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UNITED STATES INTERNATIONAL TRADE COMMISSION

AUTOMOTIVE TRADE STATISTICS  
1964-75

Series B: New Passenger Automobiles: Statistical data relating to U.S. production, factory sales, retail sales, imports, exports, apparent consumption, suggested retail prices, tariff and nontariff barriers to trade imposed by the major producing countries, and U.S. bilateral trade balances with those countries



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**UNITED STATES INTERNATIONAL TRADE COMMISSION**

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## Preface

The material presented in this report provides information on U.S. production, factory sales, imports, exports, apparent consumption, retail sales, manufacturers' suggested retail list prices, registrations, and bilateral trade balances for new passenger automobiles in the period 1964-75. For some of the data series, information is also supplied for the years 1947-63, and for the periods January-June 1975, January-June 1976, January-August 1975, and January-August 1976. In addition, information on tariff and certain nontariff barriers applied to new passenger automobiles by selected major automobile-producing countries in 1975 is also presented. Most of the vehicles covered herein are of the type known as regular family cars. Also included, however, are sports cars, luxury cars, limousines designed to carry not more than 10 persons, vans with more than 1 passenger seat but not fitted out as campers, and other four-wheeled, on-the-highway, passenger automobiles. Not included herein are vehicles with seating space for more than 10 persons, motorcycles, used passenger automobiles, trucks, certain types of vans, special-purpose motor vehicles, or off-the-highway vehicles such as golf cars, snowmobiles, or all-terrain vehicles. Unless otherwise indicated, annual data presented in this report are calendar year data, and dollar amounts presented are in U.S. dollars.

Virtually all of the material presented herein was obtained from such publications as Ward's Automotive Reports, Ward's Automotive Yearbooks,

Automotive News, and World Cars, from the Motor Vehicle Manufacturers' Association, from non-confidential material contained in the files of the United States International Trade Commission, and from calculations made by the Commission's staff on the basis of materials obtained from these sources. Much of the information presented herein is an update of or an expansion upon the data published by the Commission in September 1975, in Passenger Automobiles: Statistical Data Relating to U.S. Production, Factory Sales, Retail Sales, Imports, Exports, and Apparent U.S. Consumption.

This material is being published as a result of numerous requests for information on the U.S. automobile industry and the substantial quantity of data that has been gathered by the Commission since the publication of the September 1975 report. Some of the material presented herein was generated in connection with the Commission's study of the United States-Canadian automotive agreement, which resulted in the report entitled Canadian Automobile Agreement, United States International Trade Commission Report on the United States-Canadian Automotive Agreement: Its History, Terms, and Impact, which was published in January 1976 by the Committee on Finance of the United States Senate. In a related matter, additional information was presented to the Subcommittee on Labor Standards, Committee on Education and Labor, United States House of Representatives, by the Chairman of the United States International Trade Commission in connection with the subcommittee's

inquiry into the effect of the United States-Canadian automotive agreement on employment in the United States and Canada.

Some of the material presented herein is derived from the United States International Trade Commission's annual report on U.S. foreign trade and trade balances (primarily in trade with Canada) for new passenger automobiles, trucks, buses, snowmobiles, other motor vehicles, and motor-vehicle parts. The most recent such annual report was released by the Commission in May 1976, and was entitled Automotive Trade Statistics, 1964-1975, Series A: Using official statistics of the United States Department of Commerce for U.S. imports and U.S. exports.

In addition, some of the materials drawn together in this publication were compiled in such a way as to provide the Commission with some background on the current and historical U.S. trade position in new passenger automobiles in light of the antidumping investigation that was being conducted by the Department of the Treasury with respect to new passenger automobiles imported into the United States from Canada, Japan, West Germany, Italy, the United Kingdom, Sweden, Belgium, and France. That antidumping investigation was officially discontinued by the Department of the Treasury on August 13, 1976. An additional source of information for this publication is material that may later be used in a new study on tariff and nontariff barriers to world trade in new passenger automobiles.



## SECTION I

U.S. FACTORY SALES, U.S. PRODUCTION, U.S. IMPORTS FOR CONSUMPTION, U.S. EXPORTS OF DOMESTIC MERCHANDISE, AND APPARENT U.S. CONSUMPTION OF NEW PASSENGER AUTOMOBILES, USING OFFICIAL STATISTICS OF THE U.S. DEPARTMENT OF COMMERCE FOR U.S. IMPORTS AND U.S. EXPORTS (TABLES 1-5)

Table 1.--New passenger automobiles: Factory sales from U.S. plants, imports for consumption, exports of domestic merchandise, and apparent consumption, 1947-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (Quantity in units; value in thousands of dollars) |                 |                 |                                 |                     |                     | Ratio (percent)<br>of imports<br>to apparent<br>consumption |
|------------------|--|-----------------|-----------------|---------------------------------|---------------------|---------------------|---|
|                  | U.S.<br>factory<br>sales                           | U.S.<br>imports | U.S.<br>exports | Apparent<br>U.S.<br>consumption | U.S.<br>consumption | U.S.<br>consumption |   |
|                  | Quantity   |                 |                 |                                 |                     |                     |   |
| 1947-----        | 3,558,178  | 1,453           | 266,795         | 3,292,836                       | :                   | :                   | 0.04  |
| 1948-----        | 3,909,270  | 28,047          | 217,911         | 3,719,406                       | :                   | :                   | .75   |
| 1949-----        | 5,119,466  | 7,543           | 140,211         | 4,986,798                       | :                   | :                   | .15   |
| 1950-----        | 6,665,863  | 21,287          | 120,285         | 6,566,865                       | :                   | :                   | .32   |
| 1951-----        | 5,338,435  | 23,697          | 216,973         | 5,145,159                       | :                   | :                   | .46   |
| 1952-----        | 4,320,794  | 33,312          | 141,026         | 4,213,080                       | :                   | :                   | .79   |
| 1953-----        | 6,116,948  | 27,121          | 154,459         | 5,989,610                       | :                   | :                   | .45   |
| 1954-----        | 5,558,897  | 34,554          | 173,312         | 5,420,139                       | :                   | :                   | .64   |
| 1955-----        | 7,920,186  | 57,115          | 211,614         | 7,765,687                       | :                   | :                   | .74   |
| 1956-----        | 5,816,109  | 107,675         | 174,895         | 5,748,889                       | :                   | :                   | 1.87  |
| 1957-----        | 6,113,344  | 259,434         | 141,969         | 6,230,809                       | :                   | :                   | 4.16  |
| 1958-----        | 4,257,812  | 433,921         | 121,751         | 4,569,982                       | :                   | :                   | 9.50  |
| 1959-----        | 5,591,243  | 668,070         | 104,384         | 6,154,929                       | :                   | :                   | 10.85   |
| 1960-----        | 6,674,796  | 444,622         | 117,126         | 7,002,292                       | :                   | :                   | 6.35  |
| 1961-----        | 5,542,707  | 279,436         | 104,453         | 5,717,690                       | :                   | :                   | 4.89  |
| 1962-----        | 6,933,240  | 375,715         | 126,969         | 7,181,986                       | :                   | :                   | 5.23  |
| 1963-----        | 7,637,728  | 408,805         | 144,493         | 7,902,040                       | :                   | :                   | 5.17  |
| 1964-----        | 7,751,822  | 536,725         | 181,657         | 8,106,890                       | :                   | :                   | 6.62  |
| 1965-----        | 9,305,561  | 563,673         | 106,079         | 9,763,155                       | :                   | :                   | 5.77  |
| 1966-----        | 8,598,326  | 899,895         | 177,703         | 9,320,518                       | :                   | :                   | 9.65  |
| 1967-----        | 7,436,764  | 1,020,618       | 280,601         | 8,176,781                       | :                   | :                   | 12.48   |
| 1968-----        | 8,822,158  | 1,620,452       | 330,467         | 10,112,143                      | :                   | :                   | 16.02   |
| 1969-----        | 8,223,715  | 1,846,717       | 333,484         | 9,736,948                       | :                   | :                   | 18.97   |
| 1970-----        | 6,546,817  | 2,013,420       | 285,302         | 8,274,935                       | :                   | :                   | 24.33   |
| 1971-----        | 8,584,592  | 2,587,484       | 386,651         | 10,785,425                      | :                   | :                   | 23.99   |
| 1972-----        | 8,823,938  | 2,485,901       | 410,670         | 10,899,169                      | :                   | :                   | 22.81   |
| 1973-----        | 9,657,647  | 2,437,345       | 509,194         | 11,585,798                      | :                   | :                   | 21.04   |
| 1974-----        | 7,331,256  | 2,572,557       | 600,902         | 9,302,911                       | :                   | :                   | 27.65   |
| 1975-----        | 6,712,852  | 2,074,653       | 642,028         | 8,145,477                       | :                   | :                   | 25.47   |
| January-June--   | :  | :               | :               | :                               | :                   | :                   |   |
| 1975-----        | 3,125,341  | 1,016,084       | 312,012         | 3,829,413                       | :                   | :                   | 26.53   |
| 1976-----        | 4,578,654  | 1,427,229       | 365,591         | 5,640,292                       | :                   | :                   | 25.30   |
| January-August-- | :  | :               | :               | :                               | :                   | :                   |   |
| 1975-----        | 4,114,393  | 1,361,754       | 389,400         | 5,086,747                       | :                   | :                   | 26.77   |
| 1976-----        | 5,655,836  | 1,770,921       | 436,747         | 6,990,010                       | :                   | :                   | 25.34   |
| January-June--   | Value  |                 |                 |                                 |                     |                     |   |
| 1947-----        | 3,936,017  | 1,742           | 335,331         | 3,602,428                       | :                   | :                   | 0.05  |
| 1948-----        | 4,870,423  | 29,654          | 281,024         | 4,619,053                       | :                   | :                   | .64   |
| 1949-----        | 6,650,857  | 8,624           | 205,074         | 6,454,407                       | :                   | :                   | .13   |
| 1950-----        | 8,468,137  | 20,511          | 179,325         | 8,309,323                       | :                   | :                   | .25   |
| 1951-----        | 7,241,275  | 26,389          | 340,032         | 6,927,632                       | :                   | :                   | .38   |
| 1952-----        | 6,455,114  | 44,734          | 243,976         | 6,255,872                       | :                   | :                   | .72   |
| 1953-----        | 9,002,580  | 42,058          | 276,020         | 8,768,618                       | :                   | :                   | .48   |
| 1954-----        | 8,218,094  | 44,897          | 300,862         | 7,962,129                       | :                   | :                   | .56   |
| 1955-----        | 12,452,871   | 69,242          | 380,642         | 12,141,471                      | :                   | :                   | .57   |
| 1956-----        | 9,754,971  | 126,530         | 332,809         | 9,548,692                       | :                   | :                   | 1.33  |
| 1957-----        | 11,198,379   | 301,388         | 299,424         | 11,200,343                      | :                   | :                   | 2.69  |
| 1958-----        | 8,010,366  | 486,983         | 258,325         | 8,239,024                       | :                   | :                   | 5.91  |
| 1959-----        | 10,534,421   | 734,917         | 220,173         | 11,049,165                      | :                   | :                   | 6.65  |
| 1960-----        | 12,164,234   | 513,659         | 234,842         | 12,443,051                      | :                   | :                   | 4.13  |
| 1961-----        | 10,285,777   | 306,550         | 215,054         | 10,377,273                      | :                   | :                   | 2.95  |
| 1962-----        | 13,071,709   | 421,351         | 245,382         | 13,247,678                      | :                   | :                   | 3.18  |
| 1963-----        | 14,427,077   | 444,961         | 266,501         | 14,605,537                      | :                   | :                   | 3.05  |
| 1964-----        | 14,836,822   | 578,992         | 314,909         | 15,100,905                      | :                   | :                   | 3.83  |
| 1965-----        | 18,380,036   | 657,239         | 257,295         | 18,779,980                      | :                   | :                   | 3.50  |
| 1966-----        | 17,554,326   | 1,230,937       | 421,913         | 18,363,350                      | :                   | :                   | 6.70  |

Table 1.--New passenger automobiles: Factory sales from U.S. plants, imports for consumption, exports of domestic merchandise, and apparent consumption, 1947-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | U.S.<br>factory<br>sales | U.S.<br>imports | U.S.<br>exports | Apparent<br>U.S.<br>consumption | of imports<br>to apparent<br>consumption | Ratio (percent) |
|------------------|--------------------------|-----------------|-----------------|---------------------------------|--|-----------------|
| Value--Continued |                          |                 |                 |                                 |  |                 |
| 1967-----        | 15,653,436               | 1,694,959       | 647,837         | 16,700,558                      | :  | 10.15           |
| 1968-----        | 19,352,035               | 2,781,845       | 820,810         | 21,313,070                      | :  | 13.05           |
| 1969-----        | 18,751,176               | 3,355,386       | 864,379         | 21,242,183                      | :  | 15.80           |
| 1970-----        | 14,630,217               | 3,719,388       | 739,886         | 17,609,719                      | :  | 21.12           |
| 1971-----        | 21,409,824               | 5,133,743       | 1,070,049       | 25,473,518                      | :  | 20.15           |
| 1972-----        | 23,133,051               | 5,704,447       | 1,199,394       | 27,638,104                      | :  | 20.64           |
| 1973-----        | 26,239,996               | 6,479,401       | 1,627,000       | 31,092,397                      | :  | 20.84           |
| 1974-----        | 21,653,036               | 7,544,411       | 2,116,230       | 27,081,217                      | :  | 27.86           |
| 1975-----        | 23,400,000               | 7,483,199       | 2,632,959       | 28,250,240                      | :  | 26.49           |
| January-June--   | :                        | :               | :               | :                               | :  |                 |
| 1975-----        | 1/ 10,683,694            | 3,671,406       | 1,226,608       | 13,128,492                      | :  | 27.97           |
| 1976-----        | 1/ 16,590,708            | 5,126,007       | 1,528,319       | 20,188,396                      | :  | 25.39           |
| January-August-- | :                        | :               | :               | :                               | :  |                 |
| 1975-----        | 1/ 14,175,672            | 4,867,767       | 1,522,863       | 17,520,576                      | :  | 27.78           |
| 1976-----        | 1/ 20,655,622            | 6,396,457       | 1,829,490       | 25,222,589                      | :  | 25.36           |

1/ Estimated.

