FAST & FURIOUS™

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Build the Legendary

DODGE CHARGER R/T



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STASIAK, A FRATERNAL AGENT

We have had the opportunity to get to know many FBI agents in the *Fast & Furious* franchise, but none like Michael Stasiak. Not exactly noted for his efficiency, he has acted as a humorous counterpoint in two movies in the series.

Present in the first two films in the franchise, the FBI once again had an important role in the plot of *Fast & Furious*, since the fact that Brian O'Conner had begun working in the bureau's office in Los Angeles was presented as a great novelty. There we see him in the company of other colleagues, like Stasiak and Trinh, taking orders from veteran agent Penning.

From the moment agent Michael Stasiak appears, played by the actor Shea Whigham, we understand that he does not get on too well with Brian O'Conner. He regards him as a newcomer who is not familiar enough with the bureau's protocols, although envy also plays a part in his misgivings: Stasiak, who has only ever done paperwork in the office, observes how O'Conner gets along better out of the office, looking for action in the streets.

A NEW FAMILY FOR BRIAN

The director of *Fast & Furious*, Justin Lin, found all the references to the FBI in the script, but he was not too sure about what it would actually bring to the story. After thinking it over, he ended up seeing the point of it.

"I found all these scenes of Brian with the FBI rather difficult," the director recalls. "In the end I understood that deep down it's like an adoptive family for him, in which Penning acts as the father figure, Stasiak is the middle brother and agent Trinh functions as the little sister. It was funny once I saw it like that and we were able to have a lot of fun with the actors."

In some ways Stasiak functions as Brian's negative conscience. For example, in his attempt to get access the mysterious Arturo Braga, Brian obtains the name of the

Actor Shea Whigham, an actor who regularly appears in both movies and TV dramas, takes on the role of the irritating FBI Agent Stasiak.

SHEA WHIGHAM

An actor whose talent has been more than proven, Whigham has become an important supporting actor who has had the chance to work at the orders of first-rate directors. Born on January 5th, 1969 in Tallahassee, Florida, he began his career in independent theater until director Joel Schumacher paired him with Colin Farrell in *Tigerland* (2000). From then on, he alternated roles in the cinema with appearances in TV series, especially his part in *ER* (2006), playing Bobby Kenyon. In 2009, he appeared as agent Stasiak in *Fast & Furious*, a role he would reprise later in *Fast & Furious 6*. Although Shea Whigham also made notable appearances in *Machete* (2010), *Take Shelter* (2011), *Savages* (2012), *Vice* (2018) and in TV series Vice Principals, Waco and Homecoming, it was his performance as the FBI agent in the *Fast & Furious* franchise that led him to continue playing law enforcement officers in important movies like *The Wolf of Wall Street* (2013), *Non-Stop* (2014) and *Joker* (2019).

person who supplies him with drivers for his company. His name is David Park, and through him Brian hopes to get close to his objective. How does Stasiak react? He thinks it's a bad idea, of course.

Michael Stasiak is the classic FBI bureaucrat. More accustomed to office work than action on the streets, he observes Brian's dangerous work with a mixture of admiration and jealousy.

HIS OBJECTIVE IS TORETTO

Michael Stasiak has his reasons for being so critical of Brian O'Conner's plans. In actual fact, he's not all that concerned about following the trail of Arturo Braga. The man he would really like to catch up with is Dominic Toretto.

When Letty Ortiz's funeral is held, a group of FBI agents goes to the cemetery to try to find Toretto. At a given moment, Stasiak very proudly goes up to Brian and says: "Our security personnel identified Toretto shortly after he crossed the border. I don't get it. I thought he'd show." Brian says nothing but senses that his old friend is observing the funeral from a distance, which he is.

Later, in the FBI's office, Stasiak speaks to Brian again, displaying his usual arrogance: "What do you know! Your boy Toretto's red Chevelle has been spotted in his old neighbourhood. I'm going to bring him in."



