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LEO AND SANTOS: TWO MEN, ONE DESTINY

Tego Leo and Rico Santos are two very funny characters who were added to the fourth movie in the series to provide the plot with a comic counterpoint. Later they reappeared from time to time as members of Dom's team. Played by two major reggaeton stars, they also gave the movie soundtracks a Caribbean feel, with legendary hits like *Danza Kuduro* featured.

To learn about the origins of these likable characters we have to go back to the short *Los Bandoleros*, shot by actor Vin Diesel in 2009 to introduce the fourth movie in the franchise. Tego Leo and Rico Santos are two good friends who live in the Dominican Republic, where Toretto has taken refuge after suddenly leaving Los Angeles. There, the three of them have forged a sincere friendship. When they see that the price of petrol has been manipulated, and is hitting the poorest people the hardest, they devise a daring plan: to capture a fuel truck so that those most in need can have access to fuel.

TWO GUYS FROM THE STREETS

"Aunque digan que soy un bandolero donde voy…" ("Although they may say I am a bandit wherever I go…") This is how Bandoleros begins, the number sung by the popular singers Tego Calderón and Don Omar for the soundtrack of *The Fast and the Furious: Tokyo Drift*. Another number by Don Omar was eventually included in the film, *Conteo*. It was the first contact that these two great singers had with the *Fast & Furious* franchise. But it did not stop there. They agreed to take part as actors in the filming of *Los Bandoleros*. In it, Don Omar plays Rico Santos, a man who wanders around the streets of the Dominican Republic with a kind word for everybody. He stops to talk to an old man, or goes to visit his aunt to find out how she is. Later on, he is seen chatting to Dominic Toretto, like someone talking to his brother. We're not told how exactly, but it is obvious that he has adopted Dom as one of his family.

Tego Calderón, for his part, plays Leo, a man who always has a positive attitude. "It's everybody against us," he says on one occasion referring to the poorest people, "but we have our buddies, our people." Leo brings a humorous and crafty touch to the franchise. It is obvious that he is a care-free hustler, who can smile even when things get really

Rico Santos and Tego Leo follow Dominic Toretto's orders during the hair-raising attack in the movie *Fast & Furious*.

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TEGO CALDERÓN

Born on February 1, 1972, in the Puerto Rican town of Santurce, Tegui Calderón Rosario is considered to be one of the most important forerunners of reggaeton. As a small boy he moved with his family to Miami, where he went to school and played the drums in an amateur rock band. Greatly influenced by the music that he listened to at home, ranging from salsa to jazz, Tego began to develop his own style and compose songs with lyrics that reflected what he saw around him in his neighborhood. Aged 24 he began working as a professional musician. After making a name for himself working with different artists, in 2002 he released his first studio album, *El abayarde*, which sold over 50,000 copies. From that point on, his career took off and he became very successful, performing at Madison Square Garden in New York, and working with other artists like Akon, Fat Joe and Usher. In 2007 he briefly put his musical career on hold to appear in the movie produced by John Singleton *Illegal Tender*. Not long afterwards, he was offered the possibility of appearing along with his friend Don Omar in *Fast & Furious*. The positive response to his character Tego Leo allowed him to return to the franchise in the short *Los Bandoleros* and in the fifth and eighth movies in the series. Meanwhile he has continued to concentrate on music, always faithful to a style that combines the essence of the city and the Caribbean.

tough, and who doesn't take himself too seriously. At one point, we see him getting dressed in a white shirt and a hat in front of the mirror and he says to himself jokingly: "Thanks mama for making me so good-looking," aware that he is not particularly handsome.

LIKE ROBIN HOOD

While in the short *Los Bandoleros* we clearly see the hardships that the poor people were suffering in the Dominican Republic because of the high price of petrol, at the start of *Fast and Furious* we witness the bold solution proposed by Toretto and his people: hijacking a fuel truck for the people.

Three teams in three different vehicles take part in the delicate operation: Dom and Letty, Han and Mirtha, and finally Leo and Santos. The last two are travelling in a powerful six-wheel pick-up truck with a crane attached to the back. The idea is to turn the vehicle round to face the oncoming traffic so they can hook one of the truck's tanks with the crane. But when the truck driver realises what Dom's team is up to, he accelerates to try to shake them off, and the vehicle with Leo and Santos in is dragged along by the truck. Toretto alerts them, asking them to unhook, but they don't want to lose the gas. The only thing Dom and Letty can do is act rapidly and uncouple the tank so that Leo and Santos can get away with the fuel.

