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AGENT MARKHAM

An agent in the US Customs Service, Markham is a tough, suspicious guy. Although his main goal is to capture the gangster Carter Verone, the fact that he has to rely on the help of a driver with Brian O'Conner's record does not give him much satisfaction. It's going to be tense.

After his victorious race through the streets of Miami, which opens the movie *2 Fast 2 Furious*, Brian O'Conner has to drive off with all the other racers when he finds out that the police are on their way to the meeting place. After managing to dodge some of the cars that are chasing him, he comes face to face with an agent who, armed with a strange harpoon, manages to knock out the electrical circuits of his 1999 Nissan Skyline. Brian has fallen into the hands of the law once again!

Markham, the man responsible for capturing him, is one of the customs department's top brass. After taking Brian to the headquarters, where we also meet another old acquaintance of Brian's, FBI agent Bilkins, Markham tells him that they are on the trail of a dangerous criminal established in Miami, Carter Verone. "He owns the biggest import / export business in the state," he says. "Unfortunately, the cartels have been successful getting drugs into Miami, but they've had a hard time getting the cash out. We've been surveilling him for a year, but we've never been able to put him and the money together."

The customs department has managed to infiltrate one of its agents, Monica Fuentes, in the criminal organisation. Markham is not too happy with the idea of bringing Brian into the operation. Especially after reading his file and finding out what happened in Los Angeles, when Brian allowed an FBI objective to escape before handing

The Miami coastline becomes the scene of a dangerous police operation coordinated by agent Markham.

JAMES REMAR

Born on December 31st, 1953, in Boston, James Remar is one of the best supporting actors in Hollywood in the last 40 years. The actor has appeared in more than 100 movies and his presence is always a guarantee of quality. His appearance as violent gang member Ajax in *The Warriors* (1979) opened people's eyes to his talent. Then came other excellent roles, generally playing the part of the villain, in legendary action movies like *Cruising* (1980), *The Long Riders* (1980), *48 Hrs.* (1982), and *The Cotton Club* (1984), in which he played the gangster Dutch Schultz. Throughout the 1990s he continued working intensely, *Blink* (1994), *Renaissance Man* (1994) and *Wild Bill* (1995) being other films in which he appeared. After playing Agent Markham in *2 Fast 2 Furious*, Remar began making more appearances on TV, becoming an almost essential face in so many TV series. This has not stopped him appearing in small parts in the movies, as he has done in Quentin Tarantino's new movie *Once Upon a Time in … Hollywood* (2019).

in his police officer's badge and taking flight. They are not good credentials for a potential undercover cop. And he tells him so: "Look, it was the FBI's idea to bring you in here," he says grudgingly. "I'm against it, but we need some good drivers to put Verone and the money together. You'll be rolling with Agent Dunn."

Brian realises that Agent Dunn knows nothing about cars, so he demands to have a colleague he can rely on. His decision: ex-con Roman Pearce.

A LACK OF TRUST

Agent Markham doesn't trust his "new" guys one bit. He could perhaps be accused of being conservative or an old-fashioned police officer, but he has always preferred to trust men with an unblemished record and an impeccable career. Having to work now with ex-cons or fugitives from justice is something that gives him a real headache.

Agent Bilkins of the FBI travels to the city of Miami to work with Markham on a high-tension operation.



Markham's distrust is so strong that when Brian and Roman go on an initial mission that Verone has given them to test their skill behind the wheel, the agent and his men appear and burst in unexpectedly, endangering the entire operation. Nevertheless, the two drivers manage to escape – but only after Roman has taken the opportunity to fire off a few shots at the police cars.

This incident means that the next meeting between Markham and the drivers is especially tense. It takes place at East Coast Fisheries, an old abandoned restaurant in Miami, and it begins amid growing distrust. In fact, the agent receives Brian and Roman gun in hand and orders them to put their hands up. "You think you can shoot at me? I'm a goddamn federal agent!" Markham shouts at Roman. Bilkins has to step in so that things don't get out of hand. "You shouldn't have shown up like you did. Didn't you know Verone was testing us?" Brian accuses him, to which Markham replies darkly, "No. I thought you punks were running."

Brian and Roman tell the agents that they have been given the job of delivering money for Verone, which could be the opportunity for the police to once and for all prove the connection between the businessman and the drug cartels.

PLAN A AND PLAN B

Later on, Brian once again reports to his superiors: "This is the deal. Last night Verone threatened a cop into giving us a window. We're driving to an airstrip in the Keys. Verone has a plane there and he's taking off for good. And Verone plans to kill us after we give him the money." The tip-off comes from Monica Fuentes, Markham's trusted agent. He understands that if she has heard Verone talking about this plan, the new undercover agents are in serious trouble. In any case, it's not something he's going to lose sleep over. However, when FBI Agent Bilkins hears this, he says that being caught up in an ambush was not part of the deal with Brian and Roman, so he suggests halting the operation. Nevertheless, Agent Markham refuses. "Look, this is real simple. You make the run. You get Verone and his cash together, so I can move in for the bust. All right? You don't, I will find enough charges on both of you to make you disappear. We're gonna have GPS on you the whole time, to make sure you don't get any cute ideas," he tells them. "And to make sure nothing happens to them, right?" adds Bilkins, rather annoyed, as he is not totally happy with the customs agent's methods.

