

AUTO SHOW

Fuel efficient Escort, Lynx big Ford seller

Ford of Canada's fuel-efficient front-wheel-drive Escort and Lynx for 1982 will add four-door hatchback models and provide added power for all models of the two top-selling car lines.

"We are adding the four-door model to the Escort and Lynx line for buyers who want sporty hatchback design and the convenience of rear-passenger doors," said Kenneth Harrigan, president. Fuel economy is expected to be 37 mpg in city driving and 54 mpg in highway driving.

"Because of this, and other improvements for 1982, we expect that the combination of Escort and Lynx and other small cars—EXP, LN7, Mustang and Capri—will account for well over half the cars our dealers will sell in 1982.

"We foresee a huge market for the new four-door hatchbacks. They not only offer price advantages over competition but also offer more interior room and greater fuel economy," he said.

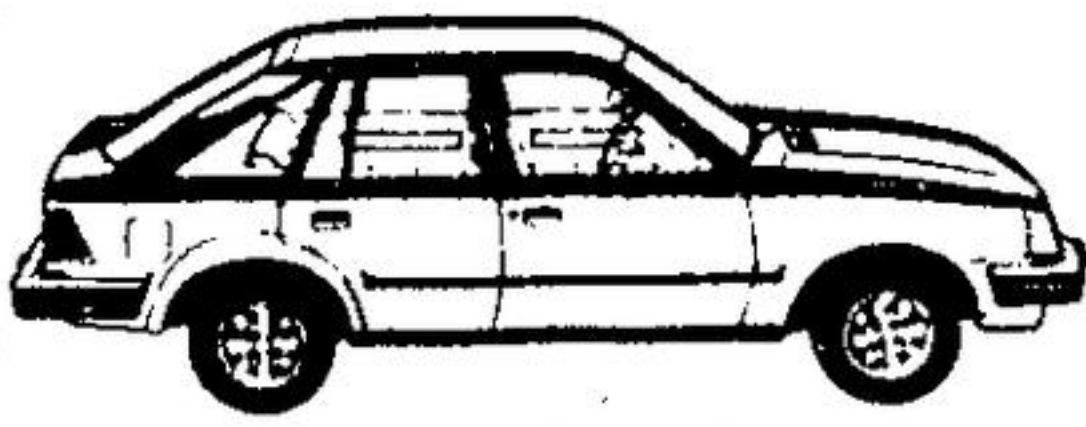
For 1982, Ford of Canada dealers will offer Escorts and Lynxes in three-door, four-door and station wagon vehicles—all as spacious as larger compact cars and featuring technological pluses such as four-wheel independent suspension. All 1982 models deliver better performance at