Justin Lin, the film's director, admitted that filming this sequence was very complicated. They had to use the first and second units for several weeks, using Buick GNX vehicles, which can travel at high speed in reverse, as well as remote-controlled fuel tankers. On top of all that, there were three small 1967 Chevy trucks operated by Dennis McCarthy's team to make possible the difficult manoeuvers that the scene demanded.

DON'T STOP THE MUSIC

Despite the complexity and the danger involved in the scene, both Tego Calderón and Don Omar hugely enjoyed making the movie. "We all like fast cars," said Don Omar, who admits to feeling a real love for classic American cars ever since the time he used to help his father repair them in his small garage. "That's why the audience goes crazy and can't wait to see each new *Fast & Furious* movie."

As you might expect, the popular singers did not just appear as members of the cast. They also included new hits in the film's soundtrack. Don Omar contributed his *Virtual Diva*, while Tego Calderón supplied *You Slip, She Grip*, on which he was joined by Pitbull.

But in the music department, the real discovery came in the fifth movie in the series, in which Don Omar, apart from the numbers *Limbo* and *How We Roll*, released *Danza Kuduro*, a number with a contagious rhythm that became an authentic world-wide phenomenon, the video of which received millions of visits on YouTube.

A COUPLE OF COMEDIANS

In this fifth movie, Tego Calderón and Don Omar, as Leo and Santos, were given bigger parts. After helping Mia and Brian to free their good friend Toretto, they went on to be part of his official team along with Roman Pearce, Tej Parker, Giselle and Han. Together they agreed to devise a sophisticated plan to teach multimillionaire Hernán Reyes, one of the most powerful men in Río de Janeiro, a lesson, after he threatens Dom and his family. To do this, Toretto plans to get hold of the money that Reyes has hidden in the police station. But this will require sophisticated teamwork. Among other things Leo and Santos will have to pass themselves off as a couple of plumbers in order to get inside the police station and see what possibilities there are for getting to where Reyes has the money stashed.

Despite the fact that they are always fighting like cat and dog, Leo and Santos are essential for the success of the mission. And, to make up for it, they end up celebrating at a casino in Monte Carlo.

In all their appearances, Leo and Santos exploited their talent for comedy, forming a really funny double act that was warmly received by audiences. "It's weird," Tego Calderón admitted, "because at airports people started coming up to me, not to talk about music but about the movie. They think I'm a real actor, but actually I'm just a musician. Anyhow, it's great to be a part of the franchise."

The singers made another brief appearance in *The Fate of the Furious*, once again demonstrating their absolute loyalty to Dom Toretto.



The daring mission that takes place in *Fast Five* turns Santos and Leo into authentic millionaires. Dressed elegantly, they spend some of their money in the casinos of Monte Carlo.

DON OMAR

William Omar Ladrón Rivera was born on February 10, 1978, in Villa Palmeras, Puerto Rico. In 2003 he released his first studio album, *The Last Don*, in which he opted heavily for reggaeton. His next albums, *King of Kings*, *iDon* and *Meet the Orphans*, made him one of the great kings of the style, thanks especially to songs that became really popular, like *Danza Kuduro*. Besides working with artists of the calibre of Daddy Yankee, Pitbull and Jennifer Lopez, his growing popularity opened up the doors of movies and advertising to him. After appearing in various commercials, Don Omar accepted the role of Rico Santos in order to join the *Fast & Furious* franchise, sharing the bill with his buddy Tego Calderón. Nevertheless, he continued to concentrate mainly on music, having further hits thanks to later recordings such as those contained on *Meet the Orphans 2*, *The Last Don 2* and *El regreso del rey*.



The most powerful sports version of the current Dodge Durango is the SRT, with a HEMI® engine giving 475 HP of power.

DODGE DURANGO

The Dodge Durango has been the brand's midsize SUV since 1998, and it competes with a large number of models in the fastest growing segment of the American market. The first two generations were based on the ladder frame chassis of the Dodge Dakota, while the current model shares its monocoque chassis with the Grand Cherokee Jeep.

The second generation (in the picture, a 2008 unit) was the last one based on the Dodge Dakota pickup.

