FAST & FURIOUS™

64

Build the Legendary

DODGE CHARGER R/T



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HERNÁN REYES, THE MASTER OF RÍO

Behind his elegant appearance as a courteous and well-mannered businessman there lurks a disturbing personality. Hernán Reyes is an essential character in *Fast Five*, and one of the most dangerous adversaries that Dominic Toretto has had to face.

Vince told them that it would be a simple job: break into a train, take a couple of deluxe cars, and drive off, no sweat. However, Dom and Brian soon found that things were not going to be so simple. Shortly afterwards they find themselves literally hanging by their wrists in an abandoned warehouse on the outskirts of Río de Janeiro, surrounded by a group of armed men. There, they have the chance to see, for the first time, Hernán Reyes, who greets them saying "You two stirred up quite a bit of trouble today."

From what he says, they discover that Reyes has a special interest in regaining possession of one of the cars on the train, the one that, coincidentally, Mia has taken. And now he is prepared to make things difficult for them until he finds out where the car is. "I don't know how you guys do business in your part of the world, but here in Río, I like it when all parties know what they're up against."

A VETERAN ACTOR JOINS THE CAST

For the part of Hernán Reyes, director Justin Lin was looking for a charismatic star, someone capable for showing two very different faces: the charming businessman and the man

Well-known Portuguese actor, Joaquim de Almeida, joined the cast of *Fast Five* to take on the role of the powerful businessman, Hernán Reyes.



Always looking elegant and distinguished, Hernán Reyes made the fatal mistake of assuming that Dom Toretto and his team would not cause his criminal organisation much trouble.

who controls the city with an iron fist. The idea very soon occurred to him of offering the part to Joaquim de Almeida, a veteran actor with experience of working in major productions. The actor was reluctant, as he had played other villains before and did not want to be pigeonholed. But the director saw it so clearly that he arranged a meeting between them and personally convinced him to consider starring in the movie.

"Justin really pays attention to the details," says Joaquim de Almeida. "He takes the time necessary for everything to turn out okay. I like that, because in this kind of movie a lot of directors overlook the actors in the midst of so many cars and so much action. But Justin did not disappoint me."

BUSINESS PHILOSOPHY

Hernán Reyes has neither the profile nor the image of a regular criminal. He is a real businessman who works in a luxurious office in a modern building in the centre of Río de Janeiro. Sitting behind a huge desk, he meets his potential associates, to whom he likes to give lessons.

His business philosophy is simple: creating needs where there are none, and then being the one who meets those new needs. It's not just a business but also a way of imposing himself on others, of maintaining control. Elena Neves knows this all too well, and she realises in no time that Hernán Reyes's business interests conceal a side much darker than the image he wishes to present to the world.

HEAVILY INVOLVED

Joaquim de Almeida travelled with the rest of the crew to Puerto Rico, where most of the scenes that Hernán Reyes appears in were filmed. The star got hugely involved in the filming and made a number of suggestions to Justin Lin to give his character more depth.

"When you're preparing a new character you want to know where he comes from, what kind of upbringing he had, his education, his training," says the actor. "You need to know what his life was like beforehand, in order to get under his skin."

Joaquim de Almeida gave it his all in every scene, especially those that put the emphasis on Hernán Reyes's dangerous personality.

The actor did not find it hard to become one of the team, particularly because in his long career as an actor he had even worked with some of them.

MONEY, HIS WEAK POINT

After finding himself threatened by Reyes's men, along with all his family, Dom Toretto decides to launch a counter-attack and he soon discovers what the businessman's weak point is: his money. Reyes has amassed a fortune from his illegal activities, and he is not prepared to tolerate anybody getting their hands on his treasure. Therefore, after Dominic and his team literally burn part of his savings, Reyes gives the order for all his money to be stashed in a safe place. A bank? No way. A police station is much better.