Besides directing the actors to achieve a growing tension between them, Justin Lin had the job of making the setting in which all these scenes took place believable. "We created the FBI office in Los Angeles completely from scratch," the director reveals. "I had a very clear idea of what I wanted. We built it all ourselves, as if it was a series of cages, because I was trying to kind of give the feeling that once inside there you felt trapped. It was also necessary to design all the screens and graphics that can be seen in the image. I remember endless meetings about computer-generated graphics."

THE TENSION RISES

As agent Michael Stasiak does not manage to find Toretto, he can think of nothing better than to approach his sister Mia and take her into the FBI's office to interrogate her. As soon as Brian realises that she is there in the office, he feels very offended and he devises a plan: he makes a fake phone call to trick his colleague and release Mia immediately. After that, the tension between the two agents boils over.

When Brian shows up in the office with David Park under his custody, Stasiak confronts him and reproaches him for what he did with Mia. A violent struggle breaks out between them that forces agent Penning to intervene, reminding them that they are not in a summer camp. The chief looks at Brian severely and tells him: "Do you know the difference between a cop and a criminal? One bad judgment call."



In the sixth episode of the *Fast & Furious* saga, Agent Stasiak returns to set up a meeting between Brian and Braga, who is doing time in a high-security penitentiary.

FROM ONE MISTAKE TO ANOTHER

Apart from questioning his colleague O'Conner's methods, agent Michael Stasiak has the rare ability to mess up in almost everything he does. For example, with Toretto's help, Brian manages to prepare a handover that Arturo Braga finally promises to show up to. It is the first chance the FBI will have to arrest a man who it cannot even identify physically. Of course, a sophisticated operation is mounted in the warehouse where the meeting will take place. Stasiak is in charge of the agents who hide in order to arrest Braga. "All right. Listen up. Everybody stay frosty. We don't move a muscle until O'Conner gives the signal," he tells his men. However, it is Stasiak himself who gives the order to move too soon. Thanks to his decision the operation is a complete disaster.

This is Stasiak's last contribution to *Fast & Furious*, but it wouldn't be long before the character, very popular with fans, returned to the franchise. In *Fast & Furious 6*, Shea Whigham returned for a cameo appearance in the same role. The intervention, although brief, would be enough to show that some things never change – among them, agent Stasiak's incompetence.

On this occasion, Brian O'Conner is on the trail of a dangerous man called Shaw. He knows that Arturo Braga could give him some information about him. Braga is serving time in jail. In order to get in contact with him, he agrees to hand himself over to Stasiak to get inside the prison and obtain the information he needs. The FBI agent organises the entire operation in secret, although he can't get Brian put in a cell too close to Braga. "I found out Braga's being held in cell block D3. That's solitary. My contacts could only get you in as a general prisoner. So you're going to have to do something to get his attention," he tells Brian. Brian says he's sorry because he can't think of anything better than to punch Stasiak in the middle of the admissions hall and thus make sure that they take him straight to solitary.



An elegant Dodge Monaco hardtop sedan (this kind of bodywork can be recognised by the lack of a central pillar). The Monaco was essentially a Polara with a different front and rear and a luxurious finish.

DODGE MONACO 1965–1978 MODEL

In the 1960s and 1970s a series of deluxe models at the top of the Dodge range were sold as the Dodge Monaco. Sold in different types of bodywork, with two and four doors, these cars always had a majestic and luxurious air about them and enabled the company to consolidate itself in that segment of the market.

The first Dodge Monaco was no more than a deluxe version of the Dodge Polara, and it replaced the Dodge Custom 880 in the range. The differences with the Polara model were seen in the look of the front and rear end and in the finish of the interior, more luxurious and more completely equipped.

In 1969, the Dodge Monaco was consolidated in the full-size segment with a new, larger generation equipped with 6.2 and 7.2-litre V8 engines. It was available in sedan (normal and hardtop), family and coupé bodywork.

The third generation appeared in 1974, the year when the Dodge Polara ceased production, and the Monaco model became the brand's sole representative in the top of the range. This new model had a monocoque chassis, a new look and a basic 5.2-litre engine to respond to the fuel consumption problems caused by the oil crisis. The brand increased the offer with a hardtop coupe and it began making small modifications each year to keep the car up to date, including a new front with retractable headlamps.