It is obvious that Agent Markham is an ambitious man, who wants to grab Verone whatever the cost. Meanwhile, the businessman has shown himself to be a cruel, elusive man, capable of anything to avoid arrest. And Brian and Roman find themselves in the middle, trapped in a blind alley. Either Verone kills them, or Markham puts them in jail. What can they do? Well, perhaps come up with a plan B that will allow them to give everyone the slip and get away with the gangster's money.

THE OPERATION IS UNDERWAY

When the delivery day arrives, Agent Markham gets personally involved in the operation. After putting together a team of more than a dozen of his best men, heavily armed, they get ready to burst in on the small airstrip in the Keys and proceed to capture the wily Verone, who is caught red-handed. Meanwhile, Bilkins follows the entire operation from a control center surrounded by cameras connecting him to the agents on the ground.

The route Brian and Roman have to follow in their cars becomes totally crazy when dozens of police cars from Miami begin following them. But they are carrying out a previously devised plan for which they have the help of Tej Parker, the main race organiser in Miami. After a fantastic diversionary tactic in which hundreds of cars take part, Brian and Roman switch cars and manage to shake off all the police and FBI observers.

When he finds out what has happened, agent Markham flies into a rage. But as his men are deployed at the airstrip, he decides to go into action anyway and thus prevent Carter Verone from escaping. "We're gonna take him down. He's not leaving here." But when his small army invade the airstrip's runway and surround the plane, in which they suppose Verone and Fuentes are travelling, they find nobody there. They've been fooled!

NO HARD FEELINGS

Warned of the presence of the customs agents at the airstrip, Carter Verone has decided to change his plans. He'll be leaving in his private yacht along with a captive, as he has finally discovered Monica Fuentes' double-cross. However, it will actually be Monica, with the help of Brian and Roman, who manages to arrest Verone.

Now that the mission has ended satisfactorily, Agent Markham can at last relax. The operation has not gone exactly as he had planned, but he has achieved his longed-for goal: to arrest Verone with enough proof to be able to put him away for a long time. And, despite his initial misgivings, Brian and Roman have shown they are two good guys, whose contribution was crucial for the success of the operation. A down-to-earth and rather unsophisticated man, Markham shows no hard feelings and he shakes their hands and acknowledges their efforts, saying: "You held up your end. Your records are clean."

Actor James Remar plays the part of Agent Markham, who is obsessed with capturing businessman and drug dealer Carter Verone.





DODGE COLT

Designed to counter the success of the first Japanese sedans on the American market, the Dodge Colt was the result of a long-standing association between the Chrysler Group and Mitsubishi. The Dodge Colt was sold in different generations from 1971 to 1994, the year it was replaced by the Dodge Neon, a model developed in-house by the Dodge brand.

A coupe version of the last Dodge Colt sold in the USA. This car was replaced by the Neon in 1994.



"From Japan to America." The slogan for the 1973 Dodge Colt left people in no doubt as to where the car was from.

In the early 1970s, models like the Toyota Corolla and the Honda Civic were beginning to sell very well in the USA. Inexpensive and reliable, Japanese products conquered the low end of the market. To compete with them General Motors launched the Chevrolet Vega, and Ford, the Pinto. The Chrysler Group chose to complete its range in this growing segment with Mitsubishi products, a brand with which it reached an agreement that was to last for more than two decades.

The first Dodge Colt was launched in 1971. It was actually a Mitsubishi Galant made in Japan and sold under the Dodge brand. This car, on sale until 1974, and its successor (1974-1977) were marketed with different bodywork, but with the same 1.6 litre petrol engine. The third series, derived from the Mitsubishi Lancer, was a smaller model. This reduction in size continued with the fourth generation (1979-1984), based on the Japanese Mitsubishi Mirage and available with three-door bodywork and a 1.4 litre engine. The fifth, sixth and seventh series, which took the model to 1994, changed to front-wheel instead of rear-wheel drive but they were always cloned from the Mitsubishi Mirage and Lancer. All of them occupied, relatively successfully, the low end of the Dodge range for North American markets.

