

This press pack accompanied the UK launch of the three-door version of the fifth generation Corolla in 1985. The model underwent some changes during its time on sale and these can be tracked using the Timeline feature on the fifth generation Corolla archive web page. Additional assets and information relating to the Corolla range can be obtained from the Toyota press office.

TOYOTA

press information.....

COROLLA 3-DOOR: TOYOTA HATCH A NEW FAMILY CAR

Toyota has the declared aim of becoming the world's leading car maker in terms of high and applied technology. And few cars embody that endeavour more clearly than the new Corolla 1.3 GL 3-door announced in the UK today.

At first sight there is nothing outwardly sensational about this neat, stocky hatchback which, along with its also-announced "hot hatch" cousin, the Corolla GT, brings the total number of Corolla variants available on the UK market to eight.

But it is not simply a three-door version of the well-established four- and five-door Corollas launched in September 1983. It is very largely a new motor car, powered by Toyota's sensational new 2E engine. And, being some 6½ inches shorter than the existing Corolla FWD variants, it slots into the gap previously occupied by the Tercel saloons which have now been discontinued in the UK - though the 4WD Tercel estate continues to thrive.

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Significantly, the existing FWD Corollas are also fitted with the new 2E engine from now on, and will be marginally restyled later this year to match the new Corolla 3-door's 1985 looks.

At a later date too, the Corolla 3-door will be available with automatic transmission - but at this stage it is to be offered with 5-speed manual transmission only.

The new Corolla GT (see separate story) uses the same basic three-door bodyshell, but mated to the amazing 4A-GE 16-valve 1600 cc engine which already propels the rear driven Corolla Coupe and the soon-to-be-launched mid-engined MR2.

High-Tech on the QT

The new Corolla GL's high-tech credentials do not lie in lavish use of electronics, or digital facia displays or computer-controlled systems. Rather they lie in the car's extensive application of relatively simple (and often British-pioneered) car technology which has finally been near-perfected by Toyota engineers. Among the Corolla GL's interesting features are its:-

- * High-power, high-economy 12-valve 2E engine
- * Further-improved cable-operated 5-speed gearbox
- * Transistorised ignition
- * Variable-venturi carburetter, which is basically an improved SU-type carb turned on its side.

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All these features, and many more, give the new Corolla GL a combination of speed, acceleration, economy, handling, refinement and sophistication quite remarkable for what is meant to be a basic 3-door family car at a very competitive price tag of £5,250.

Essentially, the 2E engine has the same lightweight ribbed iron block as the IE (less than 14 inches long, and weighing just 46.3 lb), but bored and stroked out to 73 x 77.4 mm, giving a swept volume of 1295 cc. The compression ratio is 9.5:1, but it still runs happily on 2-star fuel. In its 2E form, both main and sub-intake inlet valves are straight and the twin-squish area combustion chamber means optimum fuel ignition even on a fuel-air mix of 17:1 or leaner.

The 2E engine produces 8 per cent more power (73.7 bhp at 6200 rpm, up from 68.4 bhp at 6000) and slightly more torque (76 lb ft at 4200 rpm, as against 75.2 lb ft at 3800), with the same cubic capacity and much lower weight (194 lb down from 240 lb) than the 2A engine it supersedes.

The 2E has all the qualities of the Starlet IE engine, plus such refinements as hollowed crankshaft (for less weight), electronic ignition and variable venturi carburation.

In this new carburetter, Toyota engineers claim to have overcome the major drawback of the system, namely the friction between the suction piston and its receptacle which prevented the former from working smoothly.

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Their cure involved removing the oil damper, reducing friction and vibration by the use of linear ball bearings, and the adoption of a V-shaped venturi. Other improvements include thermal wax actuators which cut air bleed to the main jet when the engine is cold, and a fuel trap tube in the carb "throat" to trap and re-atomise condensed fuel droplets dribbling down from the suction piston.

Power passes from the engine via a hydraulic self-adjusting, high clamping pressure clutch to a lightweight new transaxle, incorporating an all-indirect five-speed box which drives the front wheels via unequal-length shafts to Birfield-type damped CV joints.

Steering is an ultra-precise, unassisted rack and pinion with a ratio of 22.7:1. Brakes are front disc, rear drum, with lightweight vacuum servo and diagonal split hydraulics. A cable-operated handbrake acts on the rear shoes.

The suspension embodies the latest in Toyota thinking, first seen on the new Carina II, including MacPherson strut front suspension with offset coil springs and L-shaped lower arms for high lateral stability, good fore and aft compliance and anti-lift, anti-dive geometry.

Rear suspension is a dual-link strut, with stabiliser bar and twin-tube low-pressure gas-filled dampers.