Using his contacts at the highest level, Hernán Reyes manages to put every last cent of it inside a safe box kept inside one of the main police stations in Río de Janeiro. On top of that, the safe box is guarded round the clock by dozens of police officers who are on the businessman's payroll. As Zizi, the influential businessman's right-hand man, says at one point: "God Himself couldn't get at your money if He wanted to." But Reyes knows who he is up against, murmuring: "God isn't my worry." And he has good reason to be concerned because Dom and Brian eventually carry out a daring plan to drag the safe into the street, tied by cables and pulled by two powerful Dodge Chargers.

When Reyes is informed that they are taking his money, he orders all his men to pursue Dom and Brian. The businessman gets in the Volkswagen Touareg driven by Zizi and personally directs the pursuit. But the hunt will end with fatal results for Hernán Reyes, who perishes because of his greed.

JOAQUIM DE ALMEIDA

Born into a large family on March 15, 1957, near Lisbon (Portugal), Joaquim de Almeida began to get interested in acting while he was still a teenager. His vocation led him to move to New York, where he attended classes by teachers as prestigious as Nicholas Ray and Lee Strasberg. His early appearances in *The Honorary Consul* (1983) and *Good Morning, Babylon* (1987), together with his command of six languages, enabled him to begin an international career. In Spain, he filmed *The Dumbfounded King* (1991); in Hollywood, *Clear and Present Danger* (1994), with Harrison Ford; in his native Portugal, *Pereira Maintains* (1995), sharing the bill with Marcello Mastroianni; and in Mexico, *Desperado* (1995), along with Antonio Banderas. His appearances in TV series, such as *24*, *Wanted* and *CSI Miami*, helped to boost his growing popularity, as did his unforgettable role in *Fast Five*. With more than a hundred credits to his name in movies and television, today Joaquim de Almeida continues to be one of the great actors of his generation.





The Dodge St. Regis was a very classic car, the last in a long line of sumptuously comfortable large sedans.

DODGE ST. REGIS

Related to the Chrysler New Yorker and the Plymouth Gran Fury, with which it shared the platform, the robust, comfortable Dodge St. Regis was the Dodge brand's last full-size model. Manufactured only between 1979 and 1981, it was a car with a classic structure and look that used six and eight-cylinder engines.

This huge car, which offered six seats in two rows of three, was only sold with the classic four-door sedan bodywork.

The Dodge St. Regis was launched in 1979 to replace the Dodge Monaco, and it was built on the Chrysler Group's R-Body platform, with a front-mounted engine and rear-wheel drive. It had an imposing presence: it was 5.6 metres long and its wheelbase measured more than 3 metres. The look was classic, with very square lines, plenty of chrome and the possibility of having two-tone paintwork and tyres with a thin white band. The main singularity of the design was its headlamps, blurred by a sort of white cover that disappeared when they were turned on.



It inherited the mechanics of the Dodge Monaco: a 3.7-litre V6 engine as the basic option, and two V8s, 5.2 and 5.9 litres, all of them combined with three-speed automatic transmission with the lever on the steering column. The second oil crisis, in 1979, which contributed to a sharp increase in the price of fuel, prevented this car, very much in the American style, from continuing the success of the Dodge Monaco. Its high consumption levels meant that, after two years on the market, the brand decided to discontinue its range of classic full-size models, of which the majestic Dodge St. Regis was the last example.



INSTALLING THE QUARTER PANELS (I)

In this assembly session you will install the left quarter panel. Please follow our instructions and the accompanying illustrations very carefully.