In 1977, the brand launched the last generation of the Dodge Monaco, using an intermediate platform, which meant that the car was obviously smaller and had a six-cylinder engine as the basic option. This model remained in production for just two years before giving way to the new Dodge Saint Regis, a car that brought the brand back into the full-size category.

A Royal Monaco, the most equipped version, in 1977, just before the fourth generation replaced the third generation of the model.



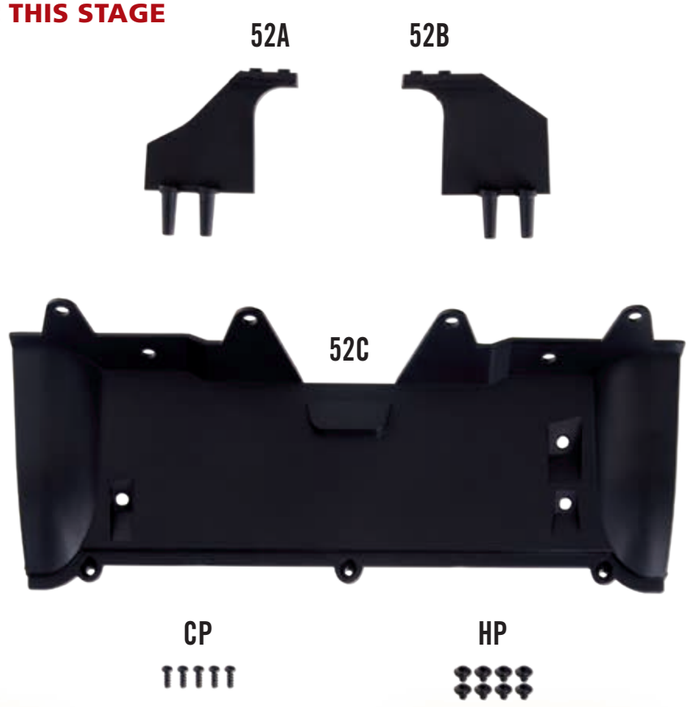


ASSEMBLING THE FLOOR

In this assembly session you will attach the front left and front right floor panels to your model's floor pan. Follow our instructions carefully, using the illustrations to help you.

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



52A Front left side panel
52B Front right side panel
52C Rear bulkhead

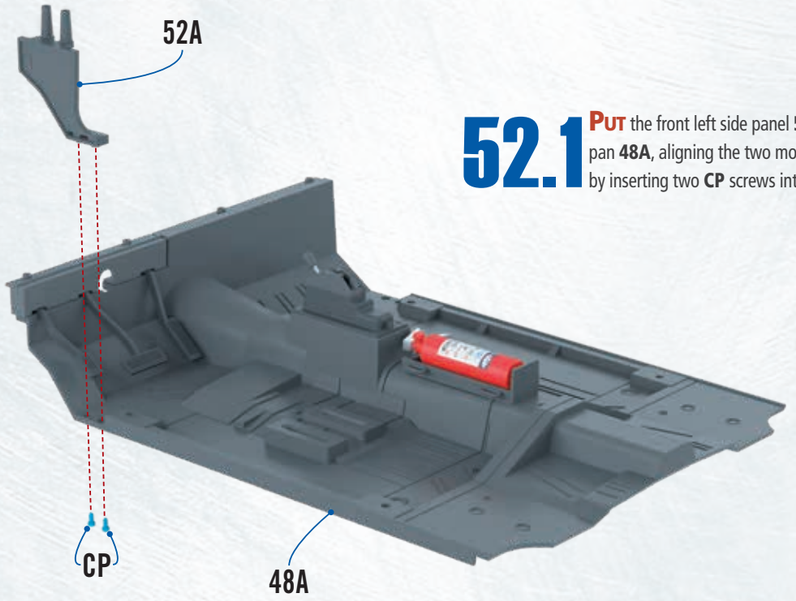
CP Screws 2 × 5 mm, (x 5)*
HP Screws 2.3 × 3 × 5 mm, (x 8)*

* Some of the parts are spares.