Source: Factory sales compiled from data published by the Motor Vehicle Manufacturers Association of the United States, Inc., except as noted; import and export data compiled from official statistics of the U.S. Department of Commerce.

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Table 2.--New passenger automobiles: U.S. production, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (Quantity in units; value in thousands of dollars) |                 |                 |                         |      |  | Ratio (percent)<br>of imports to<br>apparent<br>consumption |
|------------------|--|-----------------|-----------------|-------------------------|------|--|---|
|                  | U.S.<br>production                                 | U.S.<br>imports | U.S.<br>exports | Apparent<br>consumption | U.S. |  |   |
|                  | :  | :               | :               | :                       | :    |  |   |
| 1964             | 7,744,888  | 536,725         | 181,657         | 8,099,956               |      |  | 6.63  |
| 1965             | 9,335,208  | 563,673         | 106,079         | 9,792,802               |      |  | 5.76  |
| 1966             | 8,604,726  | 899,895         | 177,703         | 9,326,918               |      |  | 9.65  |
| 1967             | 7,412,582  | 1,020,618       | 280,601         | 8,152,599               |      |  | 12.52   |
| 1968             | 8,848,507  | 1,620,452       | 330,467         | 10,138,492              |      |  | 15.98   |
| 1969             | 8,224,267  | 1,846,717       | 333,484         | 9,737,500               |      |  | 18.96   |
| 1970             | 6,550,077  | 2,013,420       | 285,302         | 8,278,195               |      |  | 24.32   |
| 1971             | 8,557,878  | 2,587,484       | 386,651         | 10,758,711              |      |  | 24.05   |
| 1972             | 8,827,694  | 2,485,901       | 410,670         | 10,902,925              |      |  | 22.80   |
| 1973             | 9,667,118  | 2,437,345       | 509,194         | 11,595,269              |      |  | 21.02   |
| 1974             | 7,309,155  | 2,572,557       | 600,902         | 9,280,810               |      |  | 27.72   |
| 1975             | 6,740,584  | 2,074,653       | 642,028         | 8,173,209               |      |  | 25.38   |
| January-June--   | :  | :               | :               | :                       |      |  |   |
| 1975             | 3,141,432  | 1,016,084       | 312,012         | 3,845,504               |      |  | 26.42   |
| 1976             | 4,619,532  | 1,427,229       | 365,591         | 5,681,170               |      |  | 25.12   |
| January-August-- | :  | :               | :               | :                       |      |  |   |
| 1975             | 4,133,868  | 1,361,754       | 389,400         | 5,106,222               |      |  | 26.67   |
| 1976             | 5,698,470  | 1,770,921       | 436,747         | 7,032,644               |      |  | 25.18   |
| January-June--   | :  | :               | Value           | :                       |      |  |   |
| 1964             | 15,809,029   | 578,992         | 314,909         | 16,073,112              |      |  | 3.60  |
| 1965             | 21,486,291   | 657,239         | 257,295         | 21,886,235              |      |  | 3.00  |
| 1966             | 20,390,538   | 1,230,937       | 421,913         | 21,199,562              |      |  | 5.81  |
| 1967             | 18,102,426   | 1,694,959       | 647,837         | 19,149,548              |      |  | 8.85  |
| 1968             | 22,738,933   | 2,781,845       | 820,810         | 24,699,968              |      |  | 11.26   |
| 1969             | 22,375,202   | 3,355,386       | 864,379         | 24,866,209              |      |  | 13.49   |
| 1970             | 17,237,683   | 3,719,388       | 739,886         | 20,217,185              |      |  | 18.40   |
| 1971             | 24,584,653   | 5,133,743       | 1,070,049       | 28,648,347              |      |  | 17.92   |
| 1972             | 26,733,713   | 5,704,447       | 1,199,394       | 31,238,766              |      |  | 18.26   |
| 1973             | 30,510,717   | 6,479,401       | 1,627,000       | 35,363,118              |      |  | 18.32   |
| 1974             | 24,710,767   | 7,544,411       | 2,116,230       | 30,138,948              |      |  | 25.03   |
| 1975             | 1/ 26,883,000                                      | 7,483,199       | 2,632,959       | 31,733,240              |      |  | 23.58   |
| January-June--   | :  | :               | :               | :                       |      |  |   |
| 1975             | 12,343,335   | 3,671,406       | 1,226,608       | 14,788,133              |      |  | 24.83   |
| 1976             | 1/ 19,240,161                                      | 5,126,007       | 1,528,319       | 22,837,849              |      |  | 22.45   |
| January-August-- | :  | :               | :               | :                       |      |  |   |
| 1975             | 1/ 16,371,000                                      | 4,867,767       | 1,522,863       | 19,715,904              |      |  | 24.69   |
| 1976             | 1/ 23,916,000                                      | 6,396,457       | 1,829,490       | 28,482,967              |      |  | 22.46   |

1/ Estimated.

Source: Quantity of production compiled from data published in Automotive News; value of production compiled from data presented to the Commission in connection with investigation No. 332-76 by the U.S. motor-vehicle manufacturers, except as noted; imports and exports compiled from official statistics of the U.S. Department of Commerce.

Table 3.—New passenger automobiles: U.S. imports for consumption, by principal sources, 1964-75  
January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period     | APTA       | Canada |           |           | Other principal sources |         |                |         |         |            | Quantity (units) | Value (1,000 dollars) |
|------------|------------|--------|-----------|-----------|-------------------------|---------|----------------|---------|---------|------------|------------------|-----------------------|
|            |            | Total  | Non-APTA  | Japan     | West Germany            | Italy   | United Kingdom | Sweden  | Belgium | France     | Total            | principal sources     |
| 1964       | -          | 9,201  | 9,201     | 16,023    | 364,683                 | 10,843  | 77,548         | 18,562  | 7       | 39,532     | 527,198          | 536,399               |
| 1965       | 1/ 33,378  | 1/-    | 33,378    | 25,538    | 376,950                 | 9,509   | 66,565         | 26,010  | 332     | 24,941     | 529,845          | 563,223               |
| 1966       | 1/ 152,043 | 1/ 290 | 152,043   | 56,050    | 522,137                 | 14,110  | 81,870         | 34,632  | 117     | 33,122     | 747,038          | 899,371               |
| 1967       | 323,555    | 83     | 323,638   | 70,304    | 472,360                 | 16,793  | 67,928         | 43,371  | 356     | 25,454     | 696,566          | 1,020,204             |
| 1968       | 500,653    | 228    | 500,881   | 169,849   | 707,972                 | 33,843  | 96,787         | 52,515  | 18,816  | 39,551     | 1,119,333        | 1,620,214             |
| 1969       | 690,294    | 852    | 691,146   | 260,005   | 642,157                 | 41,569  | 104,050        | 41,008  | 42,036  | 24,457     | 1,155,282        | 1,846,428             |
| 1970       | 690,913    | 1,870  | 692,883   | 381,338   | 674,945                 | 42,523  | 76,257         | 57,844  | 50,602  | 37,114     | 1,320,623        | 2,013,406             |
| 1971       | 800,176    | 2,105  | 802,281   | 703,672   | 770,807                 | 51,469  | 106,710        | 61,925  | 67,250  | 23,316     | 1,783,149        | 2,567,430             |
| 1972       | 841,966    | 334    | 842,300   | 697,788   | 676,967                 | 64,614  | 72,038         | 64,541  | 52,912  | 14,713     | 1,643,573        | 2,485,873             |
| 1973       | 870,355    | 1,202  | 871,557   | 624,805   | 677,465                 | 56,102  | 64,140         | 58,626  | 71,484  | 8,219      | 1,560,841        | 2,432,398             |
| 1974       | 817,540    | 19     | 817,559   | 791,791   | 619,757                 | 107,071 | 72,512         | 60,817  | 76,544  | 21,331     | 1,749,823        | 2,567,382             |
| 1975       | 726,739    | 7,027  | 733,666   | 695,573   | 370,012                 | 102,344 | 67,106         | 51,993  | 38,176  | 15,647     | 1,340,851        | 2,074,633             |
| Jan.-June: | 378,037    | 3,672  | 381,709   | 290,825   | 196,667                 | 45,926  | 36,080         | 32,433  | 26,237  | 6,190      | 634,358          | 1,016,067             |
| 1976       | 456,369    | 3,035  | 459,394   | 621,587   | 187,467                 | 56,897  | 44,413         | 29,283  | 11,751  | 16,052     | 967,450          | 1,426,844             |
| Jan.-Aug.: | 470,228    | 5,033  | 475,261   | 440,920   | 252,002                 | 62,995  | 48,402         | 39,322  | 32,765  | 10,056     | 886,462          | 1,361,723             |
| 1976       | 550,232    | 4,175  | 554,407   | 789,714   | 233,908                 | 68,795  | 56,695         | 34,606  | 12,224  | 20,150     | 1,216,092        | 1,770,499             |
|            |            |        |           |           |                         |         |                |         |         |            | 422              | 1,770,921             |
| 1964       | -          | 18,703 | 18,703    | 15,343    | 368,732                 | 15,595  | 98,618         | 28,313  | 11      | 33,365     | 559,977          | 578,680               |
| 1965       | 1/ 76,999  | 1/-    | 76,999    | 25,302    | 387,651                 | 13,535  | 90,449         | 40,909  | 347     | 21,539     | 579,732          | 656,731               |
| 1966       | 1/ 364,994 | 1/ 429 | 364,994   | 56,231    | 591,939                 | 18,097  | 114,549        | 53,892  | 409     | 30,170     | 865,230          | 1,230,937             |
| 1967       | 817,715    | 164    | 817,879   | 73,214    | 579,943                 | 23,651  | 103,388        | 73,243  | 459     | 23,116     | 876,554          | 1,694,433             |
| 1968       | 1,348,308  | 312    | 1,348,320 | 193,875   | 903,838                 | 50,437  | 124,581        | 92,034  | 28,319  | 39,840     | 1,432,924        | 2,781,544             |
| 1969       | 1,825,758  | 1,571  | 1,827,329 | 300,555   | 860,639                 | 65,298  | 137,168        | 76,536  | 60,865  | 26,440     | 1,527,501        | 3,354,830             |
| 1970       | 1,802,145  | 3,891  | 1,806,036 | 455,971   | 1,058,001               | 63,633  | 104,474        | 107,730 | 82,465  | 41,011     | 1,913,285        | 3,719,321             |
| 1971       | 2,393,114  | 3,694  | 2,396,808 | 928,784   | 1,275,270               | 82,385  | 151,659        | 134,970 | 134,678 | 29,095     | 736,841          | 5,133,649             |
| 1972       | 2,591,430  | 1,807  | 2,593,297 | 1,138,216 | 1,414,716               | 128,296 | 124,207        | 166,235 | 109,150 | 32,111,009 | 5,704,306        | 141                   |
| 1973       | 2,759,058  | 3,895  | 2,762,923 | 1,244,128 | 1,802,780               | 122,538 | 132,842        | 159,716 | 192,227 | 22,487     | 3,706,718        | 6,69,641              |
| 1974       | 3,089,961  | 127    | 3,090,088 | 1,686,255 | 1,871,320               | 239,850 | 156,314        | 227,478 | 216,663 | 45,516     | 4,443,396        | 7,533,484             |
| 1975       | 3,254,174  | 31,411 | 3,285,585 | 1,741,554 | 1,508,629               | 324,712 | 178,264        | 234,348 | 164,439 | 45,558     | 4,197,504        | 7,483,089             |
| Jan.-June: |            |        |           |           |                         |         |                |         |         |            | 67               | 110                   |
| 1975       | 1,666,546  | 15,831 | 1,682,377 | 711,243   | 779,025                 | 142,051 | 90,973         | 139,039 | 108,875 |            | 3,671,349        |                       |
| 1976       | 2,179,117  | 15,349 | 2,194,466 | 1,534,270 | 809,394                 | 166,007 | 163,289        | 152,571 | 63,563  | 41,556     | 2,930,650        | 5,125,116             |
| Jan.-Aug.: |            |        |           |           |                         |         |                |         |         |            | 891              | 5,126,007             |
| 1975       | 2,078,347  | 21,794 | 2,100,141 | 1,084,178 | 1,020,183               | 199,587 | 125,009        | 171,685 | 137,529 | 29,360     | 2,767,531        | 4,867,672             |
| 1976       | 2,651,753  | 22,078 | 2,673,831 | 1,961,237 | 1,042,117               | 203,743 | 215,418        | 180,252 | 65,763  | 53,147     | 3,721,677        | 6,395,508             |
|            |            |        |           |           |                         |         |                |         |         |            | 949              | 6,396,457             |

1/ Estimated.