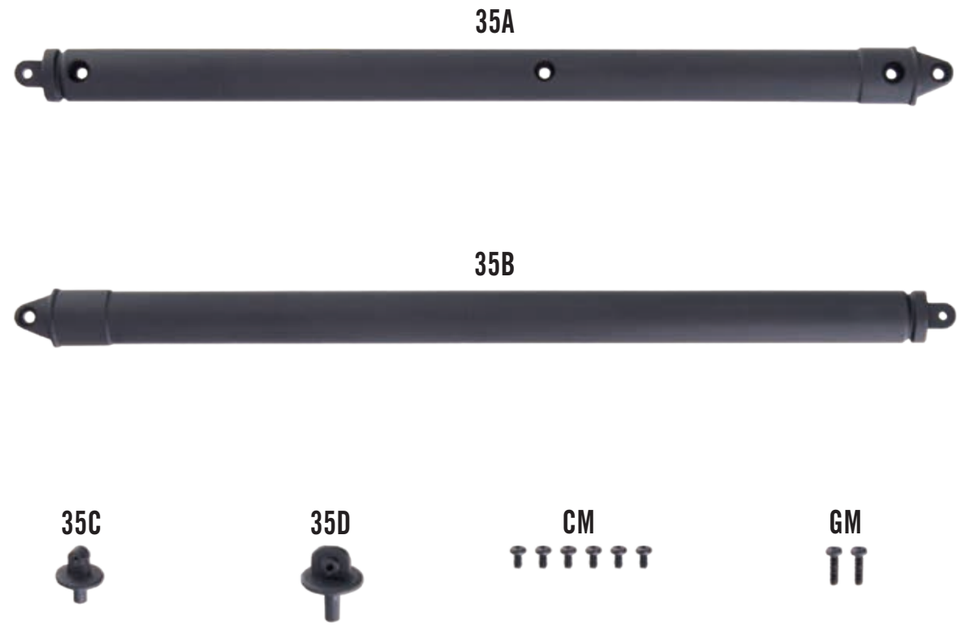


ASSEMBLING THE TRANSMISSION (I)

In this assembly session you will start assembling the transmission of your model, which is fairly straightforward.

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.

PIECES FOR THIS STAGE



35A Driveshaft (piece 1)
35B Driveshaft (piece 2)
35C Front coupling
35D Rear coupling
CM Screws 1,7 × 3 mm, (x6)*
GM Screws 1,7 × 6 mm, (x2)*

* Some of the parts are spares.

ASSEMBLY AREA

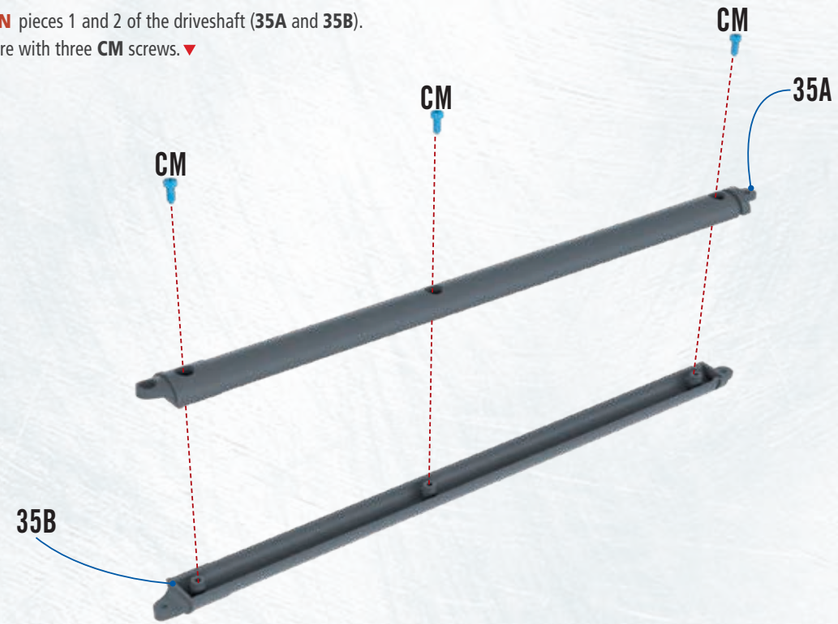


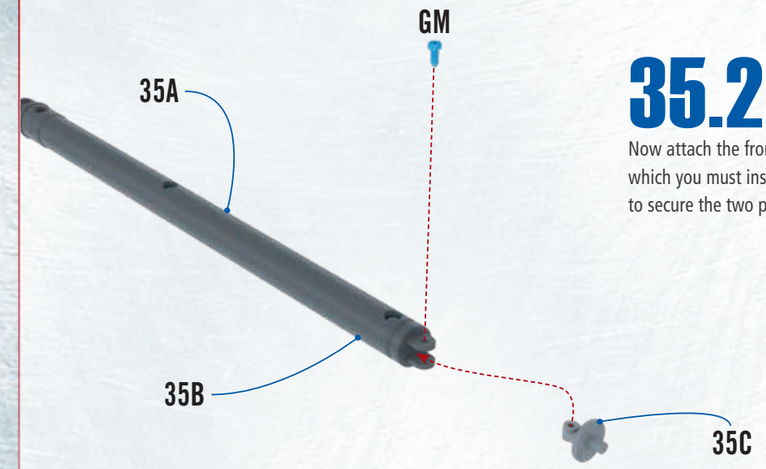
DRIVESHAFT

Assembling the transmission (I)

