

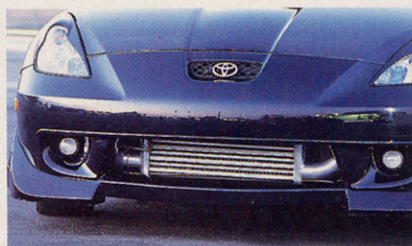
TOYOTA'S NEW CELICA MEETS THE TURBOCHARGER



Rhythm & Blue

Just like a good song, there is something to be said about a fine automobile. You know the kind of songs I'm talking about. You get the lyrics stuck in your head and inexplicably you find yourself singing as you drive down the road. Certain cars have that same effect. You see one that just makes an impression on you and you just can't seem to stop thinking of each little nuance that made it perfect. That is what defines the 2000 Celica owned by Billvick Perez. In August 2000, at the age of 19, Billvick purchased his 2000 cobalt blue Toyota Celica. He was inspired and encouraged to build a first class show car. His parents, Team Insight and several companies that joined the project as sponsors helped to create this car. Now at 20, he has accomplished exactly what he intended. His show winning Celica has taken many honors during its very short existence. And it's no wonder why.

When Billvick first took possession of



A Rod Millen front lip spoiler engulfs a custom Apex front-mount inter-cooler.

his Celica there was one thing that had to be done: it had to be dropped! However, at the time, there weren't many options for suspension components, but one company had exactly what he needed. Hotchkis front and rear springs were installed first to get the stance right. Next, a set of Hotchkis rear camber links and front adjustable camber plates took care of the uneven tire wear by reducing

the amount of negative camber in the suspension.

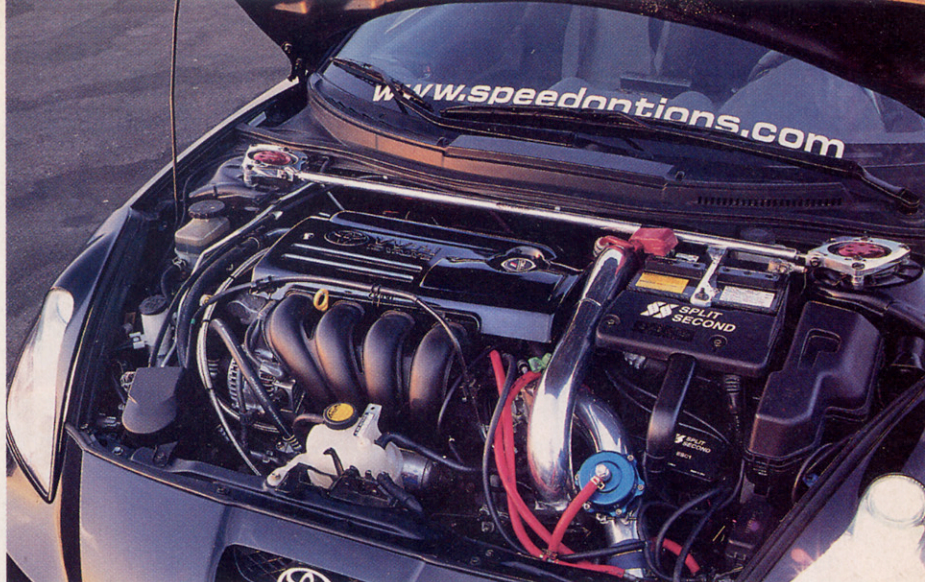
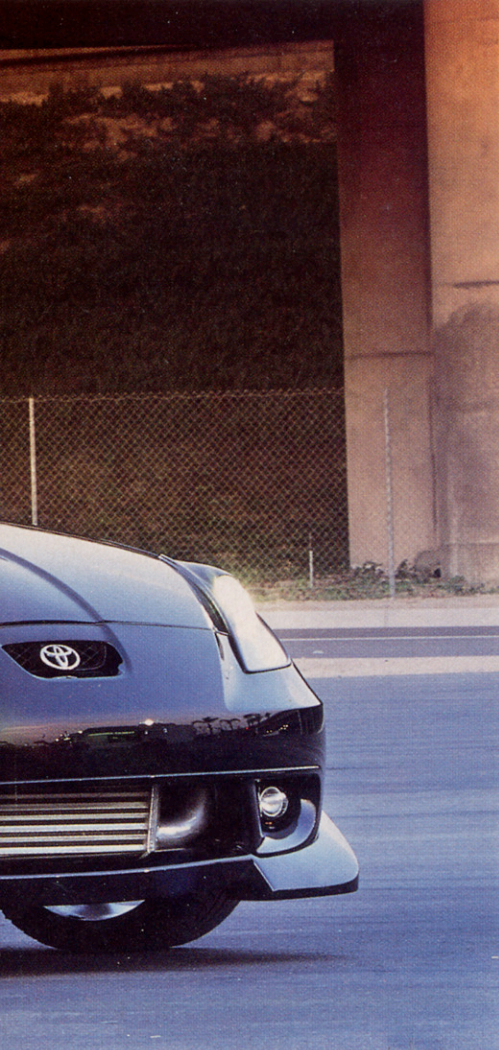
Once the alignment was handled it was then necessary to tighten up the chassis so a front strut tower bar was added. The Hotchkis strut tower bar utilizes billet aluminum end mounting brackets, fully polished and slotted for use with the adjustable camber plates. To finish off the chassis mods, a set of Bronze Volk Racing TE37 18 x 7.5-inch rims with Pirelli 215/35ZR18 tires were selected to maximize road adhesion.

