

mazda



Mazda GLC for '79

The more you look, the more you like.



A great way to get the most economy car for your money.

This is the savingest GLC of all... but it's hardly what you'd call plain vanilla transportation.

Because our lowest-priced GLC comes with a list of standard luxury features you just don't expect on an economy car.



You get all the versatility of a hatchback, and then some. Because you can fold down the rear seat *half* at a time or *all* at a time to carry people or stuff or both at once. Pretty handy. And there are flip-out rear windows. Plus an electric rear window defroster; rich cut-pile carpeting, wall-to-wall; reclining bucket seats; new automatic choke; styled steel wheels; protective side moldings; and 4-speed synchromesh transmission.

Our Great Little Car has a little more zip, too. We gave it a bigger, more powerful 1.4 litre engine. A 4-cylinder overhead cam power plant that's stingy on gas (40 mpg highway, 30 mpg city*).

It's also quite quiet. Because we put even more soundproofing in to help keep the noise out. And GLC turns in a minimum radius of 14.5 feet, parks with a flick of the wrist and stops with the authority of its power-assisted brakes, discs in front and drums in back.

The more you look at our '79 GLC, the more you like. It's one great way to get the most economy car for your money.



*EPA estimates with 4-speed transmission. Your mileage may vary depending on how and where you drive, your car's condition, and optional equipment.



Two great ways to get a little luxury in your economy car.

If you want an economy car but want it a little on the luxurious side, you've come to the right place.

Because these '79 GLC 3-Door and 5-Door Deluxe Hatchbacks give you a good helping of luxury with your economy.



And that includes an electric remote hatch release that lets you open the cargo area from the driver's seat with the push of a button. A rear window washer and wiper. Parcel shelf. Day/night rearview mirror. Padded armrest on door. Fully-trimmed door panels. Adjustable headrests (5-door only). Woodgrain instrument panel. Tinted glass. Padded steering wheel and shift knob. Optional 5-speed. Whitewall tires. And chrome wheel discs.

But there's more. Because these Deluxe models also come with all the standard features you get on every GLC. Like a versatile split rear seat. An electric rear window defroster. Cloth and vinyl upholstery. Rich cut pile wall-to-wall carpeting. Reclining bucket seats. New automatic choke. Styled steel wheels. Plus GLC's bigger, more powerful 1.4 litre engine. A 4-cylinder OHC engine that's stingy on gas (42 mpg highway, 30 mpg city*).

Look at these Great Little Cars for '79. And get the luxury, performance and value you want along with the economy you need.



*EPA estimates with optional 5-speed transmission. Your mileage may vary depending on how and where you drive, your car's condition, and optional equipment.



What's got the versatility of a wagon and the value of a GLC?

It's our new GLC Station Wagon—and we're really proud of it. We combined the well-known agility and comfort of the GLC with the versatility of a wagon design.

Our Great Little Wagon is roomier than our roomy Hatchbacks, but even a duffer can slip it deftly into parking places that other cars pass up.



Inside, you've not only got 29.2 cubic feet of cargo area with the seat up, but also the incredibly convenient split rear seat you see at the right. Fold it down half at a time or all at a time to accommodate whoever or whatever is riding in back.

As for comfort, the GLC and Deluxe GLC 5-Door Wagons offer an astonishing array of standard features, like reclining front bucket seats. New automatic choke. Electric rear window defroster. Cut-pile carpeting wall-to-wall.

The Deluxe model adds touches like woodgrain instrument panel, front parcel shelf, padded steering wheel and shift knob, padded arm rests on doors, rear window washer and wiper and tinted glass.

Combine all that with our new, more powerful 1.4 litre overhead cam 4-cylinder engine (40 mpg highway, 29 mpg city*) and you've got something special. The '79 Mazda GLC Station Wagon. All the versatility of a wagon. And all the value of a GLC.



*EPA estimates with 4-speed transmission. Your mileage may vary depending on how and where you drive, your car's condition, and optional equipment. California EPA estimates, 38 mpg highway, 28 mpg city.



Our GLC Sport lets you be a sport. Not a big spender.

The new GLC Sport is the kind of car that brings out the tweed cap and string-back gloves in you.

And if you like the sporting approach to driving, you're going to love it in a car with all these sporty features: steel-belted radial tires, styled disc wheels with wheel trim rings, five-speed transmission and



full instrumentation, including tachometer and electric clock. Sassy stripes. Even a color-keyed sport mirror. And there's a wood-rimmed steering wheel and matching wood shift knob. Of course.

The handling is handled by GLC's agile coil spring suspension at all four wheels, independent front suspension and variable ratio steering that gives you solid road feel in the twisty bits. Yet it parks with a flick of the wrist.