35.1

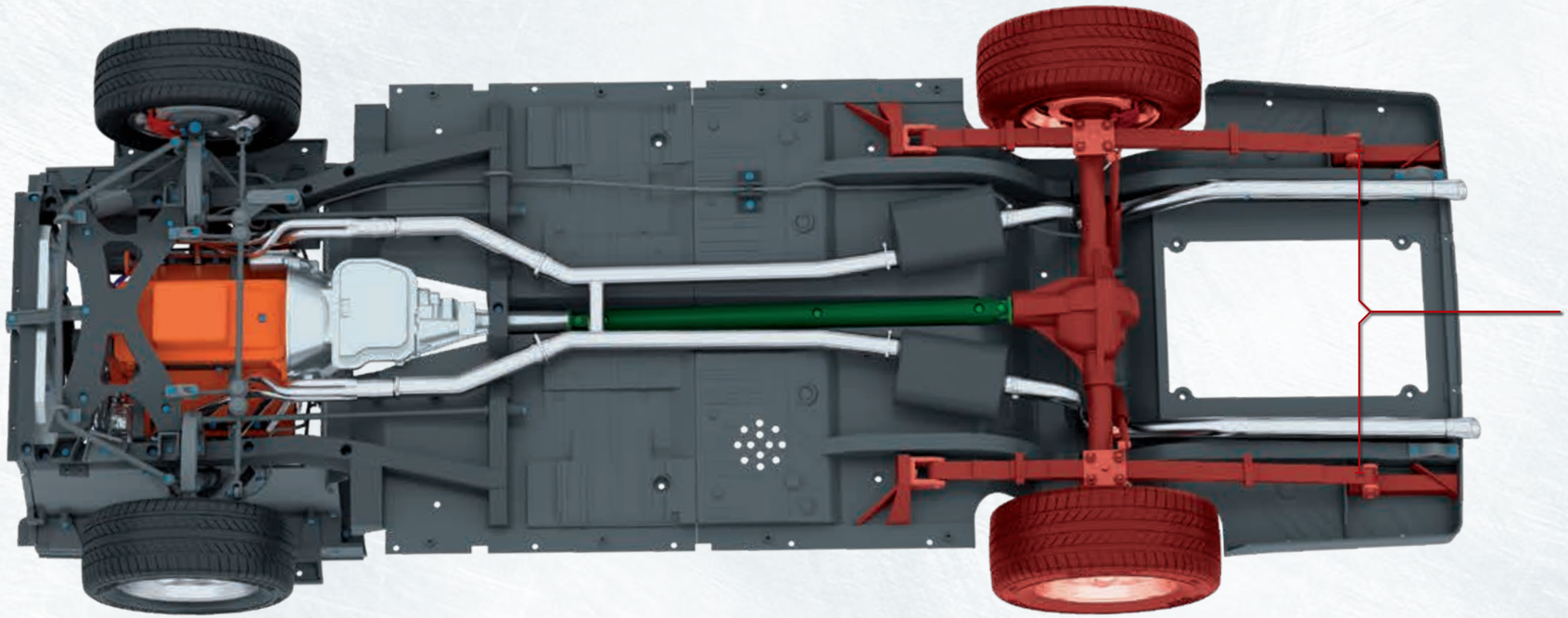
JOIN pieces 1 and 2 of the driveshaft (**35A** and **35B**). Secure with three **CM** screws. ▼





35.2

LOOK CAREFULLY at the ends of the driveshaft. They both have two tabs. Identify the end on which the tabs are closer together. Now attach the front coupling **35C** to this end using a **GM** screw, which you must insert from the same side as the screws you used to secure the two pieces of the driveshaft. ◄



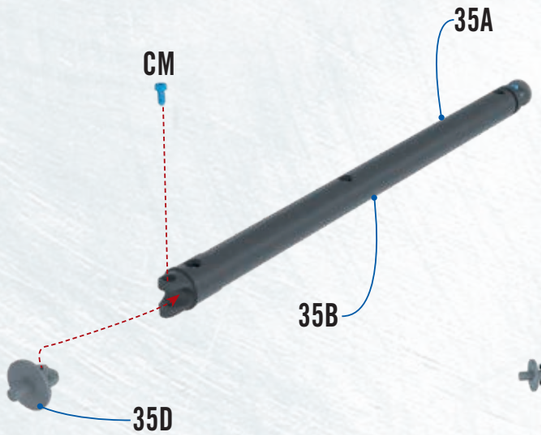
A LOOK AT YOUR MODEL

In this illustration you can see the final location of the components you will be assembling in this assembly session and the next ones.

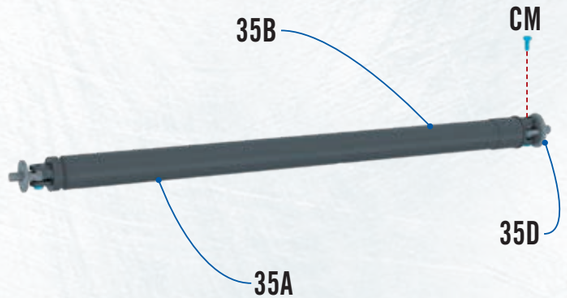
The driveshaft, which you are currently assembling, is highlighted in green. Highlighted in red are the components of the rear axle that will be assembled in a future assembly session. In a real car, the driveshaft transfers power from the gear box to the rear differential.