He then turned to the folks at Garage Gourmet for a Phillips HID headlamp conversion system to light his way. Once installed, a set of TRD headlamp covers were applied and a Unity Auto Body custom carbon fiber hood was mounted.

The last step was to install the five-piece Rod Millen body kit accenting the lines and the attitude of this one-of-a-kind car. This kit includes a front lip spoiler, a rear bumper, a rear lip spoiler, and a

By **Darin Dohi**

Photography by **Paul Morton**



A Kiwi custom-fabricated intake pipe with Tial blow-off valve helps keep the intake charge cool.

and a TRD Exhaust system was installed to finish the exhaust flow. On the intake side, Kiwi was again sought to provide custom inter-cooler piping. A Tial blow-off valve was incorporated into the intake system and an Apex inter-cooler is used to chill things out. A custom set of gauges was installed which included an ARM1 air/fuel ratio meter, an ARC 2 NE air/fuel ratio calibrator, as well as an ESC 1 fuel map controller, which allows

the fuel computer to switch to "open-loop" operation under boost. As a complement to the braided stainless steel fuel lines, the decision was made to have the valve cover and a few of the other accessory items painted to match the exterior of the car.

For this first stage, a modest 10 psi of boost pressure was selected. However, with boost you must also have fuel. Immediately, Joe at Chicane Sport Tuning, was called upon for help. Joe has provided his expertise on several other projects like the Axis Wheels MR2 Spyder Turbo. Considerations like safety, durability, ease of installation and quality went into the design of the retrofit fuel system on the Celica. The Chicane Sport Tuning fuel system includes an Aeromotive fuel pressure regulator, an MSD fuel pump, a vehicle specific skid plate and system mounting bracket.

Once the fuel components were in place, a full set of custom braided steel fuel lines were then installed to accommodate the higher pressures and volumes. The key to the Chicane system is that it converted the Celica from a non-return fuel system to a return system.



Interior amenities include a Sparco steering wheel and shift knob, Defi gauges plus custom-painted interior accents.

carbon fiber rear wing. It is easy to see how the beauty of this car would have been destroyed if any graphics scheme were applied. That's where ADM graphics helped out. Their expertise in putting together a clean looking roll call was imperative to maintaining the look of the Celica.

Turning to the engine, the first stage of Billvick's power plan came in the form of a turbo. Split Second did the honors with a Garrett T25 turbo mounted to a Kiwi custom-fabricated stainless steel exhaust manifold, polished to a super high luster. A custom straight pipe was fabricated



Sparco Milano racing seats are complemented by a set of Sparco harnesses.

