

TURBO

Theater

A Tasty Mix of
ICE and DTM

ink: Drew Hardin
pics: Wesley Allison

Femi Adegoke is a man with quite an imagination. His '00 Passat is a testament to that fact. From the twin brake calipers on the car's front rotors to the 15-inch LCD touch-screen nestled in the trunklid, Femi's B5 is modified with anything but standard-issue, run-of-the-mill stuff. Femi's one of those guys who doesn't just dream up the mods. He can make them happen too, by fabricating what he can't find readily available. >>

Mounted to the backs of the Cobra seats are a pair of 12-inch LCD screens that are wired to play movies from the DVD player or browse the contents of the onboard personal computer.



Hydraulic jack stands on all four corners allow the car to be jacked up at a moment's notice.



Yet another custom item on the Passat is the five-point front strut brace.



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Femi fabricated the brackets to fit the dual MSR calipers to the 14-inch front rotors. Don't you hate Femi?



Combining a Stage III PES 1.8T upgrade with KW coilovers usually results in hours of canyon-ripping fun.

This makes sense, given what Femi does for a living. He designs and installs custom home theater systems. That helps explain why his Passat is equipped with more video gear than you'd find in most living rooms. His car has not just one DVD player but three. There's a Pocket DVD by Addonics Technologies up front, and two Pioneer DVD-ROM units in the trunk with loading slots (like a CD player) rather than trays. Why two? "So I could listen to music in front and play a movie in back," he explains. By "in back," he's referring to the two 12-inch LCD screens that are mounted to the backs of the front seats and to the 15-inch display in the trunk lid we mentioned earlier. Mounting all those monitors required Femi to fabricate custom brackets on the seats and inside the lid.

The screen in front is an 8-inch LCD with touch-screen controls. The whole video sys-



The rumor is that Femi custom-made his own exhaust. It must suck to own enough equipment to fabricate everything on your car.

tem is run by a computer that's installed in the trunk and linked to the DVD-ROMs via FireWire. The PC can be accessed through the touch-screen displays or a wireless key-

board. The PC has a video card so Femi can hook up cameras and run live video through the monitors at car shows. He also put a wireless modem in the PC so he can cruise the Internet from the Passat.

We haven't even gotten to the sound system yet. The trunk is filled with four ARC Audio 2500-CXL 500x2-watt amplifiers—one to drive the 6.5-inch Diamond Audio S600a two-way speakers in the front doors, one to drive similar sets of speakers in the rear doors, one to drive the MacDaddy 12.4 12-inch subwoofer, and a "spare" just in case Femi wants to run two subs. Not surprisingly, Femi built the subwoofer enclosures himself, using a drum shell for the case and ultralight medium-density fiberboard for the baffles.

Now, the ICE is outrageous, but it's only one part of the car's personality. There's some strong road-going performance here,

The in-your-face look of Femi's Passat was done completely on purpose. Femi's not here to make friends; he's here to be noticed.

Some may consider the carbon-fiber wing a little too much for the sedan; those people are scared to break away from convention.





If you have a PC with a wireless modem in your car, of course you need a wireless keyboard to access it.

It's hard to miss the Spearco front mount intercooler jammed under the custom-trimmed front bumper.

too. "I always wanted a DTM race car," Femi tells us, "but since I can't afford one, this is the next best option." The VW's distinctive silver with red paint scheme was done in the flavor of the German Touring Cars, and the Passat's rear wing (a carbon-fiber piece that weighs just 2.9 pounds) came right off a 3-Series BMW DTM competitor.

Those of you with long memories may recognize Femi's Passat. In the spring of 2002, it was featured in two articles ("Got Boost?" in Mar. '02 and "PES Upgrade" in Apr. '02) that described the installation of a PES turbocharging system on the VW's 1.8T. The PES system has a big Garrett T-28 turbocharger at its heart; it also includes fatter pipes leading into and out of the motor, bigger fuel injectors, and an ECU tune-up by GIAC, PES's electronics partner.