Assembling the transmission (I)

35.3 **ATTACH** the rear coupling **35D** to the other end of the driveshaft. Secure with a **CM** screw. ▼



35.4 **TURN** the driveshaft over and finish securing the rear coupling with another **CM** screw. ▼

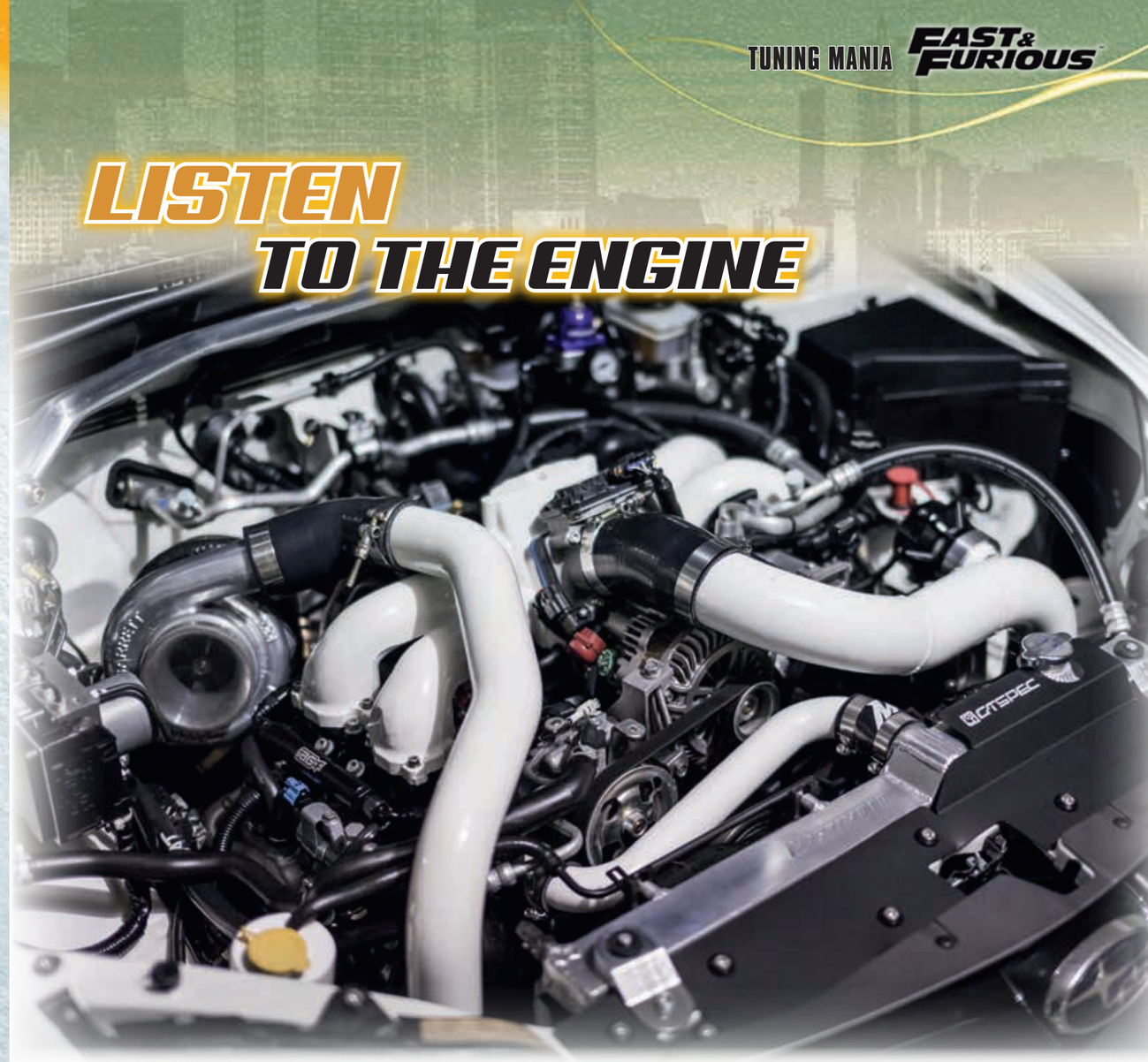


STAGE 35 FINAL RESULT



You have now completed the driveshaft, connecting the front and rear couplings. It is now ready to install on your model when the time comes.

