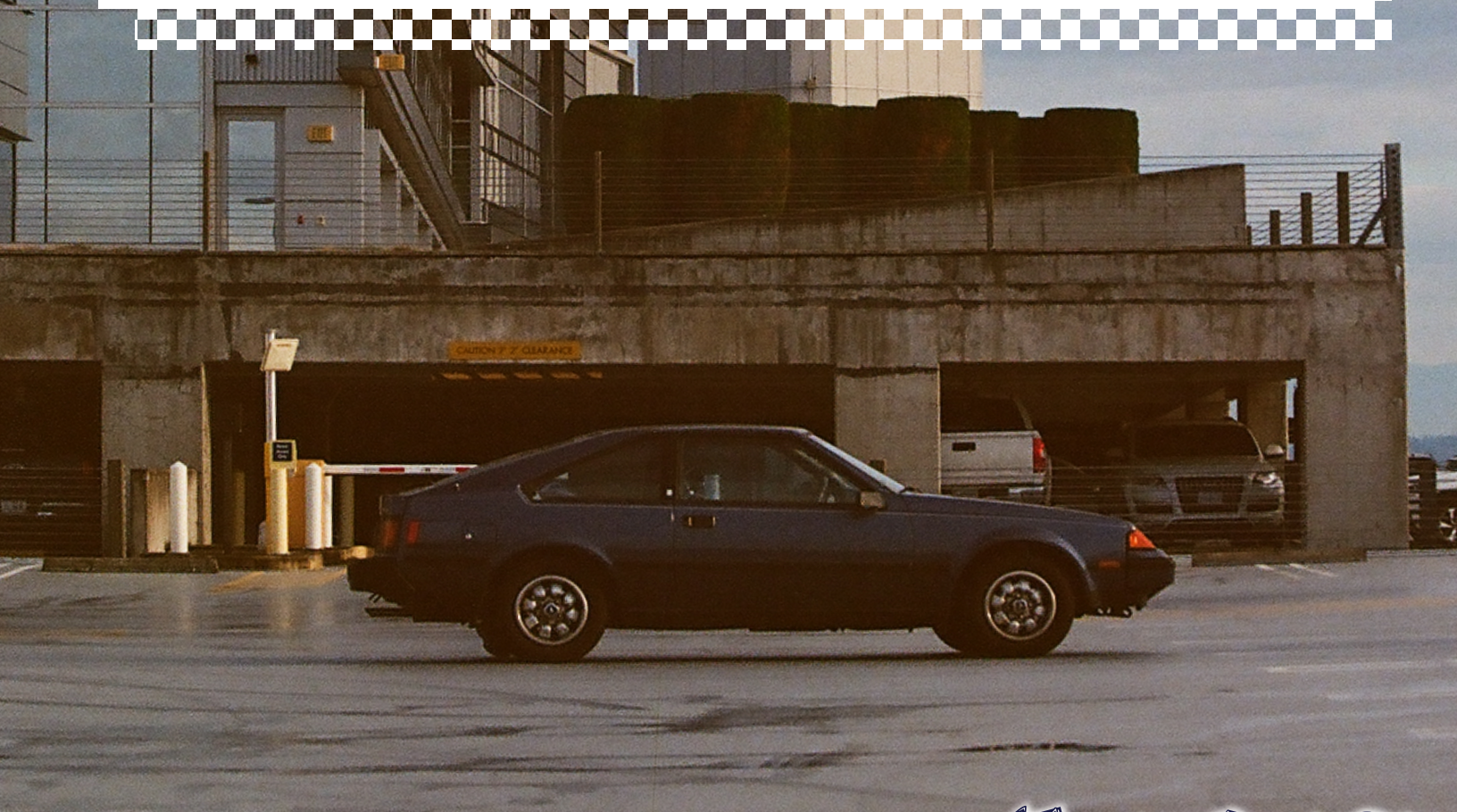
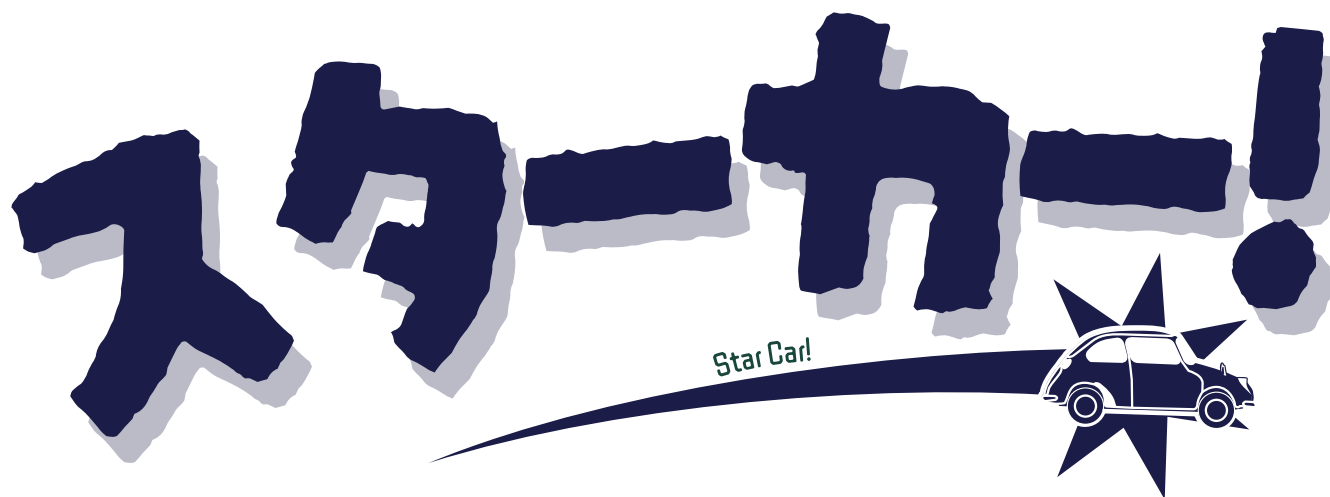