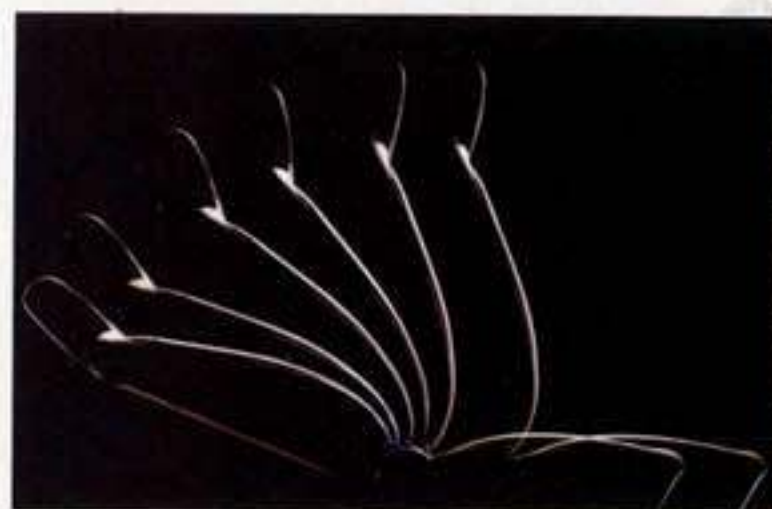
Inside, it's all plush and elegant, with cut-pile carpeting, cloth and vinyl upholstery and touches like a jump-forward seat that eases backseat exit and entry. There's even an electric remote hatch release that lets you open up the back of the car from the driver's seat. Electric rear window defroster and the rear window washer and wiper are standard, too.

Looking for the sporting life? With the GLC Sport, all you'll miss out on is a sports car price.





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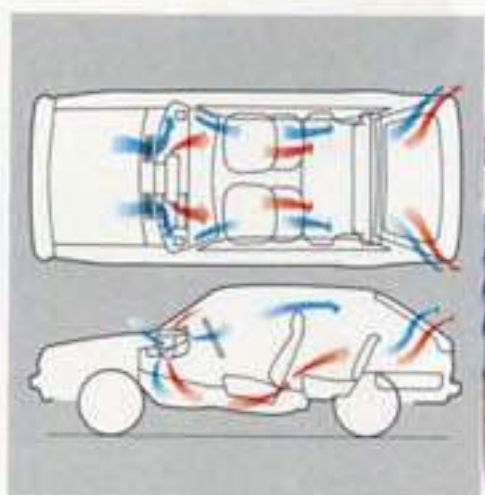
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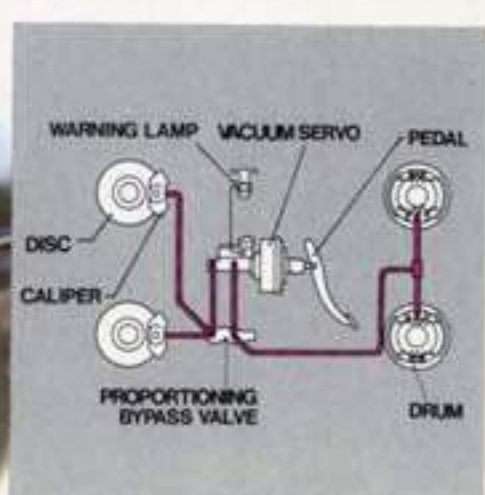
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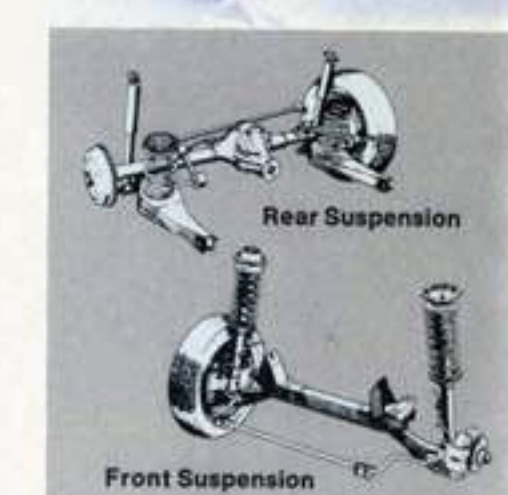
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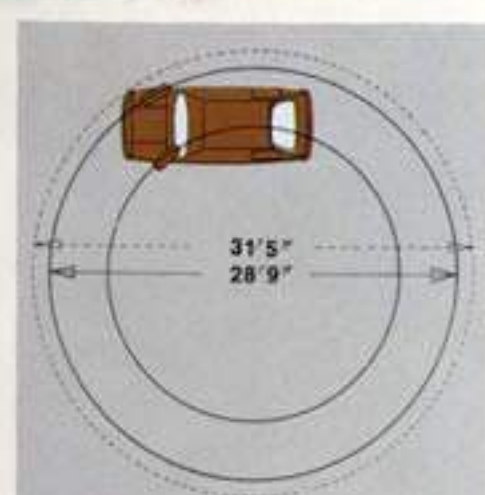
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Look what's in it for you. GLC Standard Features and Optional Equipment.