ESCORT GLX 2-DOOR HATCHBACK



ESCORT 2-DOOR HATCHBACK



ESCORT GLX 4-DOOR HATCHBACK



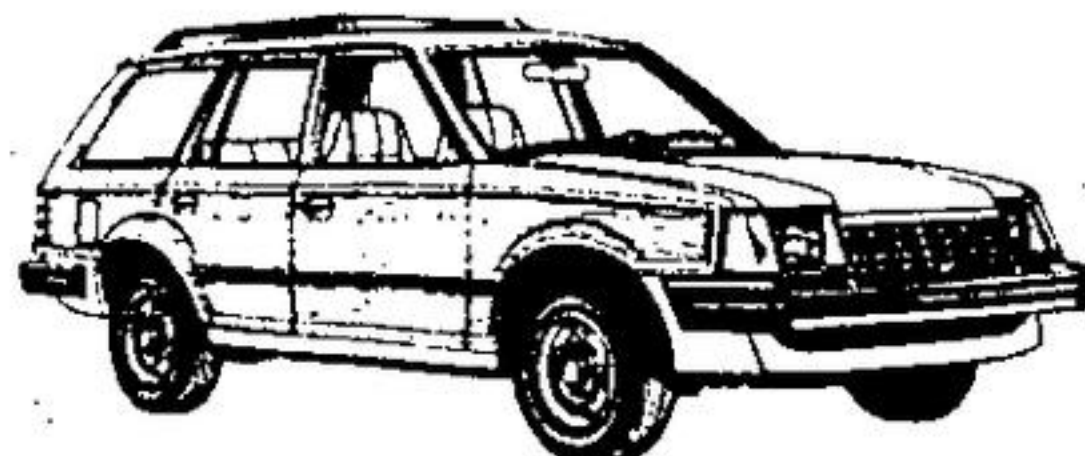
ESCORT L 2-DOOR HATCHBACK



Lynx L 5-Door



Lynx GS 5-Door



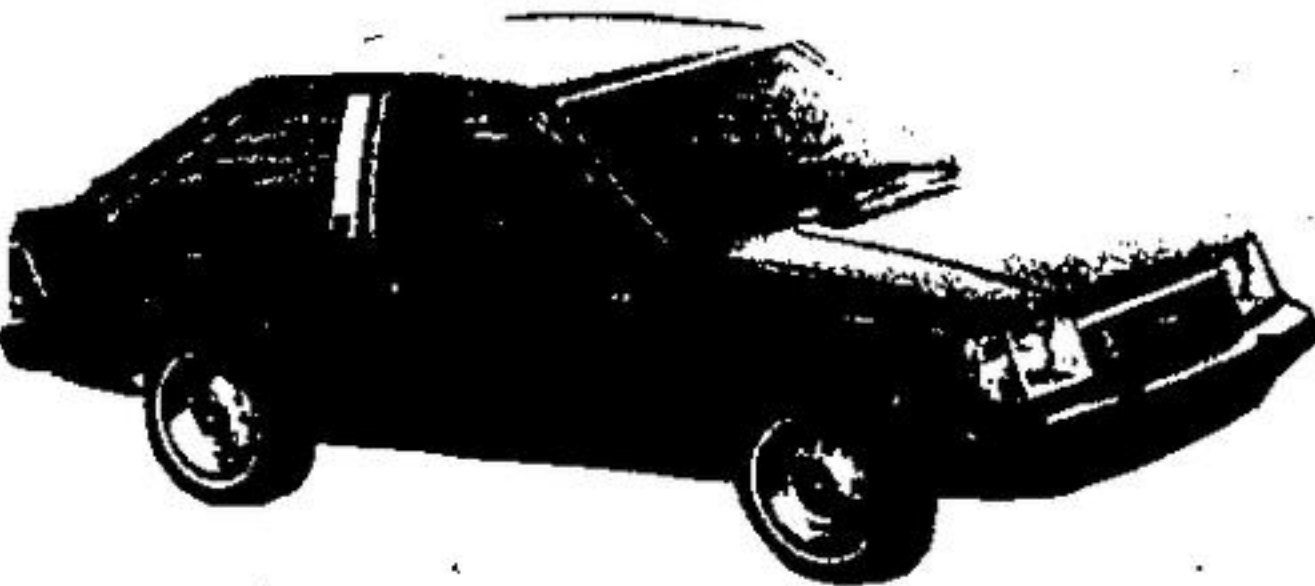
ESCORT GL 4-DOOR WAGON



Lynx L Wagon



Lynx L 3-Door

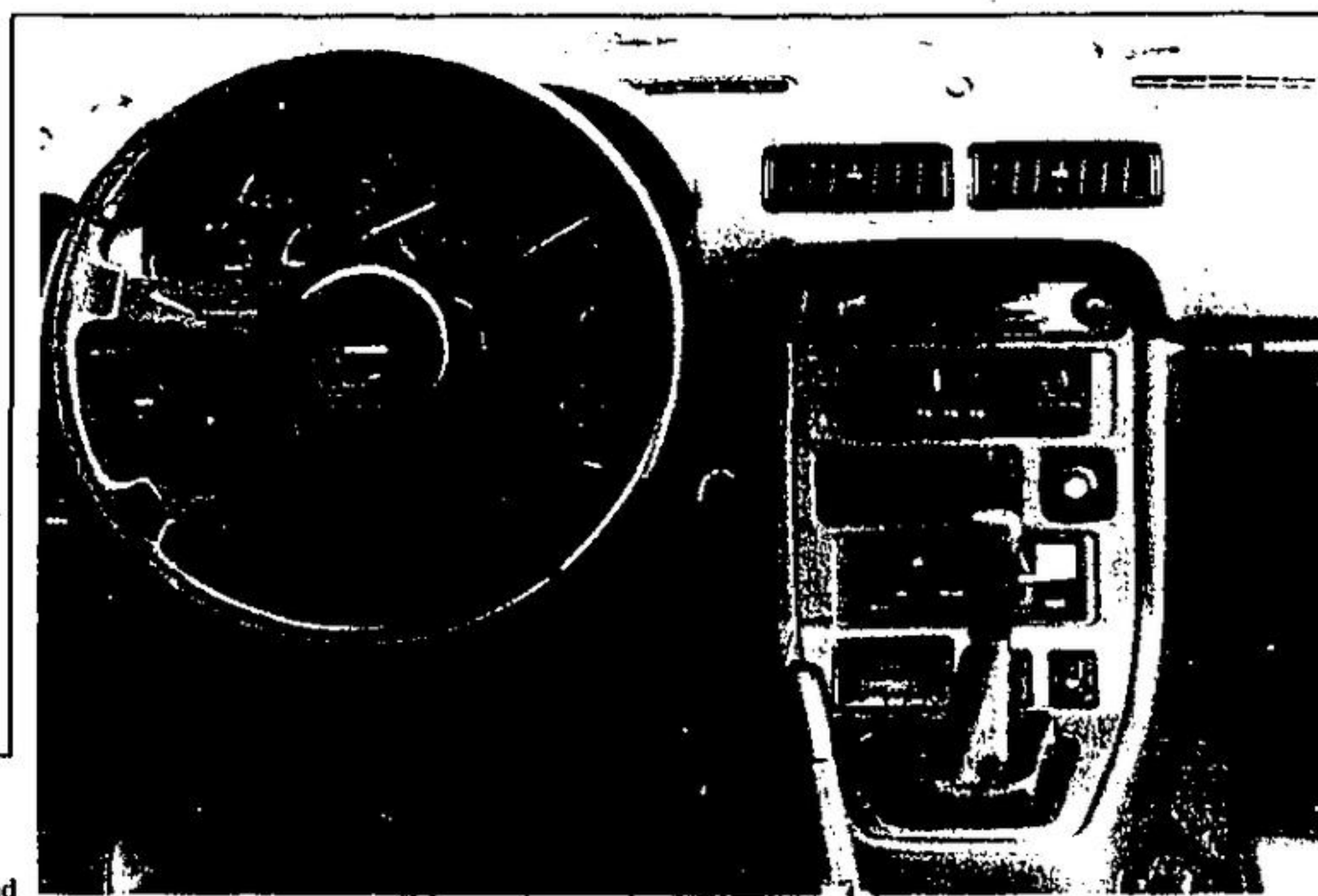


high engine speeds through addition of the company's new, reduced-restriction exhaust system.

Another performance boost to the 1.6-litre, four-cylinder Compound Valve Hemispherical

(CVH) engine is the option of a 4.05 to 1 final-drive-ratio on the standard four-speed manual overdrive transaxle.

For even more performance, Escort and Lynx will offer a close-ratio manual transaxle.



1982 Mazda RX-7 Interior



1982 Mazda GLC Sedan



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1982 GLC's refined

Mazda's 1982 front-wheel drive GLC economy car hatchback and sedan models and rear-drive station wagon represent refined editions of the 1981 GLCs—cars that proved so popular that the GLC ranked third in the world in production volume from January through May of 1981.

The 1981 GLC won Car and Driver magazine's Readers' Choice Poll award for most significant new import car.

"We designed the 1981 GLC to be a cut above our competition, and our success in the marketplace suggests we succeeded. The 1982 models go even further in seeking to completely satisfy our customers," said Yoshiaki Yamasaki, president of Toyo Kogyo Co., Ltd., the Hiroshima-based manufacturer of Mazda cars and trucks.

A Popular Mechanics survey of 1981 owners published in the magazine's July 1981 issue found that the biggest complaint owners had concerned an oil dipstick location that made checking the oil difficult.

Mazda turned up the same complaint in its market research, and had designed a longer dipstick and dipstick pipe extension (available free to 1981 Mazda

GLC owners) even before the Popular Mechanics survey results reached the public.

The dipstick refinements are standard on the 1982 GLC, as are other fine-tuning changes Mazda decided upon with help from customer and media suggestions.