Source: Compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 4.—New passenger automobiles: Ratios of U.S. imports for consumption to total apparent U.S. consumption, by principal sources, 1964-75, January-June 1976, January-August 1975, and January-August 1976

| Period    | Canada |          | Other principal sources |       |              |       |                |        | Percent based on quantity |        |       | Percent based on value |           |       |
|-----------|--------|----------|-------------------------|-------|--------------|-------|----------------|--------|---------------------------|--------|-------|------------------------|-----------|-------|
|           | APTA   | Non-APTA | Total                   | Japan | West Germany | Italy | United Kingdom | Sweden | Belgium                   | France | Total | Principal sources      | All other | Total |
| 1964      | -      | 0.11     | 0.11                    | 0.20  | 4.51         | 0.13  | 0.96           | 0.23   | 1/                        | 0.49   | 6.52  | 6.63                   | 1/        | 6.63  |
| 1965      | 0.34   | -        | .34                     | .26   | 3.86         | .10   | .68            | .27    | 1/                        | .25    | 5.42  | 5.76                   | 1/        | 5.76  |
| 1966      | 1.63   | 1/       | 1.63                    | .60   | 5.65         | .15   | .88            | .37    | 1/                        | .36    | 8.01  | 9.64                   | 0.01      | 9.65  |
| 1967      | 3.97   | 1/       | 3.97                    | .86   | 5.80         | .21   | .83            | .53    | 1/                        | .31    | 8.54  | 12.51                  | .01       | 12.52 |
| 1968      | 4.94   | 1/       | 4.94                    | 1.68  | 6.98         | .33   | .95            | .52    | 0.19                      | .39    | 11.04 | 15.98                  | 1/        | 15.98 |
| 1969      | 7.09   | .01      | 7.10                    | 2.67  | 6.60         | .42   | 1.07           | .42    | .43                       | .25    | 11.86 | 18.96                  | 1/        | 18.96 |
| 1970      | 8.35   | .02      | 8.37                    | 4.61  | 8.15         | .51   | .92            | .70    | .61                       | .45    | 15.95 | 24.32                  | 1/        | 24.32 |
| 1971      | 7.44   | .02      | 7.46                    | 6.54  | 7.15         | .48   | .99            | .58    | .63                       | .22    | 16.59 | 24.05                  | 1/        | 24.05 |
| 1972      | 7.73   | 1/       | 7.73                    | 6.40  | 6.21         | .59   | .66            | .59    | .49                       | .13    | 15.07 | 22.80                  | 1/        | 22.80 |
| 1973      | 7.51   | .01      | 7.52                    | 5.39  | 5.84         | .48   | .55            | .51    | .62                       | .07    | 13.46 | 20.98                  | .04       | 21.02 |
| 1974      | 8.81   | 1/       | 8.81                    | 8.53  | 6.68         | 1.15  | .78            | .66    | .82                       | .23    | 18.85 | 27.66                  | .06       | 27.72 |
| 1975      | 8.89   | .09      | 8.98                    | 8.50  | 4.53         | 1.25  | .82            | .64    | .47                       | .19    | 16.40 | 25.38                  | 1/        | 25.38 |
| Jan.-June | 9.83   | .10      | 9.93                    | 7.57  | 5.11         | 1.19  | .94            | .84    | .68                       | .16    | 16.49 | 26.42                  | 1/        | 26.42 |
| 1975      | 8.04   | .05      | 8.09                    | 10.93 | 3.30         | 1.00  | .78            | .52    | .21                       | .28    | 17.02 | 25.11                  | .01       | 25.12 |
| 1976      | 9.21   | .10      | 9.31                    | 8.64  | 4.93         | 1.23  | .95            | .77    | .64                       | .20    | 17.36 | 26.67                  | 1/        | 26.67 |
| Jan.-Aug. | 7.82   | .06      | 7.88                    | 11.22 | 3.33         | .98   | .81            | .79    | .17                       | .29    | 17.29 | 25.17                  | .01       | 25.18 |
| 1976      |        |          |                         |       |              |       |                |        |                           |        |       |                        |           |       |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 2 and 3.

Table 5.--New passenger automobiles: Percentage distribution of U.S. imports for consumption, by principal sources,  
1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period    | Canada |          | 7 other principal sources |       |                 |       |                   |        |         | Total, 8<br>principal<br>sources |       |        | Total, 8<br>All<br>other<br>sources |         |  |
|-----------|--------|----------|---------------------------|-------|-----------------|-------|-------------------|--------|---------|----------------------------------|-------|--------|-------------------------------------|---------|--|
|           | APTA   | Non-APTA | Total                     | Japan | West<br>Germany | Italy | United<br>Kingdom | Sweden | Belgium | France                           | Total | Total  | All<br>other<br>sources             | Total   |  |
| Quantity  |        |          |                           |       |                 |       |                   |        |         |                                  |       |        |                                     |         |  |
| 1964      | -      | 1.71     | 1.71                      | 2.99  | 67.94           | 2.02  | 14.45             | 3.46   | 1/      | 7.37                             | 98.23 | 99.94  | 0.06                                | :100.00 |  |
| 1965      | 5.92   | -        | 5.92                      | 4.53  | 66.88           | 1.69  | 11.81             | 4.61   | 0.06    | 4.42                             | 94.00 | 99.92  | .08                                 | :100.00 |  |
| 1966      | 16.90  | .03      | 16.93                     | 6.22  | 58.58           | 1.57  | 9.10              | 3.85   | .01     | 3.68                             | 83.01 | 99.94  | .06                                 | :100.00 |  |
| 1967      | 31.70  | .01      | 31.71                     | 6.89  | 46.28           | 1.65  | 6.66              | 4.25   | .03     | 2.49                             | 68.25 | 99.96  | .04                                 | :100.00 |  |
| 1968      | 30.90  | .01      | 30.91                     | 10.48 | 43.70           | 2.09  | 5.97              | 3.24   | 1.16    | 2.44                             | 69.08 | 99.99  | .01                                 | :100.00 |  |
| 1969      | 37.38  | .05      | 37.43                     | 14.08 | 34.77           | 2.25  | 5.63              | 2.22   | 2.28    | 1.32                             | 62.55 | 99.98  | .02                                 | :100.00 |  |
| 1970      | 34.32  | .09      | 34.41                     | 18.94 | 33.53           | 2.11  | 3.79              | 2.87   | 2.51    | 1.84                             | 65.59 | 100.00 | 1/                                  | :100.00 |  |
| 1971      | 30.93  | .08      | 31.01                     | 27.20 | 29.79           | 1.99  | 4.12              | 2.39   | 2.60    | .90                              | 68.99 | 100.00 | 1/                                  | :100.00 |  |
| 1972      | 33.87  | .01      | 33.88                     | 28.07 | 27.23           | 2.60  | 2.90              | 2.60   | 2.13    | .59                              | 66.12 | 100.00 | 1/                                  | :100.00 |  |
| 1973      | 35.71  | .05      | 35.76                     | 25.63 | 27.80           | 2.30  | 2.63              | 2.41   | 2.93    | .34                              | 64.04 | 99.80  | .20                                 | :100.00 |  |
| 1974      | 31.78  | 1/       | 31.78                     | 30.78 | 24.09           | 4.16  | 2.82              | 2.36   | 2.98    | .83                              | 68.02 | 99.80  | .20                                 | :100.00 |  |
| 1975      | 35.03  | .34      | 35.37                     | 33.54 | 17.83           | 4.93  | 3.23              | 2.51   | 1.84    | .75                              | 64.63 | 100.00 | 1/                                  | :100.00 |  |
| Jan.-June | :      | :        | :                         | :     | :               | :     | :                 | :      | :       | :                                | :     | :      | :                                   | :       |  |
| 1975      | 37.21  | .36      | 37.57                     | 28.62 | 19.36           | 4.52  | 3.55              | 3.19   | 2.58    | .61                              | 62.43 | 100.00 | 1/                                  | :100.00 |  |
| 1976      | 31.97  | .21      | 32.18                     | 43.56 | 13.14           | 3.99  | 3.11              | 2.05   | .82     | 1.12                             | 67.79 | 99.97  | .03                                 | :100.00 |  |
| Jan.-Aug. | :      | :        | :                         | :     | :               | :     | :                 | :      | :       | :                                | :     | :      | :                                   | :       |  |
| 1975      | 34.53  | .37      | 34.90                     | 32.37 | 18.51           | 4.63  | 3.55              | 2.89   | 2.41    | .74                              | 65.10 | 100.00 | 1/                                  | :100.00 |  |
| 1976      | 31.07  | .24      | 31.31                     | 44.60 | 13.21           | 3.88  | 3.20              | 1.95   | .69     | 1.14                             | 68.67 | 99.98  | .02                                 | :100.00 |  |
| Value     |        |          |                           |       |                 |       |                   |        |         |                                  |       |        |                                     |         |  |
| 1964      | -      | 3.23     | 3.23                      | 2.65  | 63.70           | 2.69  | 17.03             | 4.89   | 1/      | 5.76                             | 96.72 | 99.95  | 0.05                                | :100.00 |  |
| 1965      | 11.72  | -        | 11.72                     | 3.75  | 58.98           | 2.06  | 13.76             | 6.22   | 0.05    | 3.28                             | 88.20 | 99.92  | .80                                 | :100.00 |  |
| 1966      | 29.62  | 03       | 29.65                     | 4.57  | 48.09           | 1.47  | 9.31              | 4.38   | .03     | 2.45                             | 70.30 | 99.95  | .05                                 | :100.00 |  |
| 1967      | 48.24  | .01      | 48.25                     | 4.32  | 34.18           | 1.40  | 6.10              | 4.32   | .03     | 1.37                             | 51.72 | 99.97  | .03                                 | :100.00 |  |
| 1968      | 48.47  | .01      | 48.48                     | 6.97  | 32.49           | 1.81  | 4.48              | 3.31   | 1.02    | 1.43                             | 51.51 | 99.99  | .01                                 | :100.00 |  |
| 1969      | 54.41  | .05      | 54.46                     | 8.96  | 25.64           | 1.95  | 4.09              | 2.28   | 1.81    | .79                              | 45.52 | 99.98  | .02                                 | :100.00 |  |
| 1970      | 48.45  | .10      | 48.56                     | 12.26 | 28.44           | 1.71  | 2.81              | 2.90   | 2.22    | 1.10                             | 51.44 | 100.00 | 1/                                  | :100.00 |  |
| 1971      | 46.62  | .07      | 46.69                     | 18.09 | 24.85           | 1.60  | 2.95              | 2.63   | 2.62    | .57                              | 53.31 | 100.00 | 1/                                  | :100.00 |  |
| 1972      | 45.43  | .03      | 45.46                     | 19.95 | 24.81           | 2.25  | 2.18              | 2.91   | 1.91    | .53                              | 54.54 | 100.00 | 1/                                  | :100.00 |  |
| 1973      | 42.58  | .06      | 42.64                     | 19.20 | 27.82           | 1.89  | 2.05              | 2.93   | 2.97    | .35                              | 57.21 | 99.85  | .15                                 | :100.00 |  |
| 1974      | 40.96  | 1/       | 40.96                     | 22.35 | 24.81           | 3.18  | 2.07              | 3.02   | 2.87    | .60                              | 58.90 | 99.86  | .14                                 | :100.00 |  |
| 1975      | 43.49  | .42      | 43.91                     | 23.27 | 20.16           | 4.34  | 2.38              | 3.13   | 2.20    | .61                              | 56.09 | 100.00 | 1/                                  | :100.00 |  |
| Jan.-June | :      | :        | :                         | :     | :               | :     | :                 | :      | :       | :                                | :     | :      | :                                   | :       |  |
| 1975      | 45.39  | .43      | 45.82                     | 19.37 | 21.22           | 3.87  | 2.48              | 3.79   | 2.97    | .48                              | 54.18 | 100.00 | 1/                                  | :100.00 |  |
| 1976      | 42.51  | .30      | 42.81                     | 29.92 | 15.79           | 3.24  | 3.19              | 2.98   | 1.24    | .81                              | 57.17 | 99.98  | .02                                 | :100.00 |  |
| Jan.-Aug. | :      | :        | :                         | :     | :               | :     | :                 | :      | :       | :                                | :     | :      | :                                   | :       |  |
| 1975      | 42.69  | .45      | 43.14                     | 22.27 | 20.96           | 4.10  | 2.57              | 3.53   | 2.83    | .60                              | 56.86 | 100.00 | 1/                                  | :100.00 |  |
| 1976      | 41.46  | .35      | 41.81                     | 30.65 | 16.29           | 3.19  | 3.37              | 2.82   | 1.03    | .83                              | 58.18 | 99.99  | .01                                 | :100.00 |  |

1/ Less than 0.005 percent.

