

This press pack accompanied the UK launch of the front-wheel drive GT 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 GT - FAST, FABULOUS AND FRONT-WHEEL-DRIVE

It takes a car manufacturer of immense perception, or some might say inscrutability, to market a successful rear-wheel-drive sports car, then offer a very similar model bearing the same name in front wheel drive - yet still keep the rear drive version firmly on the market.

Yet that, amazingly, is what Toyota is doing. Less than a year after the launch of the 122 mph £7000 Corolla Coupe GT comes the front wheel drive Corolla GT, which is the new Corolla GL 3-door bodyshell mated to the sensational 4A-GE 16-valve engine/transaxle assembly, powering the front wheels. It is the same engine-transaxle assembly, incidentally, which propels the soon-to-arrive mid-engined MR2.

"We do not see the front and rear drive GT Corollas competing or distracting from each other", says Toyota GB's Assistant Managing Director, Mr Alan Marsh. "On the contrary we see them as complementing each other, and very effectively too.

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"The existing rear-wheel-drive Corolla Coupe will continue to appeal to the out-and-out clubman and motor sport buff who wants a very fast car, which is also capable of quick and inexpensive conversion into a Group A rally machine.

"The new FWD Corolla GT will appeal to the young enthusiast driver of any age, who wants a fast but civilised road machine that will match the "hot hatchbacks" from France, Italy and Germany. That the new Corolla GT does - and superbly well."

Based on the new Corolla 3-door shell, but with extra power, punch and grip, the new GT does 0-60 mph in 8.7 seconds and gallops past the 120 mph mark with comparative ease.

And it does it with considerable discretion too. All its visual identification is relatively muted, devoid of the fat stripes and visual overkill which such fast cars all too often are saddled with.

Not that this discreet flyer doesn't have plenty of identification to distinguish it from its less rapid cousin. Attractive 5.5J alloy wheels for a start, shod with 185/60HR14 low-profile tyres. Bold front bumper and airdam. Flared wheel arches. Stylish side skirts. Unique GT mouldings and badging. Fitted electric steel sunroof and a prominent rear window-top spoiler.

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Airdam, rear bumper, mouldings and spoiler are black with vivid red stripe on all paint colours bar white. In that instance, all these items are in matching white with red stripe - which makes a white GT look quite sensational.

The GT interior carries on the theme of discreet performance. The three-spoke sports steering wheel is leather-trimmed, as are the gear knob and gaiter. There is a bold central console with front cassette box and radio stereo cassette player. Crisp needle-punch carpet. Seat facings and trims in a sporty tweed. Uncluttered but highly effective fascia with rev counter. Stylish rear seats with integral headrests. Seat belts for all five potential occupants. And a driver's seat with seven possible modes of adjustment - including thigh and lumbar support, fore and aft movement, rake, and cushion height. The headrest can be moved fore and aft, as well as up and down, on both front seats.

Essentially, the suspension is similar to that of the Corolla GL, but is highly tuned and with uprated coil springs and low-pressure gas dampers in the struts. There is also a front anti-roll bar and upper cowl brace which is an L-shaped strengthening bar linking both front strut turret tops to a central bolt on the main bulkhead. The rear suspension is also toughened by a lower arm bracket brace. This keeps the suspension strongly in position whatever strains are put on it when the car is being driven to its limits.

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Those limits are very high indeed. With nearly 120 bhp at 6600 rpm on tap from the amazing 4A-GE engine, transmitted through a hefty 8 in hydraulically operated clutch to the five speed all-indirect box, the car's top speed is 122 mph and its 0-60 time is an excellent 8.7 seconds. And with a road speed of 18.8 mph per 1000 revs in fifth, the GT displays great flexibility and acceleration rather than long-legged high speed cruising.

Such speed requires good stopping power - which is there in the shape of all-round disc brakes. Front and rear have the same diameter (9.6 in), with the front ones ventilated, clamped by big pads complete with audible screech strips to warn of pad wear. A diagonal split hydraulic system is boosted by a big 8-inch vacuum servo.

In overall dimensions the GT varies only by the odd quarter-inch from its GL cousin, though its bigger wheels and tyres do add nearly a foot to its turning circle - still a respectable 31.5 feet, as against the GL's 30.8 ft.

"Obviously, the Corolla GT is entering a very competitive and prestigious market sector, and will be measured against such formidable rivals as the Golf GTi, Escort XR3i and Peugeot 205 GTi," commented Mr Alan Marsh. "But we have great faith in the Corolla GT. Thanks to its speed, handling, refinement and outstanding overall economy, we are sure it will give its rivals a tremendous run for the customers' money."

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NOT FOR PUBLICATION, PLEASE, BEFORE FEBRUARY 27, 1985

COROLLA GT (FWD) SPECIFICATION

Engine

Model	4A-GE
Type	Four-cylinder in-line water cooled, 16-valve dohc, East-West mounting, front-wheel drive
Bore and stroke	81.0 mm x 77.0 mm
Capacity	1587 cc
Compression ratio	10.0:1
Max power DIN	119.3 bhp
@	6600 rpm
Max torque DIN	103.3 lb ft
@	5000 rpm
Fuel system	Electronic fuel injection
Battery	60 Ah
Alternator	60 A
Fuel capacity	11 gal

Transmission

Type	5-Speed synchromesh
Make	Toyota

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Transmission (cont)

Ratios	1st	3.166
	2nd	1.904
	3rd	1.310
	4th	0.969
	5th	0.815
	Reverse	3.250

Clutch Hydraulic

Diameter 8 in

Final drive Hypoid bevel

Ratio 4.313:1

Suspension

Front MacPherson struts, coil springs, low pressure gas filled shock absorbers, anti-roll bar, upper cowl brace.

Rear MacPherson struts, coil springs, low pressure gas filled shock absorbers, anti-roll bar.

Steering

Type Rack and Pinion

Ratio Variable, 22.1 - 24.8

Brakes Front and rear discs (front ventilated), dual circuit, servo assisted.

Diameters Front 9.6 in Rear 9.5 in

Wheels 5.5 J Alloy

Tyres 185/60 HR 14

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Corolla GT specification.....3

Dimensions

Wheelbase	95.7 in (2430 mm)
Track, front	56.5 in (1435 mm)
rear	55.7 in (1415 mm)
Overall length	156.3 in (3970 mm)
width	65.2 in (1655 mm)
height	54.3 in (1380 mm)
Ground clearance	5.9 in (150 mm)
Turning circle	31.5 ft (9.6 m)
Kerb weight	2116 lb (960 kg)
Towing capacity	
braked trailer	2646 lb (1200 kg)
unbraked	882 lb (400 kg)

DoE fuel consumption, mpg

Urban cycle	32.1
Constant 56 mph	47.1
Constant 75 mph	34.4

Performance

Acceleration, 0-60 mph	8.7 sec
Maximum speed	122 mph

PRICES (Subject to confirmation)

	<u>Basic</u>	<u>Car Tax</u>	<u>VAT</u>	<u>Total</u>
	£	£	£	£
Corolla GT (FWD)				

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