For better handling, a complete Hotchkis suspension setup was installed including this adjustable billet strut tower bar.

An Alpine LCD monitor/CD player reside in the dash.

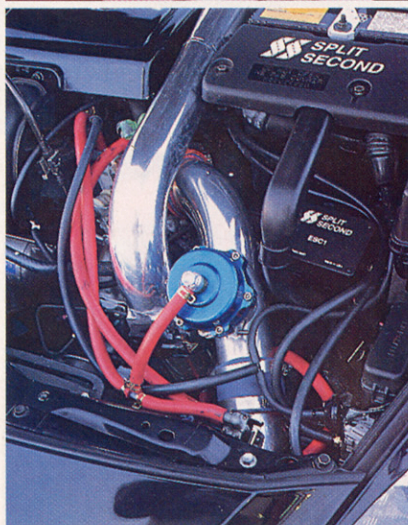
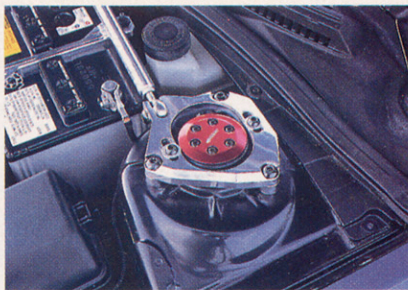
Kiwi custom-fabricated this intake piping complete with a Tial blow-off valve.

This single change allows the engine to operate with higher fuel pressures when feeding larger fuel injectors, thus providing appropriate amounts of fuel at boost.

To top off the fuel system, a special set of modified S2000 fuel injectors was used to feed the engine. In order to ignite the fuel charge, a set of state-of-the-art Denso Iridium I-K22 spark plugs were set and installed. Last but certainly not least, an ACT street clutch was installed to get all the additional power to the wheels. Luke of Split Second tells me that this package is probably putting out somewhere in the neighborhood of 225-horsepower at the wheels. It's final tuning has not been completed so actual numbers are not yet available.

With the power under control, the interior took center stage. First, Sparco came to the rescue with a set of Milano racing seats with four-point harnesses, an aluminum shift knob and pedal set and a Lap 5 race steering wheel. A number of select Defi gauges were also dropped in. Billvick decided on the Defi Boost, EGT, oil temp, and fuel pressure gauges to finish off his instrumentation.

Since this is a show car, Billvick decided he needed the right audio system. He chose an Alpine IVC-800 LCD monitor and CD player, MB Quart tweeters and 5 1/2-inch mids, two 12-inch MTX



Rolling stock includes 18-inch Bronze TE-37 wheels with Pirelli P-Zero 215/35ZR18s.

subwoofers, a DHD PowerAmp, as well as a USAcoustic amp. In order to give the interior the same custom treatment as the exterior, a custom center console by Creative Audio as well as custom dash painting accents by Unity Auto Body, were added. Finally, the APEXI AVCR was installed in the dash where it can be adjusted with a flick of the wrist.

So, as we sit here today, some 16 months after Billvick took delivery of this "Rhythm 'n' Cobalt Blue" Celica, we can tell that it's a winner. It has already taken many honors at the eight shows that it has competed in. Maybe the most impressive was his first place victory in the Toyota class at the 2001 SEMA/NOPI International Auto Salon last February. It shows that this is a first class show vehicle. It's amazing to think that this car is still far from being complete. You can expect to see this car again as we follow the progress that is made. The fact that this was Billvick's first attempt at building a car should serve as encouragement to many of you. If you take your project seriously, think it out and then execute it with precision, you too have a shot at getting your ride in our magazine. !

Up front, a custom carbon fiber hood and TRD headlamp covers were installed.



Information

Locomotion - 2000 Toyota Celica GTS
Motivation - 2.0l turbo
Navigation - Billvick Perez
Construction - Billvick Perez and Team Insight
Coloration - Cobalt blue pearl
Elevation - Hotchkis suspension
Rotation - 18x7.5-inch Volk TE37/Pirelli P-Zero 215/35ZR18
Electrification - Alpine, MB Quart, MTX, DHD, US Acoustic