For example, the popular GLC Sport hatchback model is back in 1982. The new edition features a front stabilizer bar and sport-tuned shock absorbers that give the car more precise handling and greater stability, putting more sport in the GLC Sport. Aluminum wheels and sun roof are standard on the 1982 Sport model.

The Sport package is one of four trim and accessory levels available on the front-wheel drive GLC hatchbacks. The hatchbacks also come in regular 3-door, Custom 5-door and Decor 3-door versions. The popular four-door sedan body style of the front-wheel drive GLC, first introduced last year, is for the economy car buyer who wants the look and utility of a car with a trunk.

The 1982 rear-drive GLC station wagon sports a new higher roofline that provides front and rear seat passengers with more headroom and that makes the wagon even handier for

hauling family and cargo around town or around the country. Heavy-duty leaf springs in the rear suspension increase the utility of the GLC wagon.

The front-wheel drive GLCs feature Mazda's unique Twin Transverse Links (TTL) and struts with coil springs in the rear suspension. The TTL system minimizes changes that take place in the suspension geometry as it responds to various driving conditions, thereby contributing to the GLC's exceptional balance of comfortable ride, responsive handling and safety.

Interior room is outstanding on all models of the 1982 GLC, with shoulder and hip room scoring especially high.

The long list of standard equipment on the Mazda GLC line includes a rear window defroster, reclining front bucket seats with adjustable head restraints, boosted flow-through ventilation, front side window demister and rear anti-roll bar.

All models of the GLC feature front disc and rear drum brakes with a vacuum booster for sure stopping power.

Custom, Decor and Sport trim levels add even more standard features to the regular GLC's solid list.

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1982 Mazda GLC Sedan

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