Issue No. 3

1983 Toyota Celica
Marjorie

プレアデス姉妹のプレゼント

Pleiades Sisters Present



<http://www.lamamelle.com/psg> ✦ Pleiades Sisters Garage 2025 ✦ Photography by Phillip King ✦ Inspired by Retro Tengoku

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Car History

車の歴史

In my opinion, Toyota has always been the kings of what it means to make "The Car", at least since turn of the century. Ford had made the model T, but Toyota had the corolla. It was the car for just about anyone in the United States. It was cheap, basic, reliable, and fuel efficient. If you drive around today you can die of alcohol poisoning if you take a shot every time you see a corolla, even from the late 90s and early 2000s. Not just driving by eclectic enthusiasts, but by people who bought them then, or people who got them from parents, or hell, people who bought them used. But you'd be hard pressed to find a taurus used by anyone of respectable character, or at least someone who cares about it. But this isn't about the corolla, this is actually one of the times when Ford won against the giant, before it even was a giant. This corolla's cooler more sports focused cousin, the Celia.

The Toyota Celica, coming from the Latin word "Coelica", meaning heavenly, was developed in direct response to Ford's own Mustang. A sports car specifically for the eyes and speed loving hearts of the 1970s American. The first Celica came with either a 1.4L engine or 1.6L engine, both an inline 4 cylinder, with either a 4-speed, 5-speed, or 3-speed automatic transmission. It was a coupe like most Celica's with a "coke bottle style" of body. Meaning that it had a narrow, center, surrounded by flaring fenders. Typically, this was accompanied by curved glass at the front or rear, which gave it a jet fighter appearance. This also meant that it's impossible to replace, so good luck if it ever gets cracked.

Toyota continued to make minor improvements to the first generation Celica throughout the 70s. Eventually in 1977, the second generation Celica was produced, and a year later, the Celica XX was unveiled in Japan, which eventually came to the states in 1979 as the Celica Supra, the first in the famous name. It came with 2.6L SOHC inline 6 cylinder engine, producing a whooping 110hp, which I'm sure was amazing for the time.

In 1981 the third generation of celica's was produced, all featuring some kind of pop-up headlight design. Unlike most retracting headlight designs, these headlights always with the headlight forward at a slant, just moving up to face forward when the headlights are turned on. The Toyota Celica of this generation did have a more conventional retractable headlight design, although it may have just been to give it a more sporty look. This is also the generation of the star of this issue.

The last generation of celica, the seventh, started production in 1999, and was last sold in Japan and Europe in 2006. The lack of interest in sports cars in the early 2000s drove this decision. While the famous Supura name stuck around as a name the celica was no more for the beginning of the century. However, recently, Toyota has announced that production on a new Celica has begun, and will likely be revealed sometime in 2026 or 2027, almost twenty years after it's last generation.





Driver Interview

ドライバーインタビュー

Driver: Gabby



Why did you decide to get this car, instead of a 2006 Toyota Corolla (something more modern)?



What are some improvements you have planned?



How does the car make you feel when driving?



車のインタビュー

Car Interview



Car: Margorie



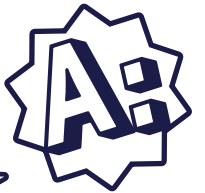
How do you feel about your driver compared to previous ones?