The first generation of the Dodge Durango, with seven seats, and almost five metres long, shared the front, the interior design and the ladder frame chassis of the Dodge Dakota pickup, whose V6 and V8 engines it also used. It was sold in two- and four-wheel drive versions and there was a high-performance version, the SRT, with a 5.9-litre engine producing 360 HP.



The second generation, on sale from 2004 to 2009, followed the same pattern, although with coil spring rear suspension instead of leaf spring and larger bodywork (5.1 metres). Redesigned in 2007, it was sold with six- and eight-cylinder engines, and also in a hybrid version that combined the V8 petrol engine with an 86 HP electric motor.

After an absence of two years, the Dodge Durango returned in 2011 with a new monocoque chassis based on the one used on the Grand Cherokee Jeep. This new model, more comfortable and refined, has seven seats and is exactly five metres long. The engines used are the Pentastar V6 outputting 290 HP and two V8s from the HEMI® family, one 5.8 litre giving 360 HP, and the other 6.4 litre producing 475 HP, for the R/T sports version. Since its launch, several improvements have been made to its features and it was redesigned slightly in 2014.



ASSEMBLING THE SEAT (II)

In this assembly session you will attach the backrest and the seat belt to the seat. 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

54A



54B



54C



IP



AP



JP

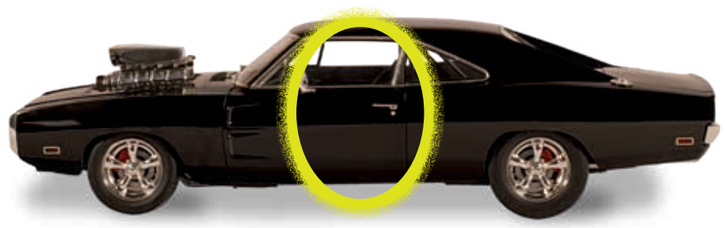


54A Bottom section of the seat
54B Backrest cover
54C Seat base

IP Screws 1.7 × 4 × 5 mm, (x 3)*
AP Screws 1.7 × 4 mm, (x 12)*
JP Screws 2.3 × 4 × 8 mm, (x 3)*

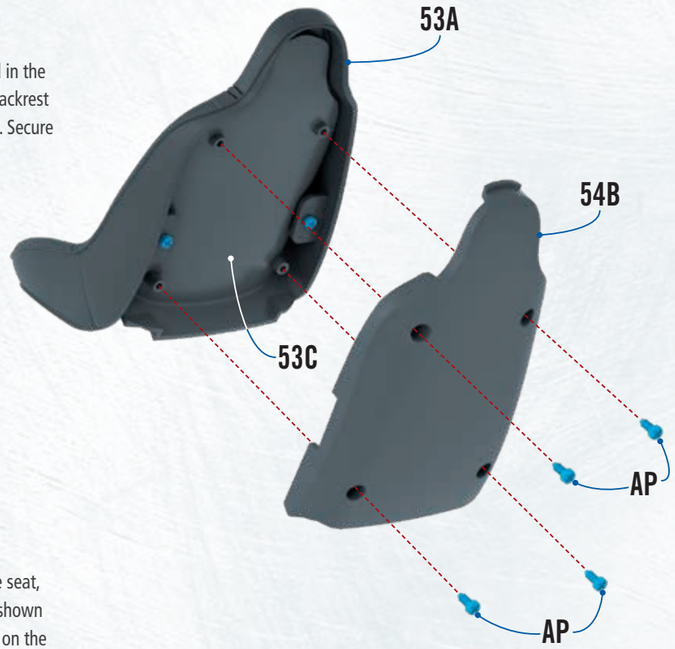
* Some of the parts are spares.

ASSEMBLY AREA



Assembling the seat (II)

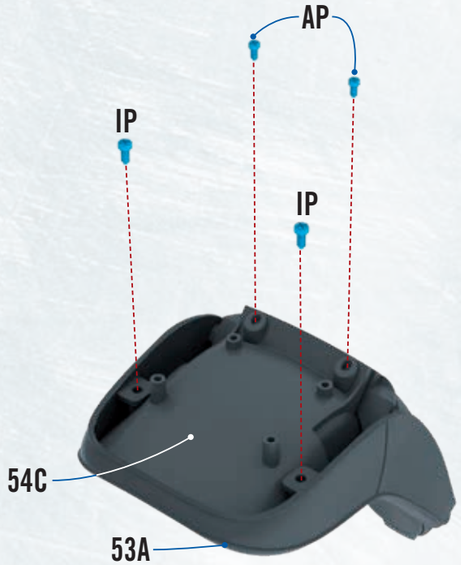
54.1 **GET THE SEAT** you assembled in the last assembly session. Align the backrest cover **54B** with the backrest **53C**. Secure the two pieces with four **AP** screws. ▶