Source: Compiled from data presented in table 3.



**SECTION II**

**U.S. RETAIL NEW CAR SALES OF U.S.-MADE AND IMPORTED PASSENGER  
AUTOMOBILES, BY COUNTRIES OF ORIGIN (TABLES 6-9)**



Table 6.—New passenger automobiles: U.S. retail new car sales, by dealers, of U.S.-made and imported passenger automobiles, and apparent U.S. consumption, 1964-75, January-June 1975, January-August 1975, and January-August 1976

| Period          | U.S.-made vehicles |       | Sales of imported vehicles from— |             | Total sales of imports | Apparent U.S. consumption | Ratio to apparent U.S. consumption of import sales from— |           |
|-----------------|--------------------|-------|----------------------------------|-------------|------------------------|---------------------------|--|-----------|
|                 | 1/                 | 2/    | All other                        | Canada      |                        |                           | Canada   | All other |
|                 | Units              | Units | Units                            | Units       |                        |                           | Percent  | Percent   |
| 1964            | 7,572,046          | :     | 12,159                           | : 448,547   | 460,706                | : 8,032,752               | 0.15   | : 5.59    |
| 1965            | 8,712,769          | :     | 33,088                           | : 501,737   | 534,825                | : 9,247,594               | .36  | : 5.42    |
| 1966            | 8,189,905          | :     | 161,068                          | : 608,787   | 769,855                | : 8,959,760               | 1.80   | : 6.79    |
| 1967            | 7,252,062          | :     | 326,139                          | : 729,416   | 1,055,555              | : 8,307,617               | 3.93   | : 8.78    |
| 1968            | 7,937,832          | :     | 480,254                          | : 960,097   | 1,440,351              | : 9,378,183               | 5.12   | : 10.24   |
| 1969            | 7,708,142          | :     | 676,765                          | : 1,044,477 | 1,721,242              | : 9,429,384               | 7.18   | : 11.07   |
| 1970            | 6,475,351          | :     | 681,872                          | : 1,261,038 | 1,942,911              | : 8,418,262               | 8.10   | : 14.98   |
| 1971            | 7,483,667          | :     | 779,769                          | : 1,540,614 | 2,320,383              | : 9,804,050               | 7.95   | : 15.72   |
| 1972            | 8,121,762          | :     | 836,630                          | : 1,591,581 | 2,428,211              | : 10,549,973              | 7.93   | : 15.09   |
| 1973            | 8,768,675          | :     | 862,407                          | : 1,753,494 | 2,615,901              | : 11,384,576              | 7.58   | : 15.40   |
| 1974            | 6,529,575          | :     | 802,371                          | : 1,408,947 | 2,211,318              | : 8,740,886               | 9.18   | : 16.12   |
| 1975            | 6,336,713          | :     | 713,407                          | : 1,579,725 | 2,293,132              | : 8,629,845               | 8.27   | : 18.30   |
| January-June—   |                    |       |                                  |             |                        |                           |  |           |
| 1975            | 2,890,721          | :     | 370,257                          | : 835,127   | 1,205,384              | : 4,096,105               | 9.04   | : 20.39   |
| 1976            | 3,999,858          | :     | 464,458                          | : 702,963   | 1,167,421              | : 5,167,279               | 8.99   | : 13.60   |
| January-August— |                    |       |                                  |             |                        |                           |  |           |
| 1975            | 3,971,286          | :     | 460,648                          | : 1,136,346 | 1,596,994              | : 5,568,280               | 8.27   | : 20.41   |
| 1976            | 5,325,455          | :     | 551,250                          | : 974,764   | 1,526,014              | : 6,851,469               | 8.05   | : 14.23   |

1/ U.S. retail new car sales, by dealers, of United States-Canadian-type passenger automobiles, as reported in Ward's Automotive Reports, less Canadian factory shipments to the United States, as reported by the Motor Vehicle Manufacturers' Association (USA).  
 2/ Compiled from data published by the Motor Vehicle Manufacturers' Association (USA) on the destination of factory shipments from Canadian plants.

Source: Compiled from data published in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Table 7.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from the 8 principal sources, by countries, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period            | (In units) |         |              |         |                |        |        |        | Total     |  |
|-------------------|------------|---------|--------------|---------|----------------|--------|--------|--------|-----------|--|
|                   | Canada     |         | West Germany |         | United Kingdom |        | France |        |           |  |
|                   | 1/         | Japan   | and Belgium  | Italy   | Kingdom        | Sweden | France |        |           |  |
| 1964-----:        | 12,159     | 8,533   | :            | 303,093 | 10,090         | 70,778 | 22,517 | 33,536 | 460,706   |  |
| 1965-----:        | 33,088     | 18,067  | :            | 349,921 | 9,674          | 70,959 | 23,577 | 29,539 | 534,825   |  |
| 1966-----:        | 161,068    | 38,460  | :            | 426,605 | 10,813         | 71,523 | 31,954 | 29,432 | 769,855   |  |
| 1967-----:        | 326,139    | 69,288  | :            | 482,854 | 17,746         | 81,903 | 45,167 | 32,458 | 1,055,555 |  |
| 1968-----:        | 480,254    | 112,606 | :            | 640,361 | 31,596         | 93,989 | 50,481 | 31,064 | 1,440,351 |  |
| 1969-----:        | 676,765    | 190,539 | :            | 631,045 | 45,611         | 98,765 | 47,045 | 31,472 | 1,721,242 |  |
| 1970-----:        | 681,872    | 312,649 | :            | 734,237 | 39,512         | 86,035 | 55,634 | 32,972 | 1,942,911 |  |
| 1971-----:        | 779,769    | 552,183 | :            | 756,051 | 47,436         | 94,395 | 61,565 | 28,984 | 2,320,383 |  |
| 1972-----:        | 836,630    | 615,010 | :            | 753,640 | 62,197         | 75,565 | 65,364 | 19,805 | 2,428,211 |  |
| 1973-----:        | 862,407    | 742,079 | :            | 783,553 | 62,873         | 72,755 | 77,779 | 14,455 | 2,615,901 |  |
| 1974-----:        | 802,371    | 597,377 | :            | 594,351 | 74,980         | 58,729 | 66,468 | 17,042 | 2,211,318 |  |
| 1975-----:        | 713,407    | 816,784 | :            | 490,694 | 107,390        | 74,277 | 72,950 | 17,630 | 2,293,132 |  |
| January-June--:   | :          | :       | :            | :       | :              | :      | :      | :      | :         |  |
| 1975-----:        | 370,257    | 401,294 | :            | 293,389 | 50,669         | 40,630 | 40,757 | 8,388  | 1,205,384 |  |
| 1976-----:        | 464,458    | 424,372 | :            | 176,346 | 34,522         | 33,533 | 25,789 | 8,401  | 1,167,421 |  |
| January-August--: | :          | :       | :            | :       | :              | :      | :      | :      | :         |  |
| 1975-----:        | 460,648    | 569,677 | :            | 374,876 | 70,791         | 55,260 | 53,836 | 11,906 | 1,596,994 |  |
| 1976-----:        | 551,250    | 594,686 | :            | 241,307 | 45,965         | 46,887 | 34,822 | 11,097 | 1,526,014 |  |
|                   | :          | :       | :            | :       | :              | :      | :      | :      | :         |  |

1/ Compiled from data published by the Motor Vehicle Manufacturers' Association (USA) on the destination of factory shipments from Canadian plants.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Note.--Data for West Germany and Belgium are combined since both countries produce Opels for export to the United States. Although Belgium produces Saabs and Volvos for export to the United States and although Canada also produces Volvos for export to the United States, for the purpose of this table all Saabs and Volvos are considered to be Swedish. Small quantities of the Volkswagen Thing are produced in Mexico for export to the United States; for the purpose of this table, however, the Thing is considered to be West German. During the 1976 model year, Opel was produced in Japan for export to the United States; for the purpose of this table, those vehicles are considered to be from West Germany and Belgium.

Table 8.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from the 8 principal sources to total apparent U.S. consumption, by countries, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period            | (In percent based on quantity) |       |                |       |                   |        |        |       | Total |  |
|-------------------|--------------------------------|-------|----------------|-------|-------------------|--------|--------|-------|-------|--|
|                   | West Germany:                  |       |                |       |                   |        |        |       |       |  |
|                   | Canada                         | Japan | and<br>Belgium | Italy | United<br>Kingdom | Sweden | France | Total |       |  |
| 1964-----:        | 0.15                           | 0.11  | :              | 3.77  | 0.13              | 0.88   | 0.28   | 0.42  | 5.74  |  |
| 1965-----:        | .36                            | .20   | :              | 3.78  | .10               | .77    | .25    | .32   | 5.78  |  |
| 1966-----:        | 1.80                           | .43   | :              | 4.75  | .12               | .80    | .36    | .33   | 8.59  |  |
| 1967-----:        | 3.93                           | .83   | :              | 5.82  | .21               | .99    | .54    | .39   | 12.71 |  |
| 1968-----:        | 5.12                           | 1.20  | :              | 6.83  | .34               | 1.00   | .54    | .33   | 15.36 |  |
| 1969-----:        | 7.18                           | 2.02  | :              | 6.69  | .48               | 1.05   | .50    | .33   | 18.25 |  |
| 1970-----:        | 8.10                           | 3.71  | :              | 8.73  | .47               | 1.02   | .66    | .39   | 23.08 |  |
| 1971-----:        | 7.95                           | 5.63  | :              | 7.72  | .48               | .96    | .63    | .30   | 23.67 |  |
| 1972-----:        | 7.93                           | 5.83  | :              | 7.14  | .59               | .72    | .62    | .19   | 23.02 |  |
| 1973-----:        | 7.58                           | 6.52  | :              | 6.88  | .55               | .64    | .68    | .13   | 22.98 |  |
| 1974-----:        | 9.18                           | 6.83  | :              | 6.80  | .86               | .67    | .76    | .20   | 25.30 |  |
| 1975-----:        | 8.27                           | 9.46  | :              | 5.69  | 1.24              | .86    | .85    | .20   | 26.57 |  |
| January-June--:   | :                              | :     | :              | :     | :                 | :      | :      | :     |       |  |
| 1975-----:        | 9.04                           | 9.80  | :              | 7.16  | 1.24              | .99    | 1.00   | .20   | 29.43 |  |
| 1976-----:        | 8.99                           | 8.21  | :              | 3.41  | .67               | .65    | .50    | .16   | 22.59 |  |
| January-August--: | :                              | :     | :              | :     | :                 | :      | :      | :     |       |  |
| 1975-----:        | 8.27                           | 10.24 | :              | 6.73  | 1.27              | .99    | .97    | .21   | 28.68 |  |
| 1976-----:        | 8.05                           | 8.69  | :              | 3.52  | .67               | .68    | .51    | .16   | 22.28 |  |
| :                 | :                              | :     | :              | :     | :                 | :      | :      | :     |       |  |

Source: Compiled from data presented in tables 6 and 7.