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

64A



AM



64A Left quarter panel frame

AM Screws 2 × 4 mm, (x 10)*

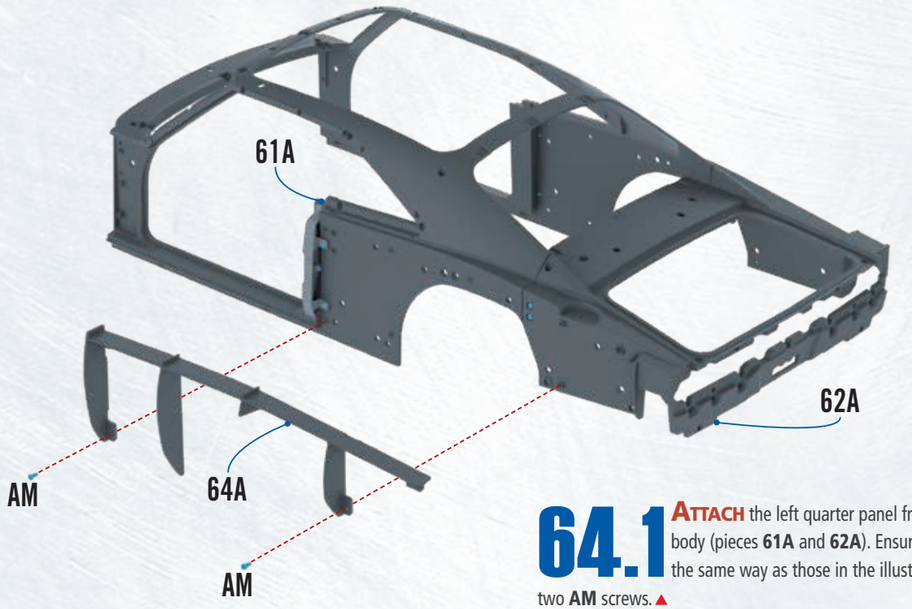
* Some of the parts are spares.

ASSEMBLY AREA

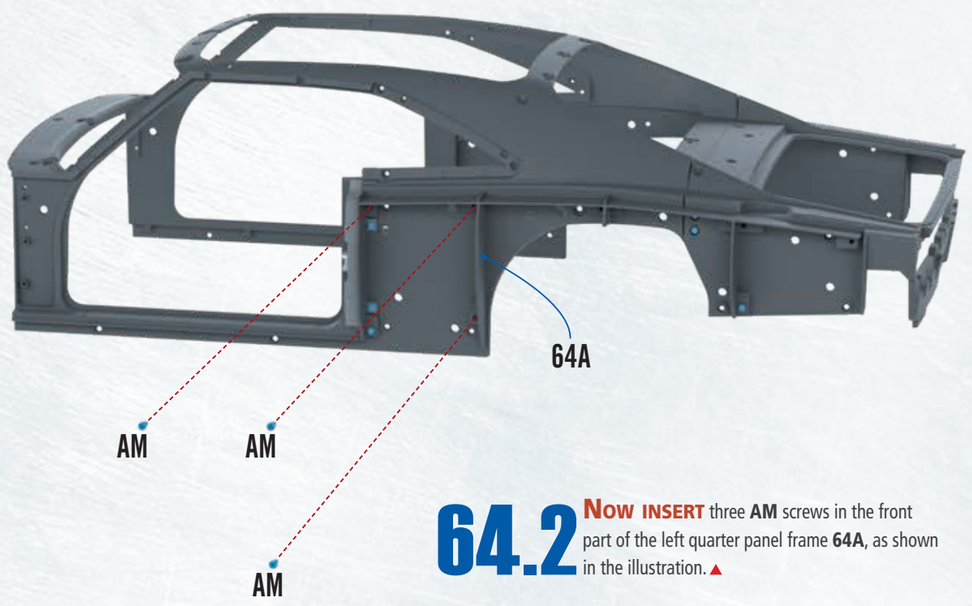


QUARTER PANELS

Installing the quarter panels (I)