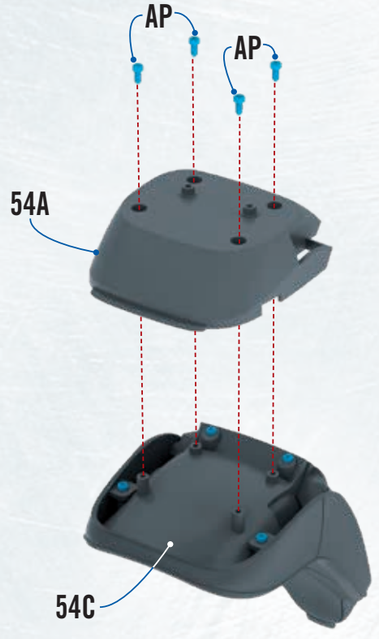


54.2 **JOIN** the seat base **54C** to the seat, making sure that the two pins shown in the image are below the tab on the bottom section of the seat **53A**. ▼



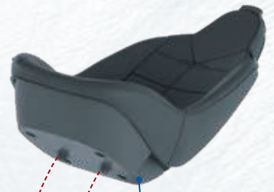
54.3 **INSERT** two **IP** screws into the holes in the tabs on the bottom section of the seat. Then insert two **AP** screws into the rear holes in the seat base **54C**. ▼