Blank space for the answer.



Whats the best place you've visited?

Blank space for the answer.



If you could tell you driver one thing, what would it be?

Blank space for the answer.





★車の写真!

Exterior

外觀

BODY	WHEELS
LIGHTING	SUSPENSION
Stock Halogen Bulbs	Stock (And you can feel it!)



WHEEL + SHIFTER	CONTROLS
	MISC

内部

Inside



Engine

原動力

ENGINE SPECS

EA-82 Engine

Valvetrain: Single Point Fuel Enjected, Single Overhead Camshaft

Compration Ratio: 9:1

Horsepower: 90 (in 1988, today... not so much)

Toque: 101 lb-ft

Equiped with:

Air Conditioning (when it's cold)

Power Steering

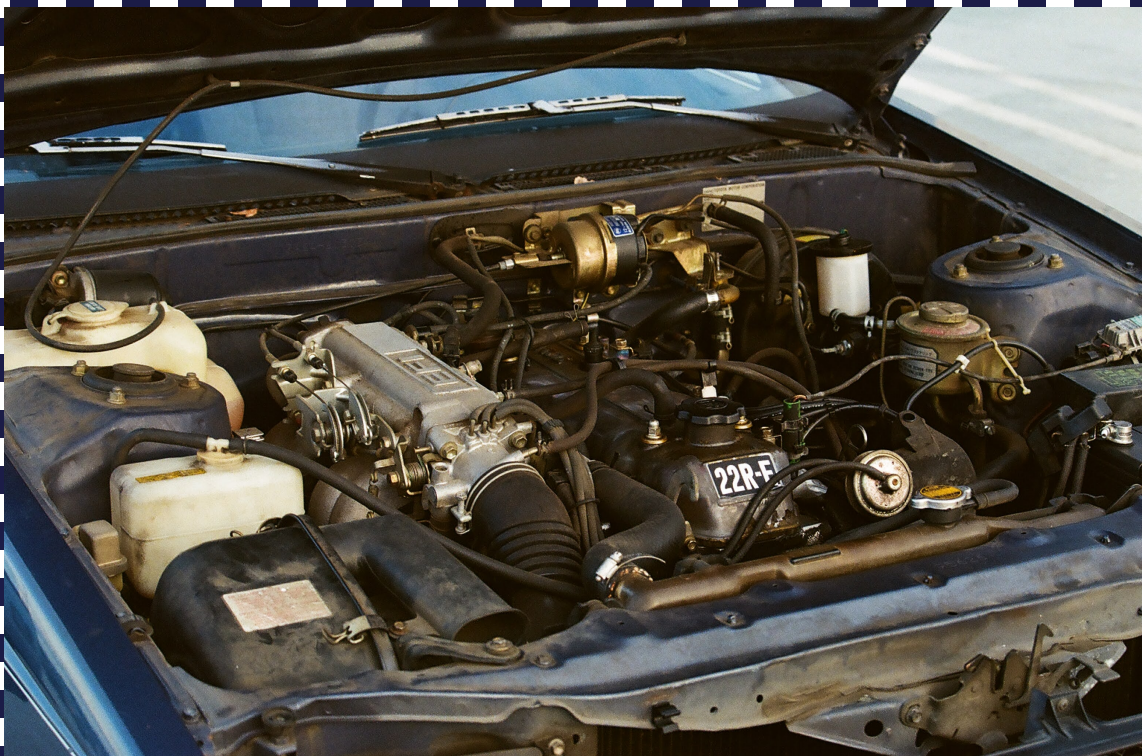
A will to live

TRANSMISSION

Subaru SMT (5-Speed) Manual Transmission

Dual Range 4WD (High and Low Range)

LUK Clutch Kit

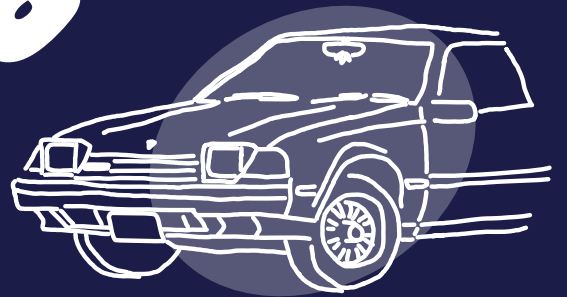


WHAT DO YOU THINK ABOUT THE CAR?

THAT ALTERNATOR KEEPS BREAKING



この車はいいわ



Eh, she's alright I g

WHAT DO YOU THINK ABOUT THE DRIVER?



読んでいただきありがとうございます

Message from the Editor:

Thank you for reading this Zine!