LISTEN TO THE ENGINE

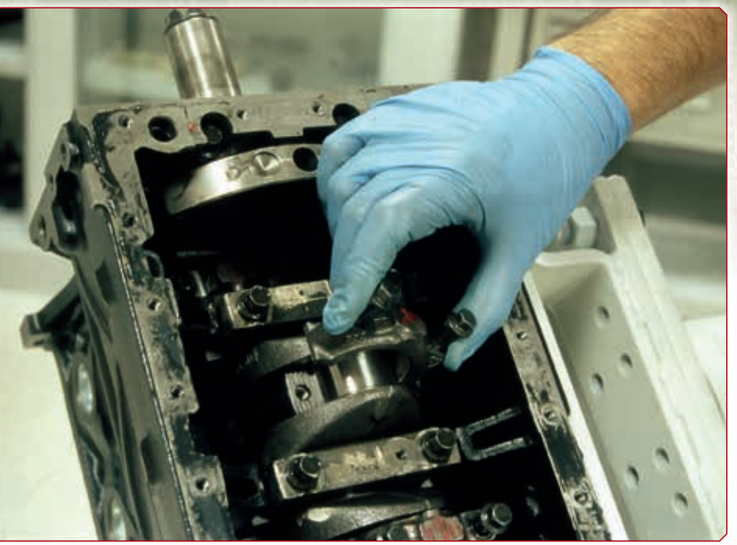


One of the weaknesses of highly-tuned engines can be reliability. The further we have gone with the upgrade and the more we "stress" the engine when driving, the lower its life expectancy can be. But don't worry, let's see which aspects to keep an eye on to prevent the engine from failing prematurely.

With rare exceptions, perhaps due to defective components, modern production engines are incredibly reliable and durable. As we have seen, these days they have ample safety margins and tolerances. If used daily, carefully following the maintenance routine recommended by the manufacturer, a car can easily last over 200,000km without requiring serious attention from a mechanical point of view. And it should not experience the typical problems of "old age" like excessive oil consumption.

Nowadays, only a small percentage of cars are scrapped because of mechanical failure. Most cars are scrapped as a result of accidents, or because of normal obsolescence, or perhaps because they do not comply with emissions requirements. But when we talk about highly-tuned cars, the situation is quite different. As you can imagine, after being tuned, these cars are subjected to much higher mechanical and thermal stresses than they were originally designed to tolerate. They move from everyday family-type use to sports-level performance and may even be used on

When we tune an engine, we need to watch out for possible failures and premature wear of components. Be aware of new noises or sudden performance drops.



A tuned engine can make more noise than the standard engine. But if noises start to appear after use at low and medium engine speeds, it is better to check the main bearings and the con rod shells.

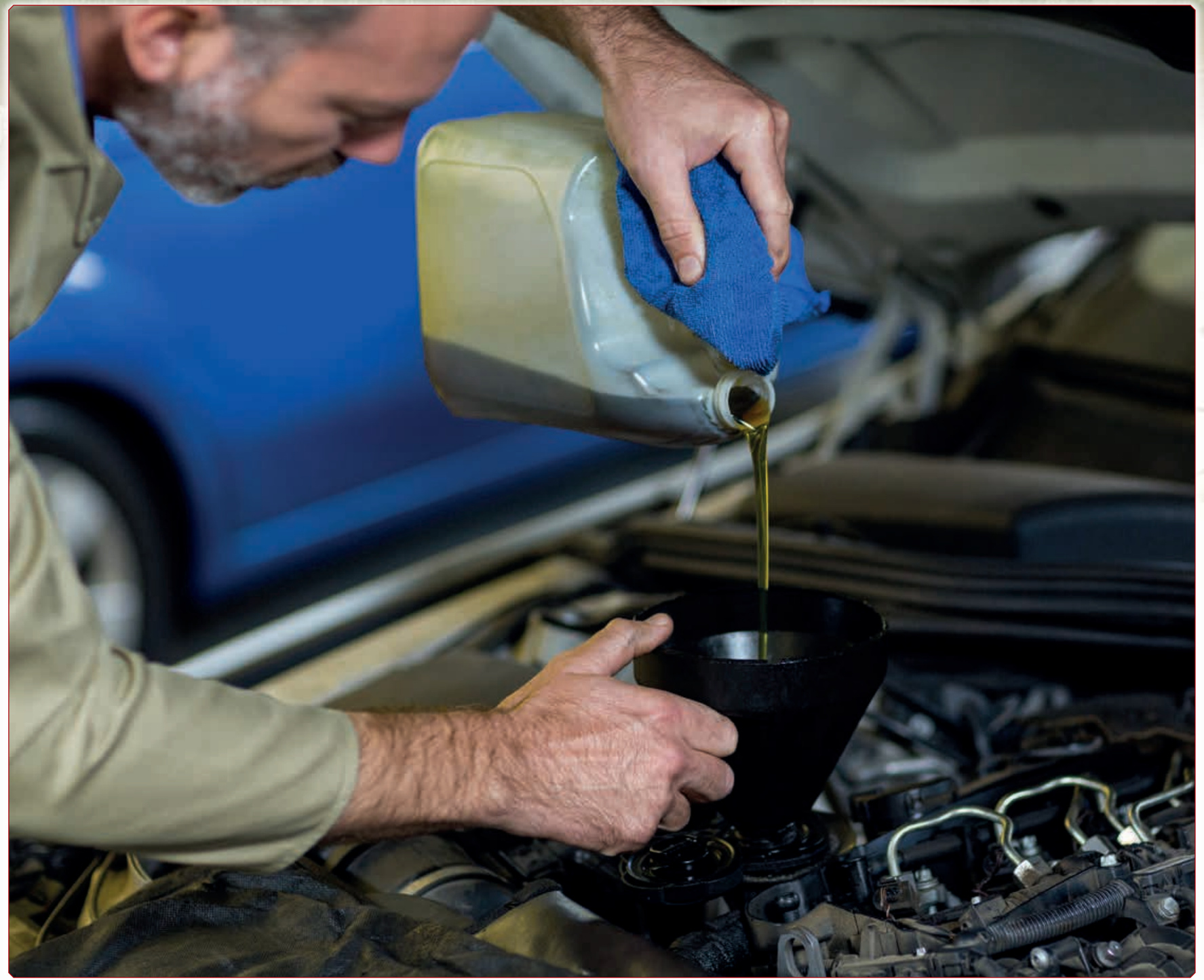
the race track. Inevitably, this results in shorter engine life and reduced reliability.