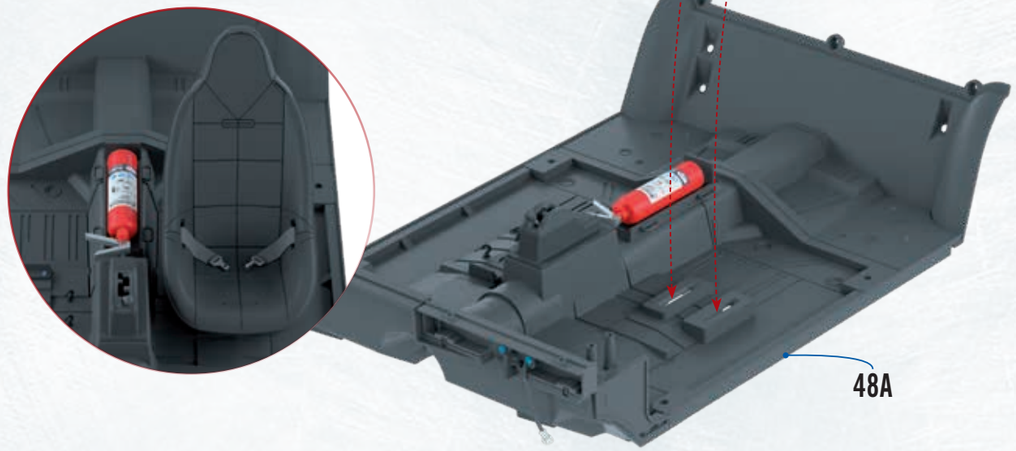


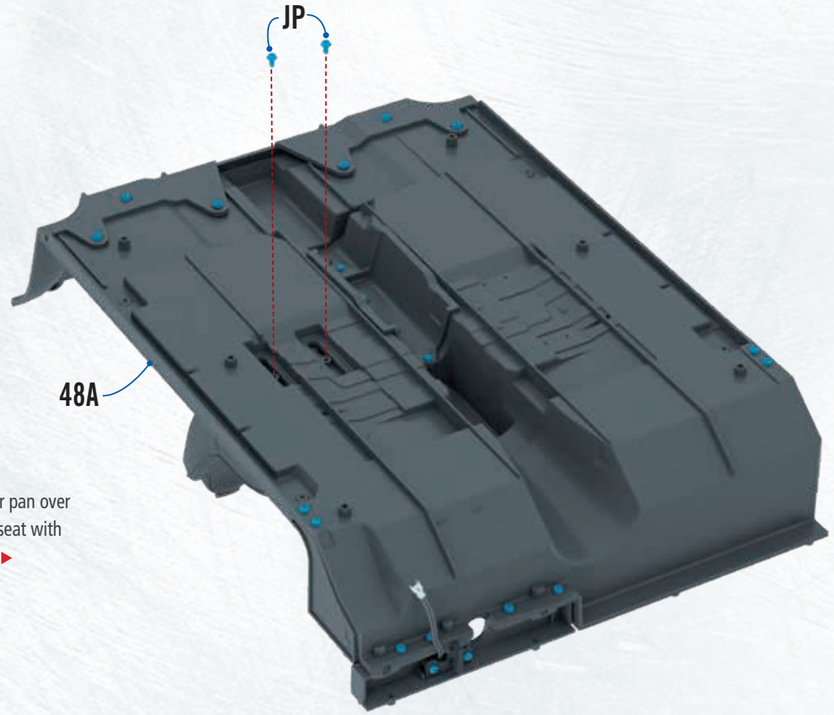


54.4 **JOIN** the bottom section of the seat **54A** to the seat. Secure with four **AP** screws. ◀

54.5 **ATTACH** the completed seat to the guides on the floor pan **48A**, making sure that the two small pins on the bottom of the seat slide into the corresponding mounting holes. ▼







54.6 **TURN** the floor pan over and secure the seat with two **JP** screws. ▶

STAGE 54 FINAL RESULT



You have now completed the seat and attached it to the floor pan of your model car.

POLISH AND PROTECT THE BODYWORK



By polishing the car using special tools and products, and by using the correct techniques, you can remove many paint defects. You can even make the car look as if it has just been picked up from the dealership!

Before beginning any polishing operation, you must understand the type of imperfections that you will have to remove. To get a clear understanding of the problems, you need to get your car into the right light. Direct sunlight is undoubtedly the best, but it is probably going to be cloudy in the winter. Technology has advanced, and there are lamps on the market capable of reproducing the exact colour temperature of sunlight. In addition to these, there are also lamps and spotlights that can help detailers to identify and correct defects.

Polishing involves the application of an abrasive product that restores the paintwork to its former glory. You can do it by hand or by using an electric polisher.



Before starting the polishing, you must protect the plastic parts and the badges with masking tape. First, test an area separated by tape to check the effectiveness of the chosen abrasive and pad combination.

SPOT TEST AND PRODUCT CHOICE

Paint quality can be very different from one car manufacturer to another and even from one car model to another within the same manufacturer. Sometimes there are differences even between two identical models built in different factories. This means performing spot tests on small areas of paintwork to verify the right combination of abrasive polish, pads and buffers. We start the tests with a combination of medium abrasive polish and a medium or soft pad. This will allow us to evaluate the response of the paintwork. If we can quickly achieve the required level of finish, we can stop there. However, if we need to improve the results, we should continue the tests.