When we photographed the turbo installation, Femi had already upgraded the motor with a custom airbox, Ignition Solutions plas-



Cobra seats firmly hold the driver and passenger in place while the driver can toggle through the custom Tiptronic tranny controls mounted on the steering wheel.

ma coil packs, and a Spearco intercooler massive enough to require major trimming of the front inner bumper. A Neuspeed 2 1/4-inch after-cat exhaust was in place, but during the course of the upgrades, Femi replaced it with a fully custom 3-inch stainless steel exhaust

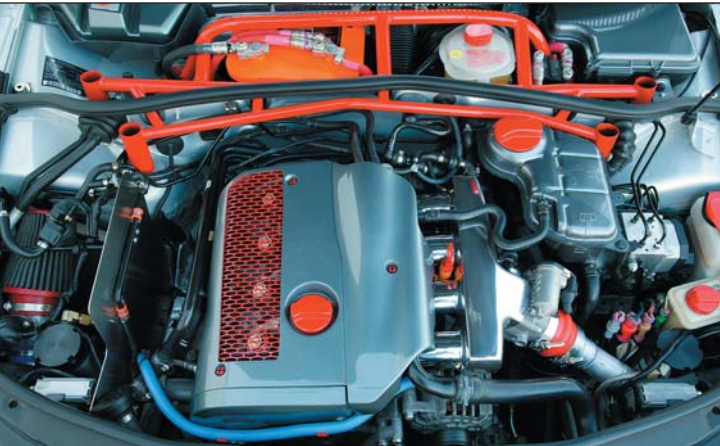
system and a Random Technologies metal-substrate catalytic converter.

Chassis dyno runs after the mods were complete showed the car was making nearly 260 horsepower at the wheels, which translates to easily double the 150 flywheel horsepower the 1.8T produced in factory trim. Since we published those articles, Femi made a couple of additional modifications. He swapped the intercooler for a bigger Spearco model and also went back to GIAC for additional chip tuning. With a 100-octane chip in the ECU, further dyno runs produced 275 hp at the wheels, and yes, this is all done with a Tiptronic transmission.

With the underhood engineering done, Femi went to work on the engine bay. He fabricated a six-point chromoly strut tower brace and had Wet Works Garage dress up the motor. Wet Works painted the stock engine cover dark gray, cut a panel out of it to show off the ignition packs, and polished the intake

Under the Wet Works-painted engine covers sits a PES Stage III turbo kit with Ignition Solutions plasma coils sparking the cylinders.

The trunk is composed of Pioneer this, PC that, and a handful of Diamond Audio and MacDaddy round things that make the car go boom.





Combining bright red RD Sport wheels with a huge FMIC and a carbon-fiber front hood takes guts. Making it look great takes skill, precision, and years of tinkering.

Most everyone is content with 5- or 6-inch monitors—not Femi. His trunk houses a 15-inch display.

manifold. Femi replaced the stock hood with a Fiber Images carbon-fiber deck that includes a carbon-fiber support structure underneath. As a finishing touch, he found a pneumatic hood strut by Camloc that allows custom tuning of the amount of air in the strut via a bleeder valve. The result: a hood lift that works like the factory strut but with just enough pressure to raise and lower the lightweight carbon-fiber hood. We do mean lightweight: The hood assembly tips the scales at a scant 17 pounds, compared to the 42-pound stock steel hood.

Femi's Passat is a Tiptronic model, and he couldn't leave the shifter alone. But rather than just mounting a new shift lever as many of us would, he created a whole new means to shift the car. He yanked out the car's stock steering wheel and replaced it with an '02 Passat wheel that has radio buttons. Then he modified the buttons to control up- and downshifts.

The suspension under the Passat is one of its more conventional modifications, using KW Suspensions' Variant II coilovers (though Femi modified the rear shocks to make them shorter) and Autotech front and rear sway bars. The car rolls on 19-inch forged RD Sport cen-

The car's billet floor jacks are powered off a nitrogen bottle. Unique? Yes. Useful? One day spent rotating wheels, and you'll think you can't live without this feature.






ter-lock C4 wheels and Yokohama AVS sport tires (235/35-19s in front and 275/30-19s in back).