Table 9.--New passenger automobiles: Percentage distribution of U.S. retail new car sales, by dealers, of imports from the 8 principal sources, by countries, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period            | (In percent based on quantity) |       |              |       |         |         |        |        | Total  |
|-------------------|--------------------------------|-------|--------------|-------|---------|---------|--------|--------|--------|
|                   | :West Germany:                 |       |              |       | United  | Kingdom | Sweden | France |        |
|                   | Canada                         | Japan | and          | Italy | Kingdom | Sweden  | France | Total  |        |
| :                 | :                              | :     | :<br>Belgium | :     | :       | :       | :      | :      | :      |
| 1964-----:        | 2.64                           | 1.85  | :            | 65.79 | 2.19    | 15.36   | 4.89   | 7.28   | 100.00 |
| 1965-----:        | 6.19                           | 3.38  | :            | 65.42 | 1.81    | 13.27   | 4.41   | 5.52   | 100.00 |
| 1966-----:        | 20.92                          | 5.00  | :            | 55.42 | 1.40    | 9.29    | 4.15   | 3.82   | 100.00 |
| 1967-----:        | 30.90                          | 6.56  | :            | 45.74 | 1.68    | 7.76    | 4.28   | 3.08   | 100.00 |
| 1968-----:        | 33.34                          | 7.82  | :            | 44.46 | 2.19    | 6.53    | 3.50   | 2.16   | 100.00 |
| 1969-----:        | 39.32                          | 11.07 | :            | 36.66 | 2.65    | 5.74    | 2.73   | 1.83   | 100.00 |
| 1970-----:        | 35.10                          | 16.09 | :            | 37.79 | 2.03    | 4.43    | 2.86   | 1.70   | 100.00 |
| 1971-----:        | 33.60                          | 23.80 | :            | 32.58 | 2.04    | 4.07    | 2.65   | 1.25   | 100.00 |
| 1972-----:        | 34.45                          | 25.33 | :            | 31.04 | 2.56    | 3.11    | 2.69   | .82    | 100.00 |
| 1973-----:        | 32.98                          | 28.37 | :            | 29.95 | 2.40    | 2.78    | 2.97   | .55    | 100.00 |
| 1974-----:        | 36.28                          | 27.01 | :            | 26.88 | 3.39    | 2.66    | 3.01   | .77    | 100.00 |
| 1975-----:        | 31.11                          | 35.62 | :            | 21.40 | 4.68    | 3.24    | 3.18   | .77    | 100.00 |
| January-June--:   | :                              | :     | :            | :     | :       | :       | :      | :      |        |
| 1975-----:        | 30.72                          | 33.29 | :            | 24.34 | 4.20    | 3.37    | 3.38   | .70    | 100.00 |
| 1976-----:        | 39.78                          | 36.35 | :            | 15.11 | 2.96    | 2.87    | 2.21   | .72    | 100.00 |
| January-August--: | :                              | :     | :            | :     | :       | :       | :      | :      |        |
| 1975-----:        | 28.84                          | 35.68 | :            | 23.47 | 4.43    | 3.46    | 3.37   | .75    | 100.00 |
| 1976-----:        | 36.12                          | 38.98 | :            | 15.81 | 3.01    | 3.07    | 2.28   | .73    | 100.00 |
|                   | :                              | :     | :            | :     | :       | :       | :      | :      |        |

Source: Compiled from data presented in table 7 of this report.

SECTION III

**U.S. RETAIL NEW CAR SALES OF U.S.-MADE AND IMPORTED PASSENGER AUTOMOBILES,  
BY COUNTRIES OF ORIGIN, MANUFACTURERS OR MAKES, AND MODELS (TABLES 10-16)**

Table 10.—New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Canada, by manufacturers and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period          | General Motors Corp. |         |            |        |          | Ford Motor Co. |         |         | Total   |         |
|-----------------|----------------------|---------|------------|--------|----------|----------------|---------|---------|---------|---------|
|                 | Chevrolet            | Pontiac | Oldsmobile | Buick  | Cadillac | Total          | Ford    | Mercury | Lincoln |         |
| 1964            | -                    | -       | -          | -      | -        | -              | 1,643   | 189     | -       | 1,832   |
| 1965            | -                    | -       | -          | -      | -        | -              | 1,625   | -       | -       | 1,625   |
| 1966            | 3,436                | -       | -          | -      | -        | 3,436          | 60,990  | 1,127   | -       | 62,117  |
| 1967            | 74,960               | -       | 5,594      | 6,360  | -        | 86,914         | 89,383  | 4,496   | -       | 93,879  |
| 1968            | 45,279               | -       | 40,838     | 32,121 | -        | 118,238        | 161,266 | 17,865  | -       | 179,131 |
| 1969            | 105,710              | 33,337  | 26,931     | 29,869 | -        | 196,347        | 268,211 | 23,544  | -       | 291,755 |
| 1970            | 85,551               | 41,074  | -          | -      | -        | 126,625        | 284,089 | 20,753  | -       | 304,842 |
| 1971            | 169,836              | 79,196  | -          | -      | -        | 249,032        | 267,209 | 22,756  | -       | 289,965 |
| 1972            | 162,098              | 43,119  | -          | -      | -        | 205,217        | 333,234 | 22,220  | -       | 355,454 |
| 1973            | 198,678              | 37,458  | -          | -      | -        | 236,136        | 332,849 | 16,093  | -       | 348,942 |
| 1974            | 235,975              | 9,869   | 9,911      | 9,778  | -        | 265,513        | 307,854 | 3,086   | -       | 310,940 |
| 1975            | 157,693              | 9,479   | 24,973     | 24,380 | -        | 216,525        | 233,086 | 1,004   | -       | 234,084 |
| January-June—   | 93,434               | 179     | 16,652     | 17,782 | -        | 120,047        | 110,160 | 7       | -       | 110,167 |
| 1975            | 125,218              | 16,269  | 10,582     | 12,915 | -        | 164,984        | 151,722 | 13,162  | -       | 164,884 |
| January-August— | 108,568              | 174     | 19,836     | 20,966 | -        | 149,544        | 139,989 | 7       | -       | 139,996 |
| 1975            | 133,436              | 18,294  | 11,700     | 13,997 | -        | 177,427        | 190,535 | 16,096  | -       | 206,631 |

Table 10.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Canada, by manufacturers and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | (In units)     |         |          |         | American<br>Motors Corp. | Studebaker<br>Corp. | Total   |  |  |  |
|------------------|----------------|---------|----------|---------|--------------------------|---------------------|---------|--|--|--|
|                  | Chrysler Corp. |         |          |         |                          |                     |         |  |  |  |
|                  | Plymouth       | Dodge   | Chrysler | Total   |                          |                     |         |  |  |  |
| 1964             | :              | :       | :        | :       | :                        | -                   | 12,159  |  |  |  |
| 1965             | 5              | 20,050  | :        | 20,055  | :                        | -                   | 33,088  |  |  |  |
| 1966             | 14,222         | 70,045  | :        | 84,267  | 9,397                    | 1,851               | 161,068 |  |  |  |
| 1967             | 73,794         | 44,960  | :        | 118,754 | 26,592                   | -                   | 326,139 |  |  |  |
| 1968             | 108,088        | 41,344  | :        | 149,432 | 33,453                   | -                   | 480,254 |  |  |  |
| 1969             | 63,736         | 94,294  | :        | 158,030 | 30,633                   | -                   | 676,765 |  |  |  |
| 1970             | 52,535         | 156,050 | :        | 208,585 | 41,820                   | -                   | 681,872 |  |  |  |
| 1971             | 84,409         | 118,376 | :        | 202,785 | 37,987                   | -                   | 779,769 |  |  |  |
| 1972             | 133,543        | 90,015  | :        | 223,558 | 52,401                   | -                   | 836,630 |  |  |  |
| 1973             | 112,559        | 102,570 | :        | 215,129 | 62,200                   | -                   | 862,407 |  |  |  |
| 1974             | 78,563         | 79,579  | :        | 183,292 | 42,626                   | -                   | 802,371 |  |  |  |
| 1975             | 11,594         | 42,586  | :        | 171,365 | 225,545                  | 37,253              | 713,407 |  |  |  |
| January-June--   | :              | :       | :        | :       | :                        | :                   | :       |  |  |  |
| 1975             | 11,585         | 23,534  | :        | 79,088  | 114,207                  | 17,836              | -       |  |  |  |
| 1976             | -              | 19,829  | :        | 95,385  | 115,214                  | 19,376              | -       |  |  |  |
| January-August-- | :              | :       | :        | :       | :                        | :                   | :       |  |  |  |
| 1975             | 11,587         | 28,665  | :        | 107,458 | 147,710                  | 23,398              | -       |  |  |  |
| 1976             | -              | 24,797  | :        | 119,399 | 144,196                  | 22,996              | -       |  |  |  |
|                  | :              | :       | :        | :       | :                        | :                   | 551,250 |  |  |  |

Source: Compiled from data published by the Motor Vehicle Manufacturers' Association (USA) on the destination of factory shipments from Canadian plants.

Note.--Although some Volvos are produced in Canada for export to the United States, all such U.S. import retail new car sales are considered to be Swedish for the purposes of this table.

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period            | (In units)               |                          |        |         |         |         | Toyota  |  |
|-------------------|--------------------------|--------------------------|--------|---------|---------|---------|---------|--|
|                   | U.S. manufacturers       |                          |        | Corolla |         |         |         |  |
|                   | Chrysler Corp.           | Dodge, Plymouth,<br>Colt | Total  | Celica  | Corona  | Mark II |         |  |
| Chrysler<br>Corp. | Dodge, Plymouth,<br>Colt | Arrow                    |        |         |         | Other   | Total   |  |
| 1964              | -                        | -                        | -      | 1/      | 1/      | 1/      | 2,029   |  |
| 1965              | -                        | -                        | -      | 1/      | 1/      | 1/      | 5,442   |  |
| 1966              | -                        | -                        | -      | 1/      | 1/      | 1/      | 17,423  |  |
| 1967              | -                        | -                        | -      | 1/      | 1/      | 1/      | 36,013  |  |
| 1968              | -                        | -                        | -      | 1/      | 1/      | 1/      | 71,846  |  |
| 1969              | -                        | -                        | -      | 1/      | 1/      | 1/      | 127,018 |  |
| 1970              | -                        | -                        | -      | 1/      | 1/      | 1/      | 196,749 |  |
| 1971              | 28,381                   | -                        | 28,381 | 1/      | 1/      | 1/      | 294,389 |  |
| 1972              | 34,057                   | -                        | 34,057 | 1/      | 1/      | 1/      | 295,915 |  |
| 1973              | 35,523                   | -                        | 35,523 | 116,905 | 59,600  | 61,305  | 289,378 |  |
| 1974              | 42,925                   | -                        | 42,925 | 103,394 | 59,172  | 53,047  | 238,137 |  |
| 1975              | 60,356                   | -                        | 60,356 | 151,177 | 64,922  | 44,156  | 283,909 |  |
| January-June--    | :                        | :                        | :      | :       | :       | :       | :       |  |
| 1975              | 33,990                   | -                        | 33,990 | 71,762  | 32,697  | 23,458  | 5,656   |  |
| 1976              | 9,305                    | -                        | 9,305  | 81,531  | 49,005  | 18,706  | 3,027   |  |
| January-August--  | :                        | :                        | :      | :       | :       | :       | 3/      |  |
| 1975              | 45,009                   | -                        | 45,009 | 102,290 | 46,299  | 30,604  | 6,855   |  |
| 1976              | 15,283                   | -                        | 15,283 | 47,163  | 119,302 | 65,980  | 3,859   |  |
| January-August--  | :                        | :                        | :      | :       | :       | :       | :       |  |
| 1975              | 45,009                   | -                        | 45,009 | 102,290 | 46,299  | 30,604  | 6,855   |  |
| 1976              | 15,283                   | -                        | 15,283 | 47,163  | 119,302 | 65,980  | 3,859   |  |

See footnotes at end of table.

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | Datsun  |        |        |        |        |        | Total    |
|------------------|---------|--------|--------|--------|--------|--------|----------|
|                  | B-210   | 240-Z, | 260-Z, | PL 510 | PL 610 | PL 710 |          |
| 1964--           | ..      | ..     | ..     | ..     | ..     | ..     | ..       |
| 1965--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1966--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1967--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1968--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1969--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1970--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1971--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1972--           | 1/      | 1/     | 1/     | 1/     | 1/     | 1/     | 1/       |
| 1973--           | 15,133  | 52,556 | 30,688 | 75,511 | ..     | ..     | 1/       |
| 1974--           | 73,317  | 45,328 | -      | 32,916 | 33,366 | -      | 57,241   |
| 1975--           | 140,039 | 50,142 | -      | 18,527 | 50,914 | -      | -        |
| January-June--   | ..      | ..     | ..     | ..     | ..     | ..     | ..       |
| 1975--           | 63,635  | 22,562 | -      | 11,504 | 24,639 | -      | -        |
| 1976--           | 73,767  | 29,141 | -      | 7,759  | 17,230 | -      | 2/ 3,570 |
| January-August-- | ..      | ..     | ..     | ..     | ..     | ..     | ..       |
| 1975--           | 93,653  | 33,569 | -      | 14,846 | 34,640 | -      | 2,418    |
| 1976--           | 97,943  | 38,813 | -      | 9,826  | 22,927 | -      | 8,613    |
|                  |         |        |        |        |        |        | : ..     |

See footnotes at end of table.