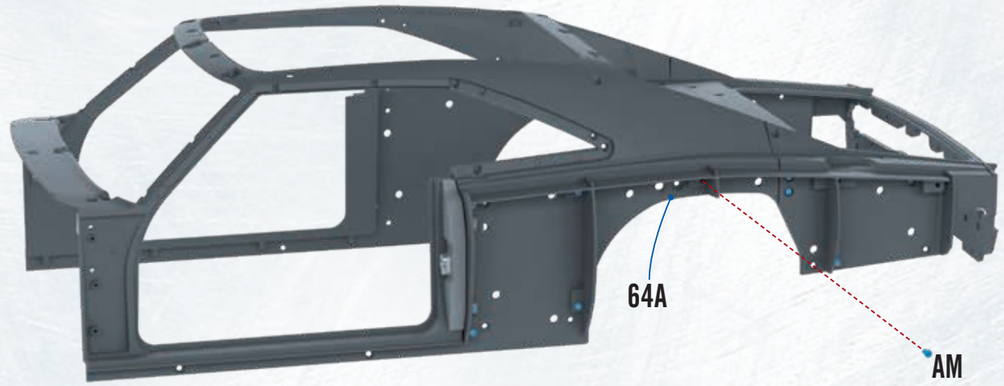


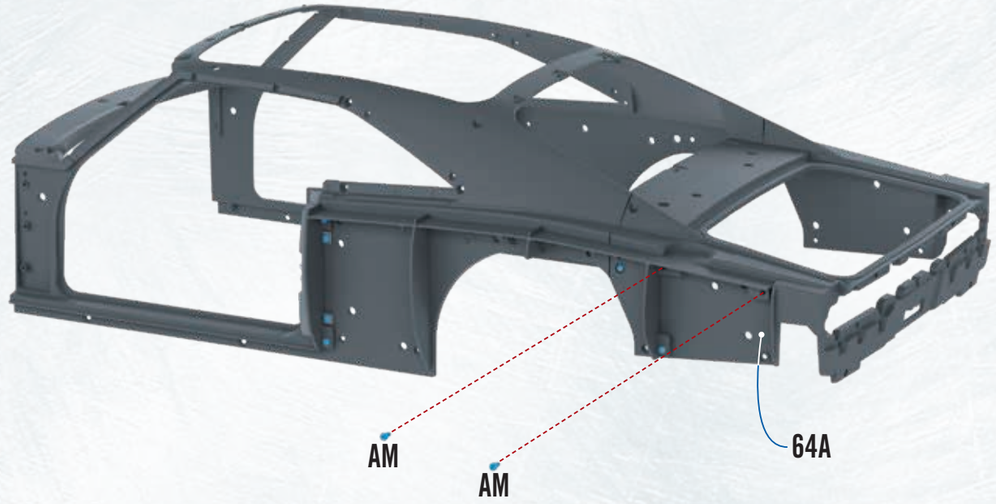
64.1 **ATTACH** the left quarter panel frame **64A** to the car body (pieces **61A** and **62A**). Ensure all the pieces face the same way as those in the illustration. Secure with two **AM** screws. ▲



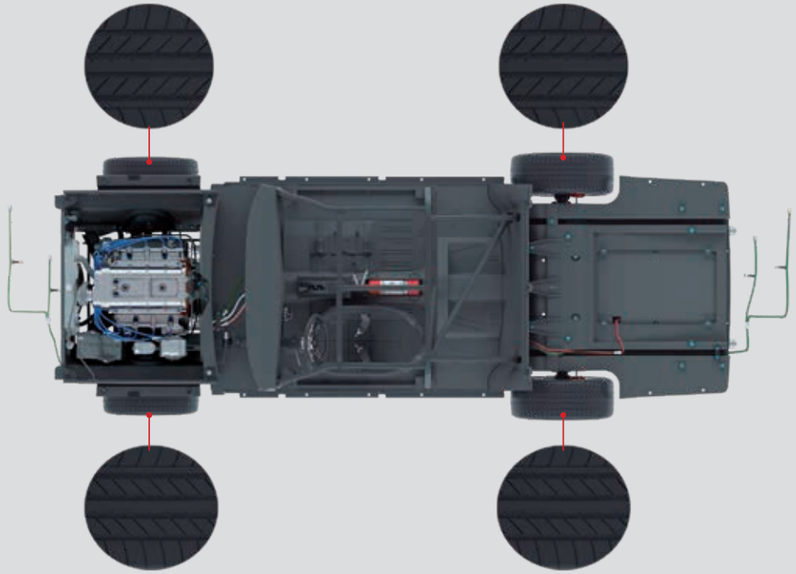
64.2 **NOW INSERT** three **AM** screws in the front part of the left quarter panel frame **64A**, as shown in the illustration. ▲