Often, owners of tuned cars will install dials and guages that allow them to keep an eye on the engine's vital parameters and quickly notice if something is going wrong. The most important ones are the oil pressure and temperature, as well as the turbo pressure and the exhaust gas temperature reading. But in many cases, the engines themselves will warn the driver in good time that something is not working as it should. All you need to do is keep an eye on the engine and oil temperature on the standard dashboard dials.

PINKING

The worst enemy of tuned motors is detonation, or "pinking". This can have catastrophic results - a piston can literally break apart inside the engine. At high speeds, it is almost impossible to hear it. But at lower revolutions, you can clearly hear a dry rattling noise: the infamous "knocking" in the cylinder head. This noise is caused by strong pressure waves hitting the walls of the combustion chamber. The piston is extremely stressed, and the rings and bushings suffer, too.

Detonation can happen for three reasons: Using low-octane fuel, having a compression ratio that is too high, or having the ignition too far advanced. When you first hear rattling noises in the head, you must immediately start a series of checks to avoid catastrophic results. For example, it could be a faulty sensor that incorrectly informs the engine control unit that something is wrong. The first suspects are the fuel and any deposits on the



Oil consumption in a tuned engine is often higher than standard. The important thing is that it remains constant and does not suddenly increase.

When performance decreases

Another warning sign to watch for is a sudden drop in performance. This can simply be due to the wear and tear of high mileage for a standard production car. But for a tuned car, it is something to worry about. Over time, the clearance between the piston rings and the cylinder liners increases, with a corresponding drop in power. For tuned cars, as well as for production models - although they last much longer - you also need to bear in mind the very real possibility that the valves may not be sealing perfectly and need some attention. So when performance deteriorates, one of the first checks to be made should be compression measurements.

combustion chamber walls or on the piston crown. This is because a decrease in the chamber's volume creates an increase in the compression ratio.

BEWARE OF SUSPICIOUS NOISES!

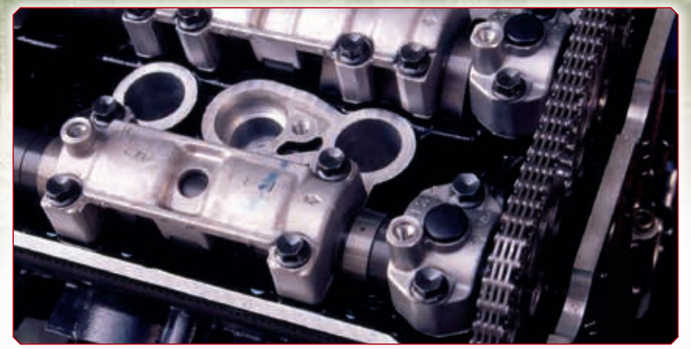
To check that everything is working correctly, very often, you just need to listen. When cold, a tuned engine is usually noisier than a stock one, and not just in terms of exhaust noise and decibels. The noises we need to worry about are those that have appeared suddenly and were not there before. If they occur when we depress the accelerator at low and medium revs, they could be caused by the main bearings or the connecting rod bearings. And if the oil pressure has significantly decreased, an alarm bell should go off in your head - check what is happening! At idle speed or at low engine speeds, some noises can also be heard that originate outside the engine block. These are typically cyclically repeated knocking noises, which we can describe as "knock knock knock" sounds. When such things happen, focus on the distribution system, or perhaps on auxiliary devices like the alternator, the power steering pump, the air conditioning motor, and sometimes even the water pump. The problem is often a bearing, and it is relatively easy to carry out a series of quick checks. Firstly, we must make sure that all the pulleys rotate correctly, without any friction or wobbling. If the pulleys wobble, most likely they are no longer as safe as they should be.

TEMPERATURE AND PRESSURE

Two parameters to observe, especially when driving a highly-tuned car, are the pressure and temperature of the oil. These measurements can give us reliable information about the operating conditions of the engine. It is very useful to install gauges for oil pressure gauge and temperature. These will help us to understand if the thermal stresses created by the engine upgrade are excessive for the cooling capacity of the lubrication system. For example, we will be able to see if a larger oil cooler needs to be installed or if the heat exchanger needs to be replaced. A lowering of the oil pressure is often an alarm bell that can alert you to worn bushings.