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | (In units) |        |        |       |       |         | Honda   | Subaru   | Total   |
|------------------|------------|--------|--------|-------|-------|---------|---------|----------|---------|
|                  | RX-2       | RX-3   | RX-4   | 808   | Other | Total   |         |          |         |
| Mazda            |            |        |        |       |       |         |         |          |         |
| 1964             | -          | -      | -      | -     | -     | -       | -       | -        | 8,533   |
| 1965             | -          | -      | -      | -     | -     | -       | -       | -        | 18,067  |
| 1966             | -          | -      | -      | -     | -     | -       | -       | -        | 38,460  |
| 1967             | -          | -      | -      | -     | -     | -       | -       | -        | 69,288  |
| 1968             | -          | -      | -      | -     | -     | -       | -       | -        | 112,606 |
| 1969             | -          | -      | -      | -     | -     | -       | -       | -        | 190,539 |
| 1970             | 1/         | 1/     | 1/     | 1/    | 1/    | 2,083   | 4,159   | 3/ 2,584 | 5,591   |
| 1971             | 1/         | 1/     | 1/     | 1/    | 1/    | 20,472  | 9,509   | 14,162   | 552,183 |
| 1972             | 1/         | 1/     | 1/     | 1/    | 1/    | 52,969  | 20,500  | 24,056   | 615,010 |
| 1973             | 43,565     | 53,076 | -      | 6,069 | 2,269 | 104,979 | 38,957  | 37,793   | 742,079 |
| 1974             | 20,984     | 17,111 | 18,590 | 4,295 | 210   | 61,190  | 43,119  | 22,980   | 597,377 |
| 1975             | 5,801      | 19,589 | 32,489 | 7,343 | 129   | 65,351  | 102,389 | 41,587   | 816,784 |
| January-June--   |            |        |        |       |       |         |         |          |         |
| 1975             | 3,704      | 12,506 | 20,737 | 4,689 | 80    | 41,716  | 47,262  | 18,465   | 401,294 |
| 1976             | -          | 2,360  | 5,628  | 3,857 | 7,262 | 19,107  | 60,664  | 22,520   | 424,372 |
| January-August-- |            |        |        |       |       |         |         |          |         |
| 1975             | 4,931      | 16,648 | 27,605 | 6,242 | 101   | 55,527  | 68,035  | 29,348   | 569,677 |
| 1976             | 1/         | 1/     | 1/     | 1/    | 1/    | 25,600  | 89,514  | 30,827   | 594,686 |
|                  | :          | :      | :      | :     | :     | :       | :       | :        | :       |

1/ Statistical breakdown by individual models not available.

2/ Includes all import sales by firm in Hawaii not included in previous model breakdowns.

3/ Based on data reported in Automotive News for imported automobiles in operation.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Note.--During the 1976 model year, Opels for export to the United States were produced in Japan; in this series of tables, however, they are shown as Belgian or West German.

Table 12.—New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1976, January-June 1976, January-August 1975, and January-August 1976

(In units)

| Period          | U.S. manufacturers |                            |         | Volkswagen   |               |                |               |        |        | :        |         |
|-----------------|--------------------|----------------------------|---------|--------------|---------------|----------------|---------------|--------|--------|----------|---------|
|                 | Ford,<br>Capri     | General<br>Motors,<br>Opel | Total   | Type I<br>1/ | Type II<br>2/ | Type III<br>3/ | Type IV<br>4/ | Rabbit | Dasher | Scirocco |         |
| 1964            | -                  | 14,788                     | 14,788  | 5/           | 5/            | 5/             | 5/            | -      | -      | -        | 276,187 |
| 1965            | -                  | 17,378                     | 17,378  | 5/           | 5/            | 5/             | 5/            | -      | -      | -        | 319,348 |
| 1966            | -                  | 32,044                     | 32,044  | 5/           | 5/            | 5/             | 5/            | -      | -      | -        | 376,518 |
| 1967            | -                  | 51,693                     | 51,693  | 5/           | 5/            | 5/             | 5/            | -      | -      | -        | 409,263 |
| 1968            | -                  | 84,680                     | 84,680  | 5/           | 5/            | 5/             | 5/            | -      | -      | -        | 518,536 |
| 1969            | -                  | 93,520                     | 93,520  | 364,451      | 47,862        | 8              | 252           | -      | -      | -        | 498,565 |
| 1970            | -                  | 85,995                     | 103,195 | 405,615      | 65,069        | 99,012         | -             | -      | -      | -        | 569,696 |
| 1971            | -                  | 56,118                     | 88,534  | 144,652      | 354,574       | 63,025         | 80,186        | 24,870 | -      | -        | 522,655 |
| 1972            | -                  | 91,995                     | 68,854  | 160,849      | 358,401       | 46,858         | 48,421        | 31,965 | -      | -        | 485,645 |
| 1973            | -                  | 113,069                    | 68,400  | 181,469      | 371,097       | 42,656         | 32,069        | 30,473 | -      | -        | 476,295 |
| 1974            | -                  | 75,260                     | 59,279  | 134,539      | 243,664       | 29,919         | 57            | 23,250 | 58     | 37,232   | 335     |
| 1975            | -                  | 54,586                     | 39,730  | 94,316       | 92,034        | 21,547         | -             | 6,543  | 98,215 | 33,271   | 16,108  |
| January-June—   |                    |                            |         |              |               |                |               |        |        |          | 267,718 |
| 1975            | -                  | 36,301                     | 23,562  | 59,863       | 62,990        | 12,752         | -             | 5,808  | 54,345 | 21,520   | 8,608   |
| 1976            | -                  | 16,943                     | 4,221   | 21,164       | 13,079        | 10,010         | -             | -      | 54,879 | 13,351   | 6,693   |
| January-August— |                    |                            |         |              |               |                |               |        |        |          | 98,012  |
| 1975            | -                  | 44,008                     | 31,446  | 75,454       | 78,834        | 16,750         | -             | 6,301  | 69,102 | 26,765   | 10,969  |
| 1976            | -                  | 21,724                     | 5,938   | 27,662       | 18,322        | 14,393         | -             | -      | 74,352 | 18,653   | 10,212  |
|                 |                    |                            |         |              |               |                |               |        |        |          | 135,932 |

See footnotes at end of table.

Table 12.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-75, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | Audi-NSU |        |        | Porsche |        |       | Mercedes-Benz |          |          |
|------------------|----------|--------|--------|---------|--------|-------|---------------|----------|----------|
|                  | Fox      | 100 LS | NSU    | Total   | 914    | Total | 240 D         | 300 D    | 230      |
| 1964--           | -        | -      | 6/ 425 | 425     | 5/     | 5/    | 4,693         | 5/       | 5/       |
| 1965--           | -        | -      | 6/ 559 | 559     | 5/     | 5/    | 4,599         | 5/       | 5/       |
| 1966--           | -        | -      | 6/ 644 | 644     | 5/     | 5/    | 5,638         | 5/       | 5/       |
| 1967--           | -        | -      | 6/ 569 | 569     | 5/     | 5/    | 5,963         | 5/       | 5/       |
| 1968--           | -        | -      | 6/ 340 | 340     | 5/     | 5/    | 6,827         | 5/       | 5/       |
| 1969--           | -        | -      | 6/ 224 | 224     | 5/     | 5/    | 5,507         | 5/       | 5/       |
| 1970--           | 5/       | 5/     | 6/ 363 | 8,054   | 5/     | 5/    | 13,653        | 5/       | 5/       |
| 1971--           | 5/       | 5/     | 6/ 298 | 20,902  | 5/     | 5/    | 16,795        | 5/       | 5/       |
| 1972--           | 5/       | 5/     | 6/ 28  | 28,630  | 5/     | 5/    | 20,210        | 5/       | 5/       |
| 1973--           | 14,919   | 31,065 | -      | 45,984  | 17,933 | 5,838 | 23,771        | 6,318    | 2,756    |
| 1974--           | 26,457   | 23,978 | -      | 50,435  | 16,161 | 4,868 | 21,029        | 9,668    | 2,485    |
| 1975--           | 30,405   | 20,379 | -      | 50,784  | 11,200 | 5,024 | 16,224        | 9,809    | 2,058    |
| January-June--   | 17,156   | 11,974 | -      | 29,130  | 6,255  | 2,778 | 9,033         | 1/ 4,615 | 1/ 968   |
| 1975--           | 11,200   | 5,615  | -      | 16,815  | 2,906  | 3,465 | 6,371         | 3,530    | 5,494    |
| 1976--           | 22,264   | 15,130 | -      | 37,394  | 8,986  | 3,609 | 12,595        | 7/ 6,535 | 1/ 1,370 |
| January-August-- | 15,910   | 7,438  | -      | 23,348  | 3,098  | 2,929 | 8/ 9,252      | 7/ 6,165 | 1/ 1,292 |
| 1976--           | :        | :      | :      | :       | :      | :     | :             | :        | :        |

See footnotes at end of table.

Table 12.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1976, January-June 1976, and January-August 1976--Continued

(In units)

| Period           | Mercedes-Benz--Continued |          |             |          |          |          | BMW    | Total  |
|------------------|--------------------------|----------|-------------|----------|----------|----------|--------|--------|
|                  | 280                      | 280 C    | 280S/SE/SEL | 450 SE   | 450 SL   | Other    |        |        |
| 1964             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 7,000  | -      |
| 1965             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 8,037  | -      |
| 1966             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 11,761 | -      |
| 1967             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 15,366 | -      |
| 1968             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 20,200 | 9,778  |
| 1969             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 21,292 | 11,937 |
| 1970             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 25,055 | 14,584 |
| 1971             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 31,221 | 19,826 |
| 1972             | 5/                       | 5/       | 5/          | 5/       | 5/       | 5/       | 36,578 | 21,728 |
| 1973             | 7,251                    | 3,096    | 4,537       | 7,082    | 6,234    | 5,131    | 42,405 | 13,629 |
| 1974             | 6,251                    | 2,718    | 388         | 4,504    | 5,940    | 6,212    | 38,826 | 15,007 |
| 1975             | -                        | 6,211    | 3,007       | 2,651    | 6,015    | 5,834    | 42,233 | 19,419 |
| January-June--   |                          |          |             |          |          |          |        |        |
| 1975             | -                        | 7/ 2,922 | 7/ 1,415    | 7/ 1,248 | 7/ 2,829 | 7/ 2,743 | 19,867 | 8,473  |
| 1976             | -                        | 7/ 790   | 7/ 1,472    | 7/ 931   | 7/ 3,153 | 7/ 4,252 | 20,265 | 13,719 |
| January-August-- |                          |          |             |          |          |          |        |        |
| 1975             | -                        | 7/ 4,137 | 7/ 2,003    | 7/ 1,766 | 7/ 4,005 | 7/ 3,885 | 28,128 | 12,584 |
| 1976             | -                        | 7/ 3,903 | 7/ 1,889    | 7/ 1,666 | 7/ 3,778 | 7/ 3,664 | 26,533 | 18,580 |
|                  |                          |          |             |          |          |          |        |        |

1/ Includes Beetle, Super Beetle, Karmann Ghia, and the Thing.

2/ Includes Kombi and Microbus.

3/ Includes Fastback and Squareback.

4/ Includes 412 Sedan and Station Wagon.

5/ Statistical breakdown by individual models not available.

6/ Based on data reported in Automotive News for imported automobiles in operation.

7/ Data for individual models estimated on the basis of data for the full year 1975.

8/ Includes the Porsche 912, 924 and Turbo models.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Note.--Opels are manufactured for export to the United States in both West Germany and in Belgium. In earlier years, most such imports into the United States were from West Germany; in recent years, most such imports have been from Belgium. Belgium also produces small quantities of Saabs and Volvos for export to the United States. All such U.S. imports are shown as having been produced in Sweden.

During 1973-75, several thousand Volkswagen Things entered the United States from Mexico. They are shown in this table under Volkswagen Type I's from West Germany. During the 1976 model year, Opels for export to the United States were produced only in Japan; in this series of tables, however, they are shown as Belgian or West German.

Table 13.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Italy, by manufacturers or makes, and models, 1964-75, January-June 1976, January-August 1975, and January-August 1976

| Period           | U.S.          |          |       | Fiat      |           |         | Alfa Romeo |        |         | Total    |         |                |
|------------------|---------------|----------|-------|-----------|-----------|---------|------------|--------|---------|----------|---------|----------------|
|                  | manufacturers |          | Total | 124       |           | 128/X19 | 131        | Other  | Total   | Romeo    | Total   |                |
|                  | Ford,         | Pantera: |       |           |           |         |            |        |         |          |         |                |
| 1964             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 2/      | 8,910    | 2/      | 1,180 : 10,090 |
| 1965             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 2/      | 8,047    | 2/      | 1,627 : 9,674  |
| 1966             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 9,246   | 2/       | 1,567   | : 10,813       |
| 1967             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 15,932  | 2/       | 1,814   | : 17,746       |
| 1968             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 30,521  | 2/       | 1,075   | : 31,596       |
| 1969             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 43,761  | 2/       | 1,850   | : 45,611       |
| 1970             | -             | -        | -     | 1/        | 1/        | 1/      | -          | 1/     | 38,095  | 2/       | 1,417   | : 39,512       |
| 1971             | 130           | 130      | 130   | 1/        | 1/        | 1/      | -          | 1/     | 45,469  | 2/       | 1,837   | : 47,436       |
| 1972             | 1,552         | 1,552    | 1,552 | 1/        | 1/        | 1/      | -          | 1/     | 58,375  | 2/       | 2,270   | : 62,197       |
| 1973             | 1,831         | 1,831    | 1,831 | 26,476    | 26,476    | 19,463  | -          | 12,508 | 58,447  | 2/       | 2,595   | : 62,873       |
| 1974             | 1,230         | 1,230    | 1,230 | 32,128    | 32,128    | 38,413  | -          | 70     | 70      | 611      | 3,139   | : 74,980       |
| 1975             | 526           | 526      | 526   | 32,238    | 32,238    | 55,487  | 12,786     | 1,011  | 101,522 | 5,342    | 107,390 |                |
| January-June--   |               |          |       |           |           |         |            |        |         |          |         |                |
| 1975             | 490           | 490      | 490   | 3/ 15,223 | 3/ 15,223 | 26,208  | 3/ 6,036   | 3/ 481 | 47,948  | 2/ 2,231 | 50,669  |                |
| 1976             | -             | -        | -     | 6,565     | 6,565     | 15,430  | 8,668      | 900    | 31,583  | 2,939    | 34,522  |                |
| January-August-- |               |          |       |           |           |         |            |        |         |          |         |                |
| 1975             | 490           | 490      | 490   | 3/ 21,312 | 3/ 21,312 | 36,692  | 3/ 8,451   | 3/ 671 | 67,126  | 3,175    | 70,791  |                |
| 1976             | -             | -        | -     | 3/ 13,389 | 3/ 13,389 | 23,049  | 3/ 5,309   | 3/ 422 | 42,169  | 3,796    | 45,965  |                |

1/ Statistical breakdown by individual models not available.