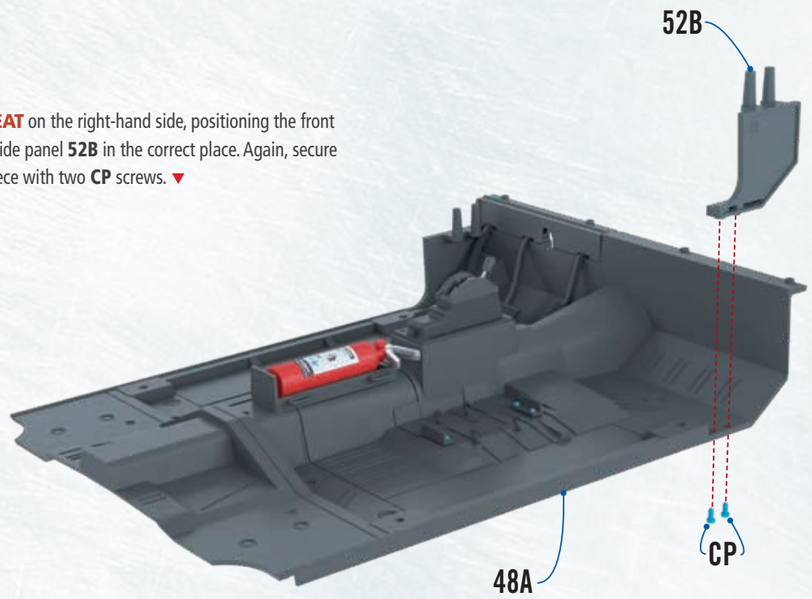
ASSEMBLY AREA



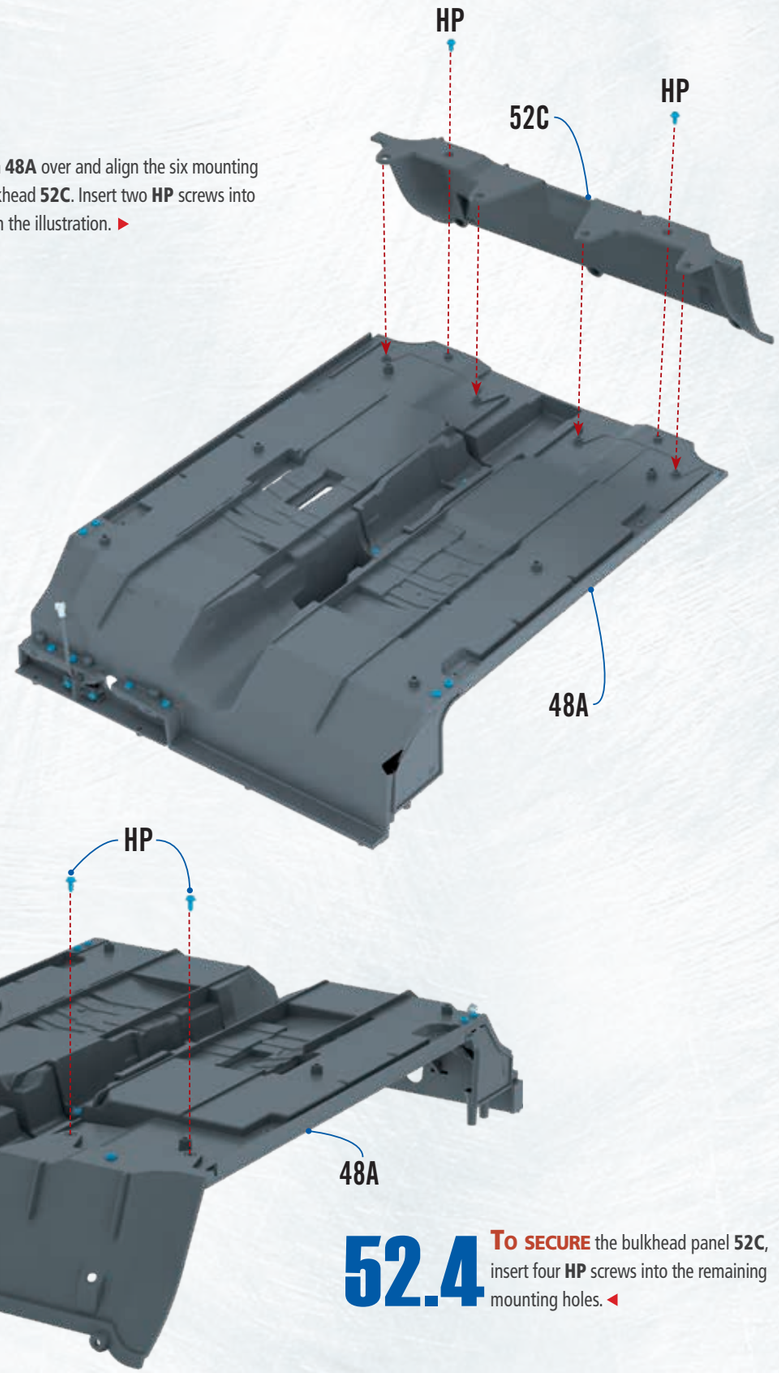
FLOOR PAN



52.1 **PUT** the front left side panel **52A** onto the floor pan **48A**, aligning the two mounting holes. Secure by inserting two **CP** screws. ◄



52.2 **REPEAT** on the right-hand side, positioning the front right side panel **52B** in the correct place. Again, secure the piece with two **CP** screws. ▼



52.3 **TURN** the floor pan **48A** over and align the six mounting holes in the rear bulkhead **52C**. Insert two **HP** screws into the holes indicated in the illustration. ►

52.4 **TO SECURE** the bulkhead panel **52C**, insert four **HP** screws into the remaining mounting holes. ◄



AN OVERVIEW

In the illustration you can see the floor pan now it has been completed with the pieces that came with this stage.

The floor pan will be attached to the middle section of the chassis, and it is the anchorage point for various pieces, such as the pedals, the gear lever, the fire extinguisher and, of course, the seats. The electrical system for the operation of the lights and sound effects is housed underneath the floor pan.

STAGE 52 FINAL RESULT



You have attached some new pieces to the floor pan. Put it to one side for the next assembly sessions.

DETAILING: THE PERFECT WASH



Washing-up liquid and a bucket of water are not enough to wash a car properly! Only by using the most suitable products and following a set of rules will you be able to thoroughly clean your car. And do not forget that you have several alternatives for the type of washing. In this edition, we shall discover the secrets of the perfect wash!

After all the hard work of customising the car, the first thought that passes through the mind of tuning fans is: "How can I keep it looking great?" The first phase of the aesthetic maintenance of a car is obviously washing, which can be traditional, waterless or rinseless. We now take a look at the various steps of these three different methods. Traditional washing is the most commonly used for washing a car, i.e. with water and shampoo in a bucket, a carwash glove or microfibre cloth, and then rinsing with a hosepipe or a low-pressure lance. The waterless wash consists of spraying a cleaning agent onto the bodywork and then using soft microfibre cloths to remove the dirt. This method is very useful when the traditional method cannot be used due to community rules or local laws. Rinseless washing, as the word itself says, is rinse-free washing. A suitable

Washing is a delicate phase and very often scratches and loss of body shine are caused by doing it incorrectly. A product that is too aggressive or incorrect drying can leave permanent marks!

detergent should be dissolved in a bucket of water. Then dip a carwash glove or a soft microfibre cloth into the solution, and wipe it over the bodywork to remove the dirt. Then you can go directly to the drying phase using another dry, clean microfibre cloth.