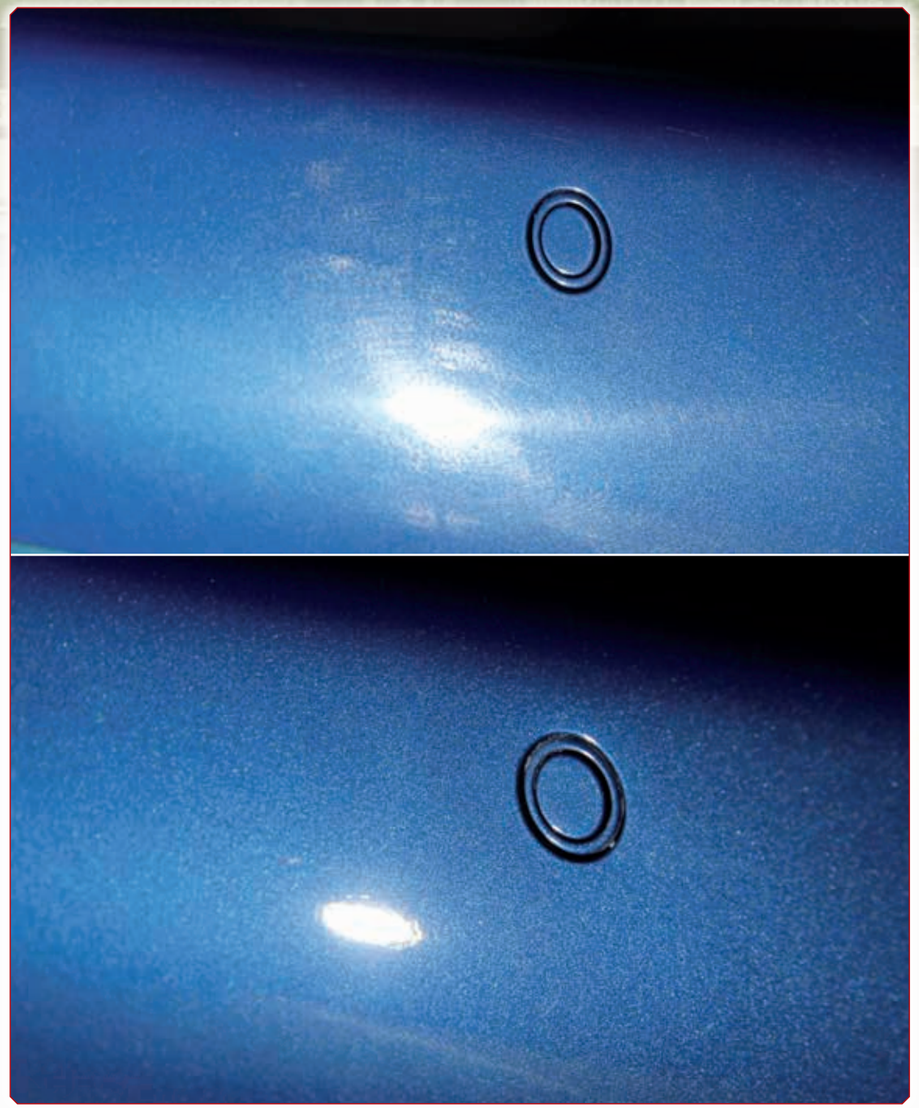
POLISHING SYSTEMS

There are three different ways of handling the polishing process: with an electric rotary or orbital polisher, or by hand. Polishing carried out by hand is probably the most expensive option, both from a physical point of view and for the amount of polishing materials you use. Not using machinery leads to greater waste of both the chemical products and the time spent on the work. A circular motion is required. You need to work the product as much as possible to make the abrasives polish the surfaces.

Polishing using a rotary polisher is best left to professionals. Without experience and manual skills, the risk of ruining the paintwork is very high. For example, an excessively high pad rotation speed could heat the paint to the point of burning it. An orbital system is recommended for amateurs who want to take care of their own car, as it is much safer than a rotary system. The difference between the two systems is in the movement that the pad performs. In the first, the rotary motion is powered by the electric motor.

A random orbit polisher spins like a rotary polisher, but also orbits in a hand-polishing motion. There is no direct link between the rotations and the orbit, making this machine very safe for beginners. It also leads to reduced surface heating, and a reduction in the risk of burning the clear coat.

Of course, to achieve satisfactory results, manual skills and experience are required for both systems. Especially in the case of orbital systems, it pays to buy professional-quality equipment. A professional tool will be safer, easier to handle, more balanced, and vibration-free. You will get better results, and you will appreciate the difference in ease



Before (above) and after (below). We can see that the polishing carried out on this bodywork has completely removed the annoying swirls (circular scratches).

of use compared to a cheap alternative. When using the tool, a good tip is to concentrate on a single panel and move on to the next one only when the first is finished. That way, you will use your time more efficiently and get more effective results from the polishing compounds.

It is helpful to know that not all abrasives are the same. Some have larger abrasive grains and will continue to work for longer, allowing continuous abrasion and correction. Others use microscopic grains that get even smaller during the polishing process and need to be handled with skill and speed right from the beginning.

PROTECTING THE BODYWORK

Once you have correctly polished the paintwork to a flawless finish, you will need to apply a protective layer to safeguard your work. For this purpose, you could use a natural wax like carnauba wax, also called Brazil wax or palm wax. Alternatively, use a synthetic sealant or a hybrid product (natural wax + synthetic elements). A final option is a 'nanotech' sealant. Whatever your choice, the protection reduces the ability of dirt and contamination to adhere to the bodywork, making it easier to wash the car. Carnauba waxes offer greater