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Undramatic

Although purposely undramatic, the Corolla's styling reflects Toyota's interest in applied technology. Airdam, sloping bonnet, close-fitting front lamps and grille, semi-recessed wipers, flush fitting glass, door and panels - plus the flat roof and sharply chopped rear end - all contribute to the excellent drag coefficient figure of 0.34, which is exceptionally good for what is a short, stubby car.

The car's aerodynamics, reasonable weight, lessened rolling resistance and outstandingly efficient power unit make it a surprising fast little beast (top speed 100 mph, 0-60 mph in under 14 seconds) with commendable fuel economy - urban cycle 38.2 mpg, 55.4 mpg at a constant 56 mph, and 39.2 mpg at a constant 75 mph. With an 11-gallon tank, the economy-minded driver should get well over 500 miles between top-ups and even the speed merchant should expect up to 400 miles.

The Corolla GL, like all Toyotas, comes commendably well equipped and specified. Tinted glass, laminated screen, three-band radio, central console, fully adjustable headrests, velour trim, full carpeting, reclining seats, split rear seat, five seat belts (four of them inertia reel), load compartment carpet and cover, heated rear window, rear wash-wipe, full door trims with door pockets and deep rear side cubby-holes, hinged rear quarter lights, full jack, wheel chock and tool kit plus 101 other things are all part of the basic Corolla specification. And there are a welcome couple of extra devices to help the driver - both tailgate and fuel flap have remote releases triggered from the driver's seat.

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All in all, the new Corolla 1.3 GL 3-door is an exceptionally good all-round family car - and one which will widen the already universal appeal of the Corolla still further. Judged strictly on its merits, it is a very commendable vehicle. Seen with its highly competitive price tag of £5,250, it would appear to be an extremely good bargain as well.

Like the Starlet and all other Toyotas sold in the UK after February 20, 1985 the new Corolla 3-door comes with the rust-resisting strength of new Excelite steel, which is why the Corolla carries a six-year corrosion warranty. But that, again, is another story.

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For further information please contact
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NOT FOR PUBLICATION PLEASE BEFORE FEBRUARY 27, 1985

COROLLA 1.3 GL 3-DOOR SPECIFICATION

Engine

Model	2E-L
Type	Four-cylinder in-line, water-cooled ohc, 12-valve, East-West mounting, front-wheel drive
Bore and stroke	73 mm x 77.4 mm
Capacity	1295 cc
Compression ratio	9.5:1
Max power DIN	73.7 bhp (55.0 kW)
@	6200 rpm
Max torque DIN	76 lb ft (103 Nm)
@	4200 rpm
Fuel system	Variable-venturi carburetter
Battery	50 Ah
Alternator	45 Amp
Fuel capacity	11 gal

Transmission

Type	5-speed synchromesh	3-speed auto
Make	Toyota	Toyota

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Transmission (cont)

	Manual		Auto
Ratios	1st	3.545	2.811
	2nd	1.904	1.549
	3rd	1.310	1.000
	4th	0.969	
	5th	0.815	
	Reverse	3.250	2.296
Clutch Diameter	Hydraulic 7.5 in		Torque converter with lock-up and oil cooler
Final drive Ratio	4.059:1	Hypoid bevel	3.526:1

Suspension

Front	MacPherson struts, coil springs
Rear	MacPherson strut, coil springs, anti-roll bar

Steering

Type	Rack and pinion
Ratio	22.7:1

<u>Brakes</u>	Front disc/rear drum dual circuits with servo	
Diameters	Front discs 9.6 in	Rear drums 7.9 in

<u>Wheels</u>	5J Steel rim with full resin cap
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<u>Tyres</u>	155 SR 13
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Dimensions

Wheelbase		95.7 in	(2430 mm)
Track, front		56.1 in	(1425 mm)
	rear	55.3 in	(1405 mm)
Overall length		156.3 in	(3970 mm)
	width	64.4 in	(1635 mm)
	height	54.5 in	(1385 mm)
Ground clearance		6.3 in	(160 mm)
Turning circle		30.8 ft	(9.4 m)
Kerb weight	Manual	1918 lb	(870 kg)
	Auto	1963 lb	(890 kg)
Towing capacity			
	braked trailer	2205 lb	(1000 kg)
	unbraked	882 lb	(400 kg)

DoE fuel consumption, mpg

	Manual	Auto
Urban cycle	38.2	TBA
Constant 56 mph	55.4	"
Constant 75 mph	39.2	"

Performance (Manufacturer's figures)

	Manual	Auto
Acceleration, 0-60	13.9 sec	17.8 sec
Maximum speed	100 mph	97 mph

PRICES	<u>Basic</u>	<u>Car Tax</u>	<u>VAT</u>	<u>Total</u>
	£	£	£	£
Corolla 1.3 GL 3-door				
5-speed				
Auto			TBA	

ends.....

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