64.3 **THEN** insert one **AM** screw into the middle section of the quarter panel frame **64A**. ▼





64.4 **FINALLY,** insert two **AM** screws into the corresponding mounting holes in the back of the quarter panel frame **64A**. ▲



A USEFUL TIP

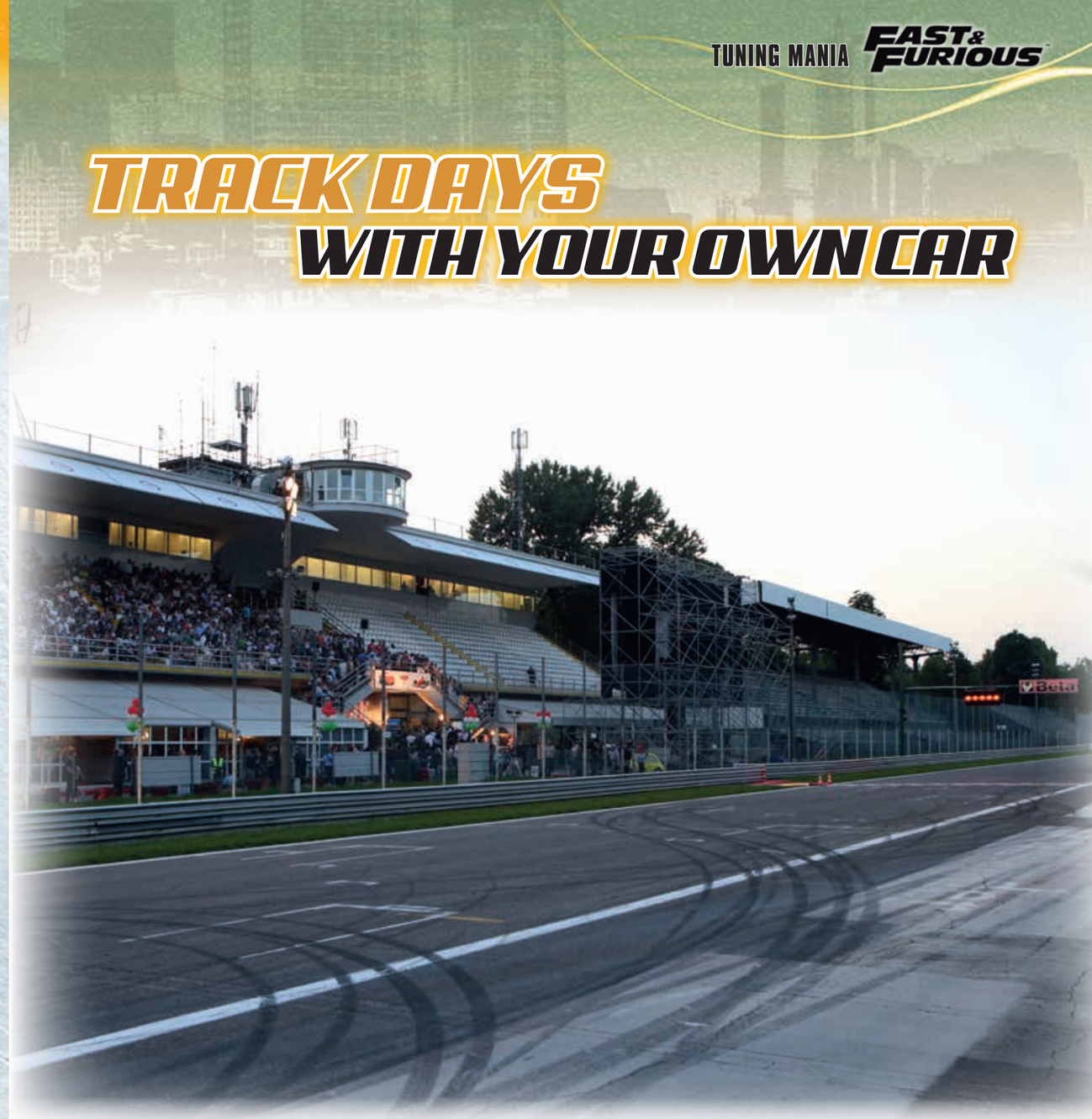
CTo check that the chassis is ready to be attached to the car body, control the tread of each tyre: turn the chassis upside down, as shown in the photo, and check the direction of the diagonal lines. If the pattern isn't the same as that in the photo, you can remount the wheels in the correct position by following the assembly instructions in sessions 2 and 11 (for the front wheels) and sessions 41 and 42 (for the rear wheels).

