cars!

Once the technique has been refined, it will also be useful for hill starts, as you will have learned to change smoothly from the brake to the accelerator as you engage the clutch with the left foot, thus preventing the car from rolling backwards.

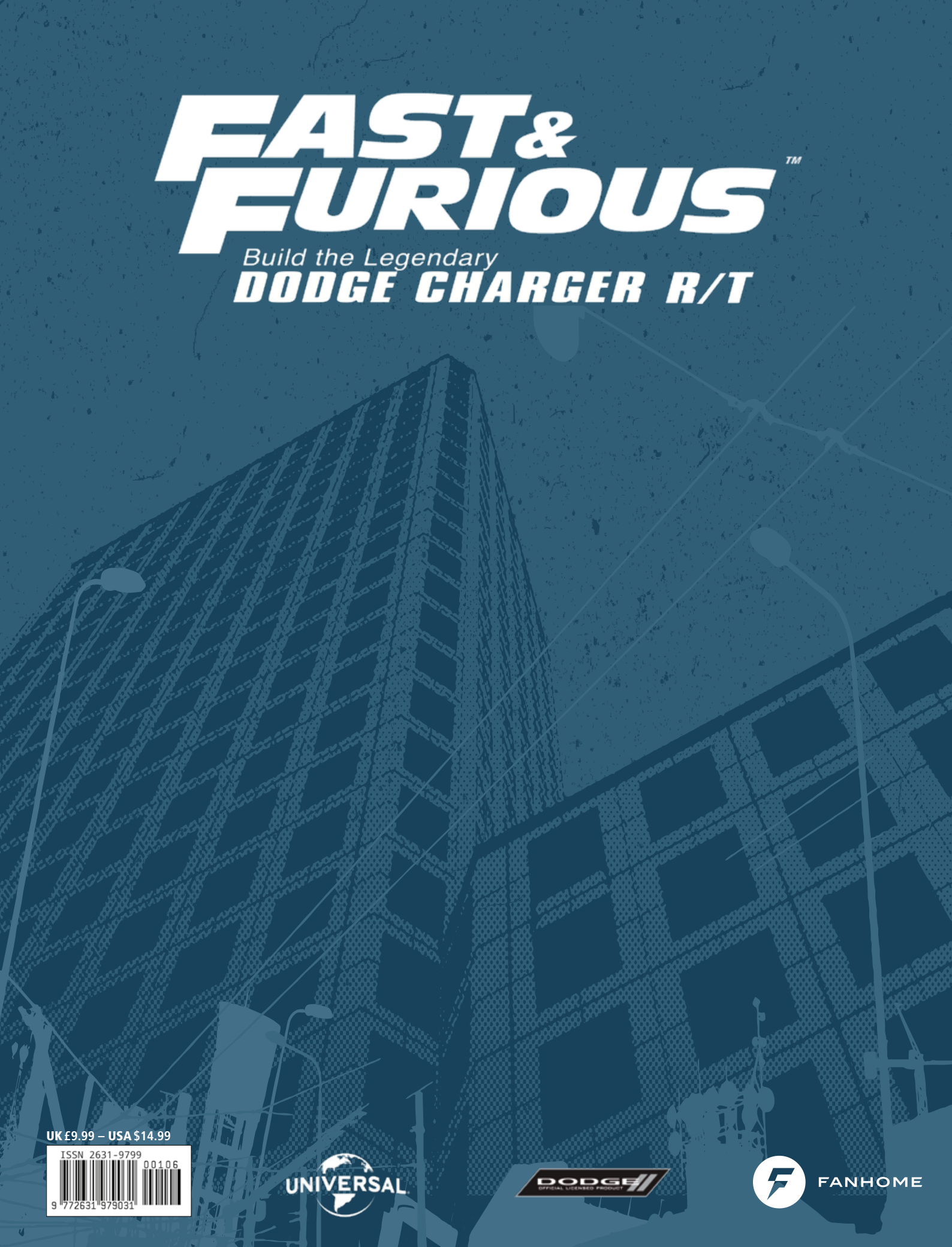
THE POSITION OF THE HANDS

A detail that should not be underestimated is the way you hold the steering wheel when you are on the track. At a basic driving school, we are taught the "10 and 2" clock positions. On the track it is best to move your hands to "9 and 3", holding the steering wheel firmly on the sides while wrapping the thumbs around the wheel - at all times!

You should be able to turn the wheel 180 degrees in this position, but if the turn is even tighter, slide both hands up to "3 hours" to the right for left-hand turns, or to the left for right-hand turns.

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UK £9.99 – USA $14.99

ISSN 2631-9799 00106

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