START WITH THE WHEEL ARCHES AND WHEELS

During washing, pay particular attention to areas that are subject to persistent dirt, such as the wheel arches and rims. This is where all the dust created by brake pad wear accumulates. Spray the detergent over the entire surface of the rim and leave it to act for a few minutes, according to the instructions specified by the manufacturer on the packaging. Work the product with a brush with soft bristles, making sure not to forget any recesses or corners, including the holes where the wheel nuts are inserted. It is also very important to clean the brake callipers. When the outside is finished, it is time to use the brush inside the rim and behind the spokes. Then rinse the rim thoroughly. If there are tar spots, spray them with a special product. Then leave it to dissolve the tar according to the manufacturer's instructions. Then rinse again. Once the rim has been rinsed, it is time to move on to the tyre. Spray it with detergent and work it with a brush, eliminating all the grease and impurities present, and then rinse. For a perfect result, you should focus individually on each rim. Complete all the steps, then start with the next rim - avoid doing them all at the same time. Cleaning the wheel arch is also an essential operation. To do this, spray with a suitable degreaser and then, with a long-handled brush, remove the dirt. If you have a pressure washer, it will make the work much faster.

To better clean the rims, use a brush to reach every hidden corner. Use a separate brush for the inside of the rims. Carefully clean the wheel arches and then rinse the whole area.



THE SECRETS OF A PERFECT WASH

This step is often not taken into consideration, but inadequate washing can cause damage to the paint: it can cause thousands of micro-scratches that are not immediately visible to the naked eye. Over time can they will reduce the lustre of the paintwork. There are a number of rules to follow and steps to take in order to care for your car. First of all, a pre-wash is essential. This has the aim of eliminating as much dirt as possible and facilitating the subsequent step where you use a washglove or a microfibre cloth. Generally, a technique called "foaming" is used. It consists of covering the whole car with foam generated with a pressure gun containing a solution of water and degreasing product. It softens the dirt, which is eliminated at the next rinse. For the small details, which can be the window seals, the door handles, the gaps between the headlights and those between the metal panels, spray the detergent and work the foam with a soft brush. Do not apply too much pressure with the brush. At this point, after having covered the entire car with foam, rinse and move on to the next step.



THE TWO-BUCKET TECHNIQUE

To preserve the state of the paintwork, it is essential to use the technique of two buckets with a grit guard. The grit guard is nothing more than a mesh placed on the bottom of the bucket. It is useful for rubbing against the glove once it has passed over the bodywork. The technique consists of filling one bucket with the water-shampoo solution and the other with clean water. Both buckets have a mesh in the bottom. Start by dipping the washglove into the solution. Then wipe it over the bodywork without applying too much pressure.

The "foam" technique consists of covering the bodywork with a solution of water and a special degreasing product that creates a foam capable of softening the dirt. Where the foam spray does not reach, use a brush to spread the product.



Woollen washgloves and sponges are the best way to clean the bodywork. They are specially designed for delicate surfaces, including leather, paint and chrome. The softness of the wool fibres makes them safer on surfaces than traditional sponges and synthetic fibres.

After covering a small section, dip the glove into the bucket of clean water and rub it against the grit guard to free any dirt collected from the car. Repeat these two steps until the car is completely washed. A tip: use two gloves or two different sponges depending on the level of dirt on the car. Use one for the upper part and one for the lower areas that are often in contact with dirt and mud.

RINSE AND DRY

After finishing with the glove, it is time to rinse the entire vehicle with a low-pressure hose, or, if available, a low-pressure lance. Final drying is often underestimated, but using incorrect techniques carries the risk of damaging the paintwork. The best advice is to use high-quality microfibre cloths or special air blowers. There are two effective techniques when using microfibre cloths: The first is to spread the cloth over a section of the bodywork. Then hold the two closest corners and pull it towards you without applying any pressure. The second technique is that of absorption. Fold the cloth in four and place it on the wet bodywork. The water will be absorbed by the microfibres, and then you can move on to the next area. When the drying phase is over, the work is finished. Now you can apply spray wax to protect the paint.