ABNORMAL CONSUMPTION

In a highly-tuned racing car, it is normal for oil and fuel consumption to be high. This is not only because of the higher horsepower but also because compared to standard engines, often a higher percentage of the fuel comes out of the exhaust system unburned. But if we have not overdone the tuning, both fuel and oil consumption should not vary much on a road-going car. Indeed, in most cases, they should remain constant. But if we have tuned the car for competition and can get a session on a race track, we will probably get a different result. The presence of special components and higher engine speeds will undoubtedly lead to higher oil consumption. However, once you have established your average consumption level, it should not vary excessively over time. If it does, you should worry - there is probably something wrong! It is not the level of consumption you need to worry about - it is the variation. It should remain stable in similar driving conditions over time.



It is not always necessary to take drastic measures. It is often enough to listen to the engine to detect small suspicious noises, such as those coming from the distribution system.

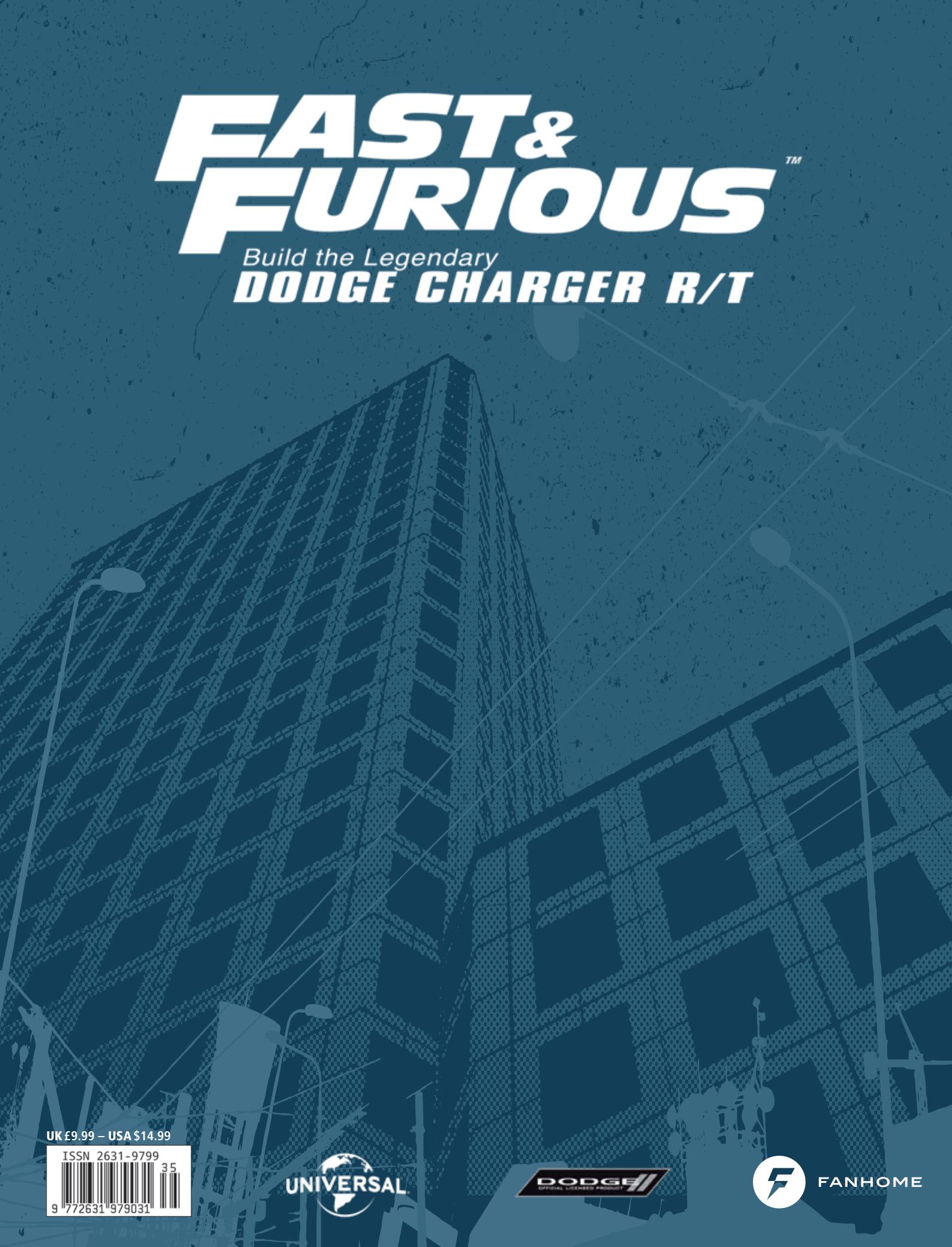
To monitor engine parameters, we can install extra gauges - for example, to monitor oil pressure and temperature.



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