RESULTS OF STAGE 64



You have now attached the left quarter panel frame to the car body.

TRACK DAYS WITH YOUR OWN CAR



Numerous motor racing circuits around the world run "Track Days" when they offer enthusiasts the chance to take to the track with their own cars. However, for the safety of everyone involved, there are some stringent rules to follow.

The Track Day is synonymous with passion, fun, sporty driving, speed, tuned cars, and more. Nevertheless, sometimes the terms 'education' and 'safety' are underestimated by newcomers. Rules are essential. They are there to be followed. Let us learn more about them together.

Before participating in an event on the track, it is essential to understand the regulations published by both the organisers of the track day and by the racetrack itself. They are usually shown on the disclaimer form that you sign when you purchase your track session. Keep in mind that the rules can vary from circuit to circuit. Often, different regulations may even be applied at the same circuit, depending on the criteria of the organisers of any particular event.

Going on a track day means being able to push your car harder than you can on public roads. However, use your common sense and do not overdo it. Think about your own safety and the safety of others.



Therefore, you need to be well informed. Proper knowledge of the meanings of different coloured flags, which is often taken for granted, is fundamental. A flag is the only way that the staff on the circuit has to communicate with the drivers. Let us take a closer look at those flags:

Yellow: Indicates danger on the track ahead. If the flag is held steady, the threat is minor, and you just have to be careful. If the flag is waved, the danger is more severe, and you should slow down and take greater care. In both cases, overtaking is strictly prohibited.

Yellow with red stripes: Indicates slippery track conditions.

Red: Indicates that the session has been stopped, usually due to a serious accident or dangerous weather conditions. In this case, slow right down, with no overtaking, and carefully go back to the pits.

White: Signals the presence of a service vehicle on the track - an ambulance, fire engine, pace car, etc.

Green: Signals the end of the danger previously indicated by the yellow flags.

Blue: Maintain your line on the track, with no sudden manoeuvres or speed changes, and allow faster vehicles to overtake you.

Black: You are required to stop at the pits on the next lap.

Black with orange disc: Warns you of mechanical problems with your car that are a danger to you and other drivers. Immediately return to the pits.

Chequered: Indicates the end of the session.

In addition to the flags, there are several fundamental, common sense rules that must be respected. Some well-organised track days also use the so-called "English" rules. Like the sporting gentlemen they are, the British, in particular, impose some additional restrictions to improve safety and courtesy among the participants. At the initial briefing, they will mention safety distances between cars, no overtaking on the right, the obligation to leave space for faster cars, and other courtesies. Is it all a little boring? Absolutely not! Moreover, if someone who tries a track day never returns, it is probably because they found the standards too high.