2/ Based on data reported in Automotive News for imported automobiles in operation.

3/ Data for individual models estimated on the basis of data for the full year 1975.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

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Table 14.—New passenger automobiles: U.S. retail new car sales, by dealers of imports from the United Kingdom, by manufacturers or makes, and models, 1964-7, January-June 1975, January-August 1976, and January-August 1976

| Period     | U.S. manufacturers |        |             | British Leyland |             |            |             |            |        | Total 1/   | Lotus      | Rootes      | Rolls       | Royce      | Total      |          |          |          |          |
|------------|--------------------|--------|-------------|-----------------|-------------|------------|-------------|------------|--------|------------|------------|-------------|-------------|------------|------------|----------|----------|----------|----------|
|            | Chrysler           | Ford   | Eng. Ford   | Total           | MG          | Triumph    | Jaguar      | Austin     | Austin | Jensen     | Morris     | Rover       | Minor       | Bentley    |            |          |          |          |          |
| 1964-----: | -                  | 4,100  | : 2/ 24,282 | 20,840          | : 2/ 3,956  | : 2/ 650   | : 2/ 8,339  | -          | -      | : 2/ 209   | : 2/ 446   | : 2/ 58,722 | : 2/ 188    | : 2/ 7,467 | : 2/ 301   | : 70,778 |          |          |          |
| 1965-----: | -                  | 4,810  | : 2/ 24,079 | 19,304          | : 2/ 3,981  | : 2/ 924   | : 2/ 8,043  | -          | -      | : 2/ 129   | : 2/ 1,366 | : 2/ 57,826 | : 2/ 254    | : 2/ 7,764 | : 2/ 305   | : 70,959 |          |          |          |
| 1966-----: | -                  | 8,189  | : 2/ 21,619 | 15,374          | : 2/ 1,375  | : 2/ 8,575 | -           | -          | -      | : 2/ 107   | : 2/ 2,067 | : 2/ 54,313 | : 2/ 325    | : 2/ 8,518 | : 2/ 178   | : 71,523 |          |          |          |
| 1967-----: | -                  | 16,636 | : 2/ 16,636 | 22,211          | : 2/ 15,339 | : 2/ 5,960 | : 2/ 1,592  | : 2/ 8,124 | -      | -          | : 2/ 859   | : 2/ 2,685  | : 2/ 56,770 | : 2/ 321   | : 2/ 7,835 | : 2/ 341 | : 81,903 |          |          |
| 1968-----: | -                  | 24,187 | : 24,187    | 24,246          | : 18,339    | : 5,180    | : 10,348    | : 2/ 5,212 | -      | -          | : 2/ 175   | : 2/ 2,233  | : 65,733    | : 2/ 352   | : 3/ 357   | : 2/ 360 | : 93,989 |          |          |
| 1969-----: | -                  | 21,317 | : 21,317    | 28,244          | : 15,876    | : 5,826    | : 16,391    | : 2/ 5,855 | -      | -          | : 2/ 1,359 | : 73,551    | : 2/ 507    | : 2/ 2,980 | : 2/ 410   | : 98,765 |          |          |          |
| 1970-----: | -                  | 10,216 | : 10,216    | 2/ 31,359       | : 2/ 16,451 | : 2/ 7,246 | : 2/ 13,843 | : 2/ 1,196 | -      | -          | : 2/ 1,474 | : 2/ 71,569 | : 2/ 160    | : 2/ 340   | : 86,035   |          |          |          |          |
| 1971-----: | 27,682             | : 757  | : 28,439    | : 2/ 31,843     | : 2/ 19,965 | : 2/ 5,902 | : 2/ 6,128  | -          | -      | -          | : 2/ 656   | : 2/ 64,494 | : 2/ 644    | : 2/ 356   | : 2/ 462   | : 94,395 |          |          |          |
| 1972-----: | 13,888             | -      | 13,888      | : 30,963        | : 2/ 22,465 | : 4,803    | : 1,010     | -          | -      | -          | : 2/ 975   | : 2/ 60,216 | : 2/ 886    | -          | : 2/ 575   | : 75,565 |          |          |          |
| 1973-----: | 4,819              | -      | 4,819       | : 31,703        | : 21,090    | : 6,523    | : 4,691     | -          | -      | : 2/ 1,368 | -          | : 1,018     | : 66,393    | : 2/ 958   | -          | : 2/ 585 | : 72,755 |          |          |
| 1974-----: | -                  | -      | -           | 25,015          | : 18,396    | : 5,299    | : 4,761     | -          | -      | : 2/ 3,036 | -          | : 690       | : 57,197    | : 2/ 902   | -          | : 2/ 630 | : 58,729 |          |          |
| 1975-----: | -                  | -      | -           | -               | 27,946      | : 22,803   | : 6,799     | : 13,262   | -      | -          | : 2/ 2,255 | -           | -           | : 29       | : 73,094   | : 2/ 427 | -        | : 2/ 756 | : 74,277 |
| Jan.-June: | -                  | -      | -           | -               | 13,876      | : 10,597   | : 3,454     | -          | -      | -          | -          | -           | -           | -          | -          | -        | -        |          |          |
| 1975-----: | -                  | -      | -           | -               | 15,653      | : 13,244   | : 3,777     | : 859      | -      | -          | : 3/ 1,127 | -           | -           | : 27       | : 40,039   | : 3/ 213 | -        | : 3/ 378 | : 40,630 |
| 1976-----: | -                  | -      | -           | -               | -           | -          | -           | -          | -      | -          | : 4/       | -           | -           | -          | : 33,533   | : 4/     | -        | : 4/     | : 33,533 |
| Jan.-Aug.: | -                  | -      | -           | -               | -           | -          | -           | -          | -      | -          | -          | -           | -           | -          | -          | -        | -        |          |          |
| 1975-----: | -                  | -      | -           | -               | 20,030      | : 16,203   | : 4,850     | : 11,859   | -      | -          | : 3/ 1,03  | -           | -           | : 27       | : 54,472   | : 3/ 284 | -        | : 3/ 504 | : 55,260 |
| 1976-----: | -                  | -      | -           | -               | 21,726      | : 19,216   | : 4,957     | : 988      | -      | -          | : 4/       | -           | -           | -          | : 46,887   | : 4/     | -        | : 4/     | : 46,887 |

1/ Includes predecessor firms, such as British Motor Co., eventually absorbed by British Leyland.

2/ Based on data reported in Automotive News for imported automobiles in operation.

3/ Data for individual models estimated on the basis of data for the full year 1975.

4/ Not available.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Table 15.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Sweden, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | Volvo  |         |       |        |        |       | Saab  |        |        |        |        |        | Total |
|------------------|--------|---------|-------|--------|--------|-------|-------|--------|--------|--------|--------|--------|-------|
|                  | 164    | 140/240 | Other | Total  | 99     | LE    | 99    | EMS    | Other  | Total  | 164    | 164    |       |
| 1964             | 1/     | 1/      | 1/    | 1/     | 17,326 | 1/    | 1/    | 1/     | 1/     | 5,191  | 22,517 | 22,517 |       |
| 1965             | 1/     | 1/      | 1/    | 1/     | 18,115 | 1/    | 1/    | 1/     | 1/     | 5,462  | 23,577 | 23,577 |       |
| 1966             | 1/     | 1/      | 1/    | 1/     | 25,126 | 1/    | 1/    | 1/     | 1/     | 6,828  | 31,954 | 31,954 |       |
| 1967             | 1/     | 1/      | 1/    | 1/     | 34,392 | 1/    | 1/    | 1/     | 1/     | 10,775 | 45,167 | 45,167 |       |
| 1968             | 1/     | 1/      | 1/    | 1/     | 38,600 | 1/    | 1/    | 1/     | 1/     | 11,881 | 50,481 | 50,481 |       |
| 1969             | 1/     | 1/      | 1/    | 1/     | 36,146 | 1/    | 1/    | 1/     | 1/     | 10,899 | 47,045 | 47,045 |       |
| 1970             | 1/     | 1/      | 1/    | 1/     | 44,513 | 1/    | 1/    | 1/     | 1/     | 11,121 | 55,634 | 55,634 |       |
| 1971             | 1/     | 1/      | 1/    | 1/     | 48,222 | 1/    | 1/    | 1/     | 1/     | 13,343 | 61,565 | 61,565 |       |
| 1972             | 1/     | 1/      | 1/    | 1/     | 51,821 | 1/    | 1/    | 1/     | 1/     | 13,543 | 65,364 | 65,364 |       |
| 1973             | 15,190 | 41,925  | 3,646 | 60,761 | 7,920  | 1,040 | 8,058 | 17,018 | 17,018 | 77,779 | 77,779 | 77,779 |       |
| 1974             | 13,791 | 39,252  | -     | 53,043 | 9,282  | 1,135 | 3,008 | 13,425 | 13,425 | 66,468 | 66,468 | 66,468 |       |
| 1975             | 15,997 | 43,217  | 194   | 59,408 | 10,669 | 1,965 | 908   | 13,542 | 13,542 | 72,950 | 72,950 | 72,950 |       |
| January-June--   |        |         |       |        |        |       |       |        |        |        |        |        |       |
| 1975             | 8,940  | 24,152  | 107   | 33,199 | 5,954  | 1,097 | 507   | 7,558  | 7,558  | 40,757 | 40,757 | 40,757 |       |
| 1976             | 4,264  | 13,243  | 3,053 | 20,560 | -      | 947   | 4,282 | 5,229  | 5,229  | 25,789 | 25,789 | 25,789 |       |
| January-August-- |        |         |       |        |        |       |       |        |        |        |        |        |       |
| 1975             | 11,878 | 32,089  | 141   | 44,108 | 7,664  | 1,412 | 652   | 9,728  | 9,728  | 53,836 | 53,836 | 53,836 |       |
| 1976             | 1/     | 1/      | 1/    | 28,140 | 1/     | 1/    | 1/    | 6,682  | 6,682  | 34,822 | 34,822 | 34,822 |       |
|                  |        |         |       |        |        |       |       |        |        |        |        |        |       |

1/ Statistical breakdown by individual models not available.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.

Note.--Although Volvos are produced for export to the United States in Sweden, Belgium, and Canada, the bulk of such exports are from Sweden; for the purpose of this table, all Volvos are considered to be Swedish. Although Saabs are produced for export to the United States in both Sweden and Belgium, all Saabs are considered to be Swedish.

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Table 16.—New Passenger automobiles: U.S. retail new car sales, by dealers, of imports from France, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (In units)            |        |          |          |          |          |          |        |         |        | Citroen 1/<br>Total |
|------------------|-----------------------|--------|----------|----------|----------|----------|----------|--------|---------|--------|---------------------|
|                  | U.S.<br>manufacturers |        |          | Peugeot  |          |          | Renault  |        |         |        |                     |
|                  | Chrysler              | Total  | Diesel   | Other    | Total    | R-12     | R-15     | R-17   | Gordini | Other  | Total               |
| 1964--           | 9,957                 | -      | -        | -        | 3,065    | 1/ 3,065 | 2/       | 2/     | -       | 2/     | 19,500              |
| 1965--           | 13,205                | 13,205 | -        | -        | 3,165    | 1/ 3,165 | 2/       | 2/     | -       | 2/     | 12,106              |
| 1966--           | 12,844                | 12,844 | -        | -        | 2,768    | 2,768    | 2/       | 2/     | -       | 2/     | 12,701              |
| 1967--           | 7,425                 | 7,425  | -        | -        | 3,917    | 3,917    | 2/       | 2/     | -       | 2/     | 20,218              |
| 1968--           | 5,517                 | 5,517  | -        | -        | 4,100    | 4,100    | 2/       | 2/     | -       | 2/     | 20,504              |
| 1969--           | 7,776                 | 7,776  | -        | -        | 4,109    | 4,109    | 2/       | 2/     | -       | 2/     | 18,536              |
| 1970--           | 6,035                 | 6,035  | -        | -        | 4,996    | 4,996    | 2/       | 2/     | -       | 2/     | 20,732              |
| 1971--           | 4,877                 | 4,877  | -        | -        | 6,271    | 6,271    | 2/       | 2/     | -       | 2/     | 16,443              |
| 1972--           | 958                   | 958    | -        | -        | 4,822    | 4,822    | 2/       | 2/     | -       | 2/     | 12,204              |
| 1973--           | -                     | -      | -        | -        | 4,174    | 4,174    | 6,312    | 1,523  | -       | 873    | 9,284               |
| 1974--           | -                     | -      | 3,180    | 3,180    | 7,768    | 7,948    | 6,532    | 875    | -       | 324    | 1,015               |
| 1975--           | -                     | -      | 5,963    | 5,963    | 5,887    | 11,850   | 4,184    | 381    | -       | 338    | 877                 |
| January-June--   | -                     | -      | -        | -        | 5,454    | 3/ 2,124 | 3/ 193   | 3/ 445 | -       | -      | 2,934               |
| 1975-            | -                     | -      | 3/ 2,744 | 3/ 2,744 | 2,710    | 5,454    | 3/ 2,124 | 3/ 172 | 3/ 445  | -      | -                   |
| 1976-            | -                     | -      | 2,551    | 2,551    | 2,833    | 5,384    | 1,021    | 79     | 57      | 235    | 1,625               |
| January-August-- | -                     | -      | -        | -        | -        | -        | -        | -      | -       | -      | 3,017               |
| 1975--           | -                     | -      | 3/ 3,811 | 3/ 3,811 | 3/ 3,763 | 7,574    | 3/ 3,136 | 3/ 285 | 3/ 254  | 3/ 657 | -                   |
| 1976--           | -                     | -      | 2/       | 2/       | 2/       | 6,727    | 2/       | 2/     | 2/      | 2/     | 4,370               |
|                  |                       |        |          |          |          |          |          |        |         |        |                     |

1/ Based on data reported in Automotive News for individual automobiles in operation.