Dispelling False Myths

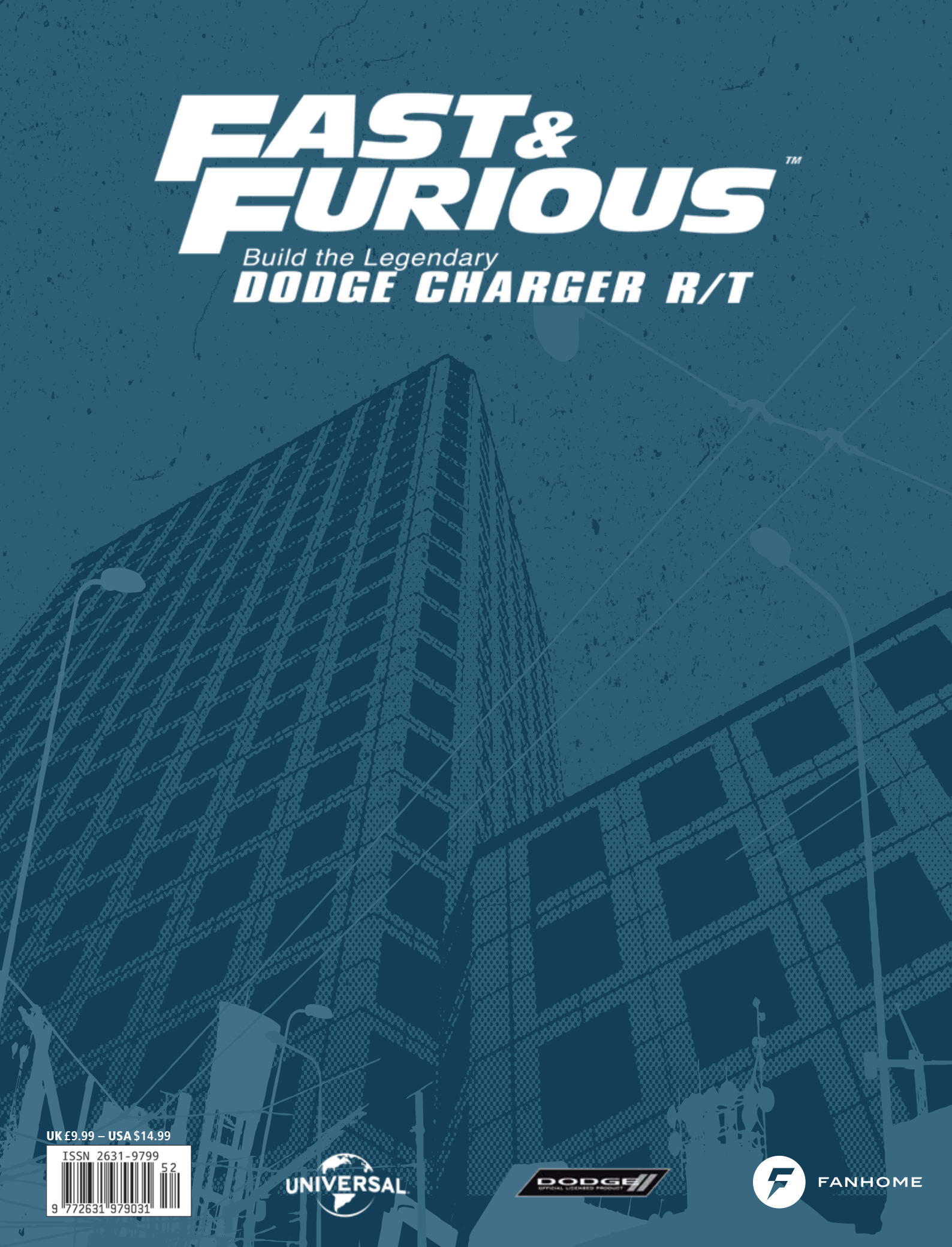
Contrary to what most people believe, chamois skin is definitely not recommended for drying. Even if it is soft when wet, the risk of scratching the paint with it is very high. Another tool to avoid for drying the vehicle is the rubber "squeegee" blade. One tiny particle of dirt that remains under the blade can ruin your work. The common sponge is also risky because the accumulated dirt is not trapped by the fibres of a woollen glove but is spread over the rest of the vehicle, creating microscratches.



Rinsing allows you to eliminate all detergent residues and then move on to drying with a microfibre cloth. Spread it out and pull it towards you to absorb the water.

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