- GLC has a bigger, more powerful 1.4 litre overhead cam 4-cylinder engine for '79. Smooth and silent, it powers all six of the GLC models and delivers 40 mpg highway, 30 mpg city*.
- Reclining bucket seats accommodate a full range of driving positions, from bolt upright to way, way back. On three-door GLC's, there's even an ingenious jump-forward front passenger seat to provide easy access to back seats.
- Master stalk controls put all the most important lighting and windshield cleaning functions at your fingertips.
- Big, practical glovebox holds sunglasses, flashlights, maps and all your other indispensable doodads with room to spare. There's a handy parcel shelf in Deluxe and Sport models, too.
- A five-speed transmission is standard on GLC Sport (optional on all Deluxe models). It helps save gas and gives you one more gear to stir when you're feeling sporty.
- If you'd rather leave the shifting to us, there's a three-speed automatic transmission that's optional on most GLC models in most areas. Ask your dealer.
- Deluxe models have passenger assist handles, front and rear, plus a coat hanger in the back seat.
- You shall have music, with your choice of Stereo Tape, AM/FM Stereo or AM radio, optional on all models.
- Good-looking whitewall tires are standard on all Deluxe models. Whitewall radials are optional on all Deluxe models. GLC Sport comes with all-business steel belted radial blackwalls for super handling and that lean, mean look.
- GLC's effective flow-through ventilation system helps keep interior air fresh and refreshing.
- Power-assisted brakes—discs in front and drums in back—get you stopped in a hurry with solid pedal feel and sensitive modulation.
- Smooth coil spring suspension on all four wheels gives GLC Hatchbacks superb handling and a comfortable ride. The 5-Door Wagons come with rugged leaf springs in back for added load capacity.
- The agile GLC Hatchbacks turn in a 28' 9" minimum circle (31' 5" curb-to-curb) that makes parking and maneuvering a joy, not a chore.

*EPA estimates for 3-Door Hatchback with 4-speed transmission. Your mileage may vary depending on how and where you drive, your car's condition, and optional equipment.



3-Door Hatchback



3-Door Deluxe Hatchback



5-Door Deluxe Hatchback



5-Door Wagon



5-Door Deluxe Wagon



GLC SPECIFICATIONS

	3-DOOR	DELUXE 3-DOOR	DELUXE 5-DOOR	5-DOOR WAGON	DELUXE 5-DOOR WAGON	SPORT 3-DOOR
Engine: OHC 4 Cyl. CID 86.4 (1415cc.)	STD.	STD.	STD.	STD.	STD.	STD.
Four-speed Transmission	STD.	STD.	STD.	STD.	STD.	N.A.
Five-speed Transmission	N.A.	OPT.	OPT.	N.A.	OPT.	STD.
Fully Automatic Transmission	OPT.	OPT.	OPT.	OPT.	OPT.	N.A.
Carburetion: 2 Stage, 2 Barrel Down Draft	STD.	STD.	STD.	STD.	STD.	STD.
Fuel Requirement: Unleaded	STD.	STD.	STD.	STD.	STD.	STD.
155/13 6.15-13-4PR Bias Tubeless Blackwall	STD.	N.A.	N.A.	STD.	N.A.	N.A.
155/13 6.15-13-4PR Bias Tubeless Whitewall	N.A.	STD.	STD.	N.A.	STD.	N.A.
175/70 SR-13 Steel Radial Tubeless Blackwall	N.A.	N.A.	N.A.	N.A.	N.A.	STD.
Woodgrain Instrument Panel	N.A.	STD.	STD.	N.A.	STD.	STD.
Padded Steering Wheel & Shift Knob	N.A.	STD.	STD.	N.A.	STD.	N.A.
Genuine Wood Steering Wheel & Shift Knob	N.A.	N.A.	N.A.	N.A.	N.A.	STD.
Tachometer/Electric Clock	N.A.	N.A.	N.A.	N.A.	N.A.	STD.
Rear Wiper/Washer	N.A.	STD.	STD.	N.A.	STD.	STD.
Rear Window Defroster†	STD.	STD.	STD.	STD.	STD.	STD.
Tinted Glass	N.A.	STD.	STD.	N.A.	STD.	STD.
Split Folding Rear Seat	STD.	STD.	STD.	STD.	STD.	STD.
Remote Electric Hatch Release	N.A.	STD.	STD.	N.A.	N.A.	STD.
Turns: Lock to Lock 3.5	STD.	STD.	STD.	STD.	STD.	STD.
Minimum Turning Radius: 14'5"	STD.	STD.	STD.	STD.	STD.	STD.
Overall Width	64"	64"	64"	64"	64"	64"
Overall Length	154"	154"	154"	163"	163"	154"
Overall Height	54"	54"	54"	56"	56"	54"
Wheelbase	91"	91"	91"	91"	91"	91"
Road Clearance	6"	6"	6"	7"	7"	6"
Front Tread/Rear Tread	51"/52"	51"/52"	51"/52"	51"/52"	51"/52"	51"/52"
Semi-Monocoque Construction Body	STD.	STD.	STD.	STD.	STD.	STD.

Prices and specifications subject to change without notice.

†Optional in Hawaii and Puerto Rico

Not all transmissions are available in certain states. Check your dealer.

All radios shown optional equipment.

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