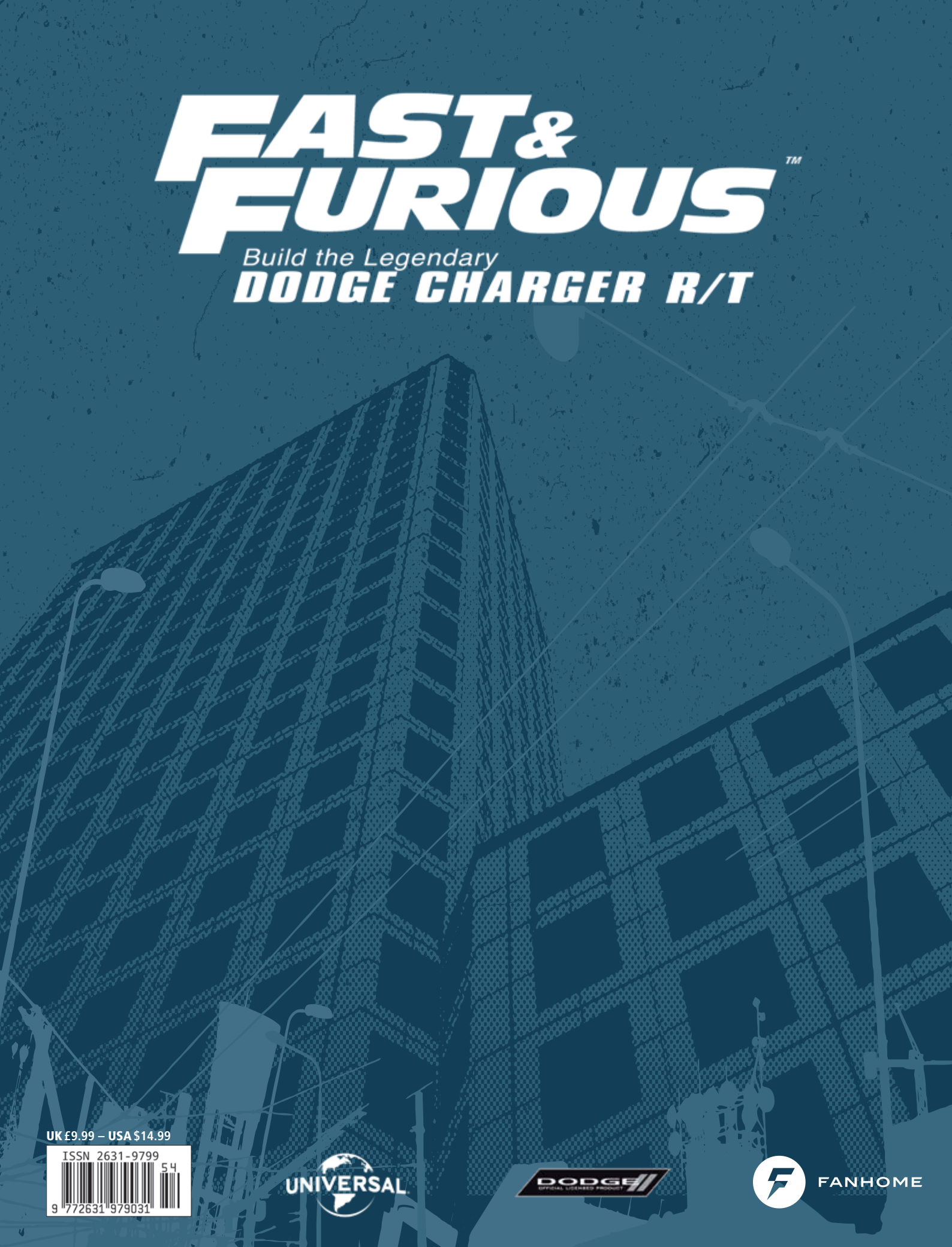
With the two systems that involve the use of an electric polisher (rotary, above, and random orbital, below), the fundamental factors that contribute to obtaining an optimum result are: the choice of the right abrasive product, the choice of the correct pad, the speed of the movements, the speed set on the polisher, and the pressure exerted.

waterproofing qualities than sealants, but the effects do not last as long. Usually, the waxes last from 3 to 12 weeks, while the sealants can continue to protect for more than 6 months. Applying multiple layers of wax or sealants can add more protection, intensity and shine to the surface, but you will have to wait for several hours between coats, depending on the product chosen and the environmental conditions.

Many factors determine how long the protective treatment will last, regardless of whether you use wax, a sealant, or a nanotech treatment. The factors that can influence the duration of the protection are: whether the car is stored in a garage or outside; how often the vehicle is driven; the climatic conditions to which it is exposed; the correct preparation of the paintwork before applying the protective coat; the frequency of washing, and the type of detergent used.

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