Behind the front wheels is one of the car's most distinctive upgrades—twin calipers on custom 14-inch rotors. Femi fabricated brackets to hold the additional calipers on the front of the wheels, then modified the brake lines with a T fitting at each wheel to feed the extra brakes. The system still uses the same master cylinder, but since it's now moving more fluid, there's far more pedal travel than before. "But that's good," Femi explains, "as it gives me more room to finesse the pedal. There's so much more clamping force now, I need that travel to modulate the brakes."

If you're not familiar with the "MSR" logo on the calipers, that's because it's a brand Femi created. The calipers are actually four-piston Wilwood Billet Superlite 4s in front and Billet Dynalites in back that Femi stripped and re-anodized red. Down the road, he hopes to create his own brake kits, with 16- and 14-inch rotors and custom CNC-machined calipers, and market them under the MSR label.

Femi made one more mod to his Passat that, like the twin brake calipers, really sets it apart. He fabricated four competition-style air jacks and mounted one at each corner of the car. It takes some 350 psi of pressure to lift the car off the ground, and he had no luck sourcing an on-board air compressor with that kind of output. Instead, he travels to shows with a tank full of compressed nitrogen that not only has enough pressure to raise the car, but also powers a pneumatic wrench so he can spin the center-lock wheels off and display his unique brake system.

Air jacks? Nitrogen tank? As we said, Femi is a guy with a lot of imagination. We're sure his new brake systems will be as well engineered as his car. If you're in the market for a unique home theater system, imagine the things he could do with your living room. 

 2000 VW PASSAT 1.8T FEMIADEGOKE // THOUSAND OAKS, CA	
OCCUPATION:	
Custom home theater installer	
WHAT ON EARTH WERE YOU THINKING WHEN YOU BUILT THIS? I don't think I was. If I had thought, I wouldn't have spent nearly so much time on it.	
YOU MEAN YOU DON'T LIKE YOUR CAR? I love my car. I've just spent so much time babying the car that it's like I'm married to it.	
TECH SPECS	
ENGINE:	
1.8T I-4, PES Stage III RC 440 turbocharging system, Sparco intercooler, custom airbox, Random Technology metal-substrate catalytic converter, custom 3-inch stainless steel exhaust, Ignition Solutions plasma coil packs	
TRANSMISSION:	
Tiptronic with Fluidyne transmission cooler	
SUSPENSION:	
KW Suspensions Variant II coilovers, Autotech sway bars, custom chromoly strut tower brace	
WHEELS & TIRES:	
RD Sport C4 19x8.5 front and 19x10 rear wheels, Yokohama AVS Sport 235/35-19 front and 275/30-19 rear tires	
BRAKES:	
MSR custom twin four-piston calipers on 14-inch rotors in front, MSR four-piston calipers on 12.2-inch rotors in rear	
BODYWORK/LIGHTING:	
DTM carbon-fiber rear wing, custom front and rear bumper cutouts, bi-xenon headlights, and air jacks, custom Wet Works bumpers and bodywork	
INTERIOR:	
'02 Passat steering wheel with radio buttons modified to Tiptronic controls, Cobra race seats	
MOBILTRONICS:	
Addonics FireWire DVD head unit, Pioneer 106R DVD-ROMs, 8-, 12-, and 15-inch LCD displays, custom Intel Pentium PC, ARC Audio 2500-CXL amplifiers, Diamond Audio S600a 6.5-inch two-way speakers, MacDaddy 12.4 12-inch subwoofer	
PROPS/SHOUT-OUTS/MAD LOVE:	
My wife Amy and daughter Aliya for their extreme patience, Tony Ricci at PES Tuning, Garrett Lim and Andrew at GIAC USA, Joe and crew at Wet Works Garage, Mike Mankarious at Einszett NA, Frederico Pavoncelli at RD Sport, Yokohama Tires, Ghazar Dekirmenjian at Public Machinery, Ulf and Noel at Ignition Solutions, Demetrious K. at ARC Audio, Lance and John at TGRace Designs, Tim Hanna at Mechanix Wear, Volkswagen of America (VWoA), Edsel Labao, Al Patel, and Sandy Lirag	