Some track events allow passengers to be carried in the car. Always remember that the passenger is the responsibility of the driver. They must use securely-fastened seat belts and avoid holding cameras, telephones or other objects in their hands that could fly around the passenger

Before hitting the track, check your tyre pressures: it is advisable to raise the pressure for road tyres slightly more than the manufacturer's recommended pressure (+0.2bar).



On the track, your tyres must be in excellent condition, especially if they are tyres made for high performance.

compartment in the event of a collision. We would also recommend that passengers use a proper crash helmet. Avoid having passengers in the rear seats, even if some racetracks allow it.

SAFETY FIRST

Often, the term 'track safety' is confused with escape routes and the presence of marshals. Instead, think of track safety as something that has to do with your own car and your driving skills. So let us take a step-by-step look at what you need to keep an eye on before you get to the track.

There are elements of your car that cannot be overlooked. On a high-speed track, things like brakes, tyres and suspension must be in 100% perfect condition. So if you decide to drive a production saloon or sports car on a track day, here is what you need to check and what you need to know before exiting the pit lane onto the racetrack.

Brakes. In a half-hour stint on a track, the brakes undergo stresses that might never be reached in the average lifetime of a family car. You must therefore use some techniques to ensure that they function correctly when you need them. If you are driving a vehicle with standard brake materials, you must ensure that everything works efficiently. The brake pads should be neither old nor worn. Ditto for the discs. It is essential to change the brake fluid and bleed the hydraulic system. This detail is often underestimated, but over time, brake fluid increases its hygroscopicity (the ability of a substance to absorb water molecules). The moisture that forms inside the hydraulic circuit considerably lowers the brake fluid's boiling point, with the real risk that dangerous air bubbles form in the system as temperatures rise. Finally, it is vital to be aware that standard brakes have severe limitations. The materials used are designed to guarantee long mileage, quiet operation and excellent friction at low temperatures.

