



## WHY DRIVE IT?

Friends ask why I drive my '65 GT Convertible to work. Isn't the insurance steep? Where do you park it? Don't you worry about it getting stolen? What if you have an accident? Isn't it hard to drive and show, too?

I explain, yes, the insurance is steep — but not as steep as a new car payment. I do have to pay for a reserved parking space — but it's really more convenient. And yes, I worry about it being stolen or stripped — but that happens to "Show" cars, too. I do worry about accidents — but I'm a more careful driver. Yes, it's hard to drive a car daily and still try to show it — but to me the show is secondary to driving, anyway.

I even wonder myself, sometimes — is it really worth it? Like most convertibles, it leaks in the rain. Even with the 22:1 steering, it's a bear in city driving. Like most Ford's, it doesn't like cold weather. And it's hard to drive a 225 horse 4-speed without attracting some policeman's attention.

But some sunny afternoon in early spring, I'll take one of those friends with the questions out for a top-down, hang-on-tight, Beach-Boys-on-the-radio drive around Atlanta. The friend will look over with a knowing smile — as if to say "I knew all along." And I'll look back with that same smile — "Yes, it's worth it."

*Tracy*

## MCA NEWS AND NOTES

DETROIT — Mazda Motor Corporation of Japan is planning to establish an automotive assembly plant in Flat Rock, Michigan, south of Detroit, for production starting in about three more years. The cars produced there are expected to replace the imported Mazda 626 compact models.

The Japanese firm, which is 25 percent owned by Ford Motor Company, also may build a specialty car at the plant for Ford to replace the Mustang. Flat Rock is the site of an empty Ford casting plant, which Mazda has an option to take over as part of its new assembly plant.

At a news conference here on Friday, Mazda executives said that the new facility will cost nearly \$500 million to build and equip, and probably will employ around 3,500 workers, including some former Ford employees who worked at the casting plant and are members of the United Auto Workers union. The plant's estimated production capacity will be 240,000 cars per year.

In Japan, Kazuhiko Hoshino, Mazda's senior managing director, said that though a final agreement is yet to be reached with Ford, a portion of the cars expected to be produced will be supplied to Ford for its sales outlets. Reportedly, 50 to 60 percent of production is expected to be supplied to Ford.

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## MAZ-TANG?

"As American as all hell" may not apply to Ford Mustangs after the 1987 model year. According to industry sources, the fourth generation pony-cars will be built on the Mazda 626 floorpan, and will use front wheel drive in the base and luxury models. The GT and SVO models will use a Puch designed four wheel drive system.

If you followed NASCAR racing in the 60's you probably remember the Holman-Moody Racing team rookies Cale Yarborough and crew chief Waddell Wilson. Yarborough, three time Winston Cup titlist, will be racing under the Ford oval again in 1985, according to Ford SVO boss Michael Kranefuss. You may see Ford taking the Winston Cup manufacturers title away from Chevrolet in the near future!

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Remember "The Prettiest Pony in Abilene" in the January *Mustang Times*? The '67 Luxury Convertible made one of the best *Times* covers ever. Terry Tacker's Mustangs are getting a lot of publicity lately — thanks in part to some fantastic photos by Terry. There is an art to photographing a car for publication — and Terry has mastered that art! See his "Blue Bonnet Special" photo spread in the December *Mustang Monthly*.

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## COMING UP IN THE MUSTANG TIMES . . .

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