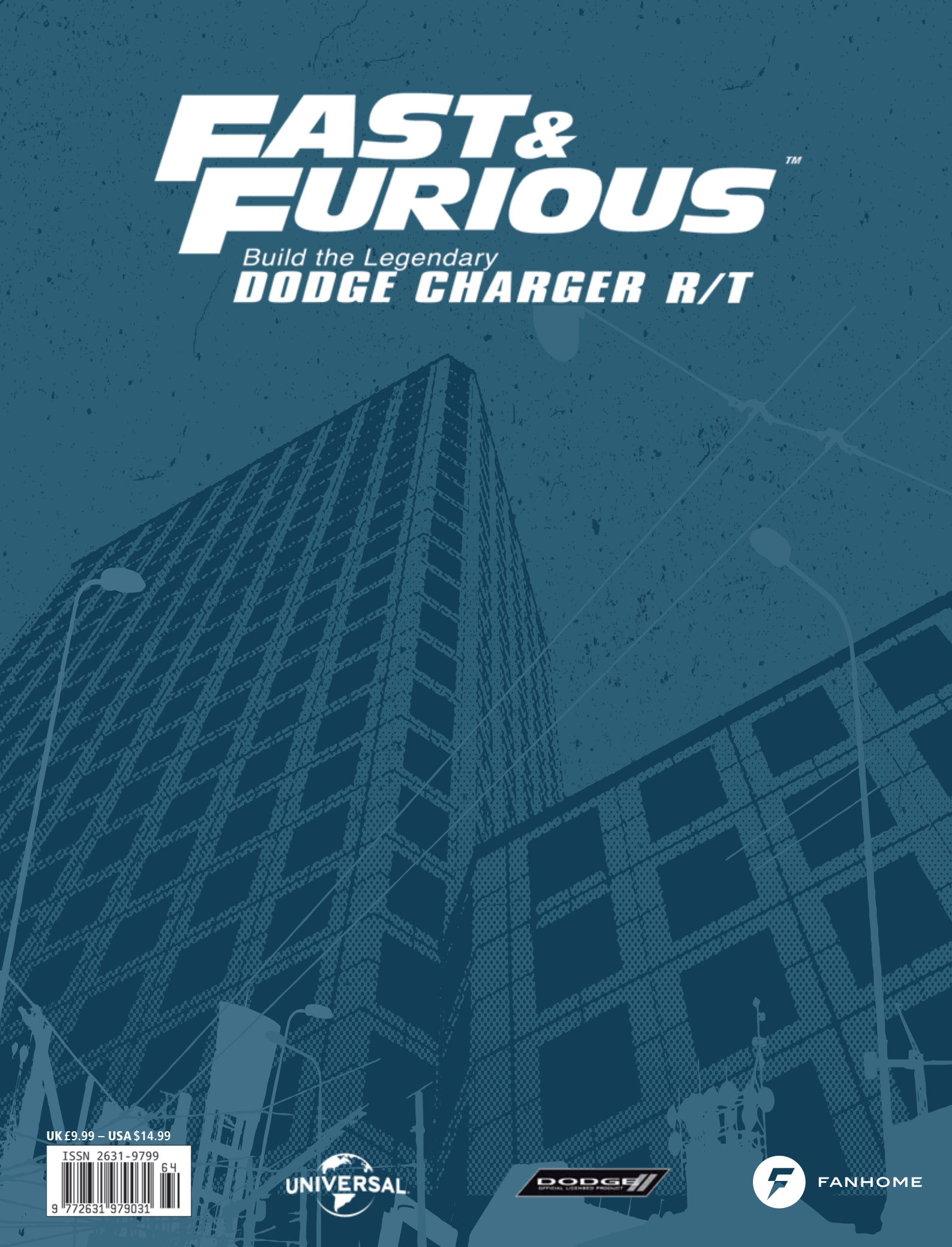
The high temperatures that will be reached due to frequent braking at high speed can therefore be devastating. There is a genuine risk of finding yourself with the brake pedal hitting the floor and no response from the brakes. So slowing down the pace to cool down the heat-stressed parts every two or three laps is definitely a good idea.

Tyres. You need to forget the idea that you can go to the track to get the last out of an old set of tyres. Your tyres are your only contact with what is happening underneath you. Old tyres are not an option. Driving on the track with worn or out-of-date tires is dangerous. They are subjected to enormous stresses, and if something goes wrong, you may not have the luxury of a second chance. Just like when you are driving on normal roads, if there are any blisters and cuts, or the tyres have a production date that has expired, you are better off leaving the car in the paddock. Once these safety issues have been checked, it is advisable to raise the pressure for road tyres slightly more than the manufacturer's recommended pressure (+0.2bar). Here, too, the rule of letting them rest after a few hot laps applies. Excessive overheating of the tread can cause a loss of performance and adherence to the track surface. If you are using low-profile or semi-slick tyres, it is recommended to adjust the pressure after the tyre is hot. Generally, after three laps, you should stop in the pits and adjust the pressure to the parameter recommended by the tyre manufacturer. Do not forget your pressure gauge!

Suspension. Modern cars, especially those with a sportier nature, already have standard suspension that is well suited to fast driving, and it should perform well on the track. Of course, it can always be improved, but it can also have advantages for your first time on the track. First of all, the behaviour of typical road suspension when driving at the limit is much more intuitive for a novice to deal with. Secondly, it is much more forgiving than a racing suspension setup. In any case, it is always a good idea to check the alignment angles of the wheels. An incorrect configuration of toe-in, camber and caster can cause imbalances when the car is leaning on a tyre in a curve. The values set by the manufacturer are perfect in terms of driving safety and balanced tyre wear. However, by skillfully varying these values, it is possible to improve some of the car's behaviour when cornering - things like understeer, oversteer and return to centre of the steering.

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