2/ Statistical breakdown by individual models not available.

3/ Data for individual models estimated on the basis of data for the full year 1975.

Source: Compiled from data reported in Ward's Automotive Reports and Ward's Automotive Yearbooks, except as noted.



SECTION IV

U.S. RETAIL NEW CAR SALES OF PASSENGER AUTOMOBILES IMPORTED BY  
U.S. MOTOR-VEHICLE MANUFACTURERS (TABLES 17-20)



Table 17.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

Table 17.—New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period        | Sales of imported vehicles from all other sources |         |          |                   |                   |           | Total |  |
|---------------|---|---------|----------|-------------------|-------------------|-----------|-------|--|
|               | U.S. manufacturers                                |         |          | All other imports |                   |           |       |  |
|               | General Motors                                    | Ford    | Chrysler | Total             | All other imports | Chrysler  |       |  |
| 1964          | 14,788  | 4,100   | 9,957    | 28,845            | 419,702           | 448,547   |       |  |
| 1965          | 17,378  | 4,810   | 13,205   | 35,393            | 466,344           | 501,737   |       |  |
| 1966          | 32,044  | 8,189   | 12,844   | 53,077            | 555,710           | 608,787   |       |  |
| 1967          | 51,693  | 16,636  | 7,425    | 75,754            | 653,662           | 729,416   |       |  |
| 1968          | 84,680  | 24,187  | 5,517    | 114,384           | 845,713           | 960,097   |       |  |
| 1969          | 93,520  | 21,317  | 7,776    | 122,613           | 921,864           | 1,044,477 |       |  |
| 1970          | 85,995  | 27,416  | 6,035    | 119,446           | 1,141,593         | 1,261,039 |       |  |
| 1971          | 88,534  | 57,005  | 60,940   | 206,479           | 1,334,135         | 1,540,614 |       |  |
| 1972          | 68,854  | 93,547  | 48,903   | 211,304           | 1,380,277         | 1,591,581 |       |  |
| 1973          | 68,400  | 114,900 | 40,342   | 223,642           | 1,529,852         | 1,753,494 |       |  |
| 1974          | 59,279  | 76,490  | 42,925   | 178,694           | 1,230,246         | 1,408,940 |       |  |
| 1975          | 39,730  | 55,112  | 60,356   | 155,198           | 1,424,527         | 1,579,725 |       |  |
| Jan.-June--   | :   | :       | :        | :                 | :                 | :         |       |  |
| 1975          | 23,562  | 36,791  | 33,990   | 94,343            | 740,784           | 835,127   |       |  |
| 1976          | 4,221   | 16,943  | 31,628   | 52,792            | 650,171           | 702,963   |       |  |
| Jan.-August-- | :   | :       | :        | :                 | :                 | :         |       |  |
| 1975          | 31,446  | 44,498  | 45,009   | 120,953           | 1,015,393         | 1,136,346 |       |  |
| 1976          | 5,938   | 21,724  | 47,163   | 74,825            | 899,939           | 974,764   |       |  |

Table 17.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period        | Total sales of imports |         |          |        |            |           | All other imports | Total     |  |  |
|---------------|------------------------|---------|----------|--------|------------|-----------|-------------------|-----------|--|--|
|               | U.S. manufacturers     |         |          |        |            |           |                   |           |  |  |
|               | General Motors         | Ford    | Chrysler | AMC    | Studebaker | Total     |                   |           |  |  |
| 1964--        | 14,778                 | 5,932   | 9,957    | -      | 10,327     | 41,004    | 419,702           | 460,706   |  |  |
| 1965--        | 17,378                 | 6,435   | 33,260   | -      | 11,408     | 68,481    | 466,344           | 534,825   |  |  |
| 1966--        | 35,480                 | 70,306  | 97,111   | 9,397  | 1,851      | 214,145   | 555,710           | 769,855   |  |  |
| 1967--        | 138,607                | 110,515 | 126,179  | 26,592 | -          | 401,893   | 653,662           | 1,055,555 |  |  |
| 1968--        | 202,918                | 203,318 | 154,949  | 33,453 | -          | 594,638   | 845,713           | 1,440,351 |  |  |
| 1969--        | 289,867                | 313,072 | 165,806  | 30,633 | -          | 799,378   | 921,864           | 1,721,242 |  |  |
| 1970--        | 212,620                | 332,258 | 214,620  | 41,820 | -          | 801,318   | 1,141,593         | 1,942,911 |  |  |
| 1971--        | 337,566                | 346,970 | 263,725  | 37,987 | -          | 986,248   | 1,334,135         | 2,320,383 |  |  |
| 1972--        | 274,071                | 449,001 | 272,461  | 52,401 | -          | 1,047,934 | 1,380,277         | 2,428,211 |  |  |
| 1973--        | 304,536                | 463,842 | 255,471  | 62,200 | -          | 1,086,049 | 1,529,852         | 2,615,901 |  |  |
| 1974--        | 324,792                | 387,430 | 226,217  | 42,626 | -          | 981,065   | 1,230,246         | 2,211,311 |  |  |
| 1975--        | 256,255                | 289,196 | 285,901  | 37,253 | -          | 868,605   | 1,424,527         | 2,293,132 |  |  |
| Jan.-June--   | :                      | :       | :        | :      | :          | :         | :                 | :         |  |  |
| 1975--        | 151,609                | 146,958 | 148,197  | 17,836 | -          | 464,600   | 740,784           | 1,205,384 |  |  |
| 1976--        | 169,205                | 181,827 | 146,842  | 19,376 | -          | 517,250   | 650,171           | 1,167,421 |  |  |
| Jan.-August-- | :                      | :       | :        | :      | :          | :         | :                 | :         |  |  |
| 1975--        | 180,990                | 184,494 | 192,719  | 23,398 | -          | 581,601   | 1,015,393         | 1,596,994 |  |  |
| 1976--        | 183,365                | 228,355 | 191,359  | 22,996 | -          | 626,075   | 899,939           | 1,526,014 |  |  |
| :             | :                      | :       | :        | :      | :          | :         | :                 | :         |  |  |

Source: Compiled from data presented in tables 10-16.

Table 18.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by General Motors Corp., by countries of origin and makes, 1964-75, January-June 1975, January-August 1975, and January-August 1976

(In units)

| Period           | Canada    |         |            |                      |          |       | West    |        |         |
|------------------|-----------|---------|------------|----------------------|----------|-------|---------|--------|---------|
|                  |           |         |            | Germany and Belgium, |          | Total |         |        |         |
|                  | Chevrolet | Pontiac | Oldsmobile | Buick                | Cadillac | Opel  | Opel    | Opel   |         |
| 1964             | -         | -       | -          | -                    | -        | -     | -       | 14,788 | 14,788  |
| 1965             | -         | -       | -          | -                    | -        | -     | -       | 17,378 | 17,378  |
| 1966             | 3,436     | -       | -          | 5,594                | 6,360    | -     | 3,436   | 32,044 | 35,480  |
| 1967             | 74,960    | -       | -          | 40,838               | 32,121   | -     | 86,914  | 51,693 | 138,607 |
| 1968             | 45,279    | -       | 33,837     | 26,931               | 29,869   | -     | 118,238 | 84,680 | 202,918 |
| 1969             | 105,710   | -       | -          | -                    | -        | -     | 196,347 | 93,520 | 289,867 |
| 1970             | 85,551    | 41,074  | -          | -                    | -        | -     | 126,625 | 85,995 | 212,620 |
| 1971             | 169,836   | 79,196  | -          | -                    | -        | -     | 249,032 | 88,534 | 337,566 |
| 1972             | 162,098   | 43,119  | -          | -                    | -        | -     | 205,217 | 68,854 | 274,071 |
| 1973             | 198,678   | 37,458  | -          | -                    | -        | -     | 236,136 | 68,400 | 304,536 |
| 1974             | 235,975   | 9,849   | -          | 9,911                | 9,778    | -     | 265,513 | 59,279 | 324,792 |
| 1975             | 157,693   | 9,479   | -          | 24,973               | 24,380   | -     | 216,525 | 39,730 | 256,255 |
| January-June--   | -         | -       | -          | -                    | -        | -     | -       | -      | -       |
| 1975             | 93,434    | 179     | -          | 16,652               | 17,782   | -     | 128,047 | 23,562 | 151,609 |
| 1976             | 125,218   | 16,269  | -          | 10,582               | 12,915   | -     | 164,984 | 4,221  | 169,205 |
| January-August-- | -         | -       | -          | -                    | -        | -     | -       | -      | -       |
| 1975             | 108,568   | 174     | -          | 19,336               | 20,966   | -     | 149,544 | 31,446 | 180,990 |
| 1976             | 133,436   | 18,294  | -          | 11,700               | 13,997   | -     | 177,427 | 5,938  | 183,365 |

Source: Compiled from data presented in tables 10 and 12.

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November 1976

Table 19.—New passenger automobiles: U.S. retail new car sales, by dealers, of imports by Ford Motor Co., by countries of origin and makes, 1964-75, January-June 1975, January-August 1976, January-August 1975, and January-August 1976

| Period        | (In units) |         |         |         |         |                   | United<br>Kingdom,<br>English<br>Ford/<br>Cortina |
|---------------|------------|---------|---------|---------|---------|-------------------|---|
|               | Ford       | Mercury | Lincoln | Total   | West    | Germany,<br>Capri |   |
|               | Canada     |         |         |         |         |                   |   |
| 1964          | 1,643      | 189     | :       | 1,832   | :       | -                 | 4,100 : 5,932                                     |
| 1965          | 1,625      | -       | -       | 1,625   | -       | -                 | 4,810 : 6,435                                     |
| 1966          | 60,990     | 1,127   | :       | 62,117  | -       | -                 | 8,189 : 70,306                                    |
| 1967          | 89,383     | 4,496   | :       | 93,879  | -       | -                 | 16,636 : 110,515                                  |
| 1968          | 161,266    | 17,865  | :       | 179,131 | -       | -                 | 24,187 : 203,318                                  |
| 1969          | 268,211    | 23,544  | :       | 291,755 | -       | -                 | 21,317 : 313,072                                  |
| 1970          | 284,089    | 20,753  | :       | 304,842 | 17,200  | -                 | 10,216 : 332,258                                  |
| 1971          | 267,209    | 22,756  | :       | 289,965 | 56,118  | 1,30              | 757 : 346,970                                     |
| 1972          | 333,234    | 22,220  | :       | 355,454 | 91,995  | 1,552             | - : 449,001                                       |
| 1973          | 332,849    | 16,093  | :       | 348,942 | 113,069 | 1,831             | - : 463,842                                       |
| 1974          | 307,854    | 3,086   | :       | 310,940 | 75,260  | 1,230             | - : 387,430                                       |
| 1975          | 233,080    | 1,004   | :       | 234,084 | 54,586  | 526               | - : 289,196                                       |
| Jan.-June--   | :          | :       | :       | :       | :       | :                 | :   |
| 1975-----     | 110,160    | 7       | -       | 110,167 | 36,301  | 490               | - : 146,958                                       |
| 1976-----     | 151,722    | 13,162  | -       | 164,884 | 16,943  | -                 | - : 181,827                                       |
| Jan.-August-- | :          | :       | :       | :       | :       | :                 | :   |
| 1975-----     | 139,989    | 7       | -       | 139,996 | 44,008  | 490               | - : 184,494                                       |
| 1976-----     | 190,535    | 16,096  | -       | 206,631 | 21,724  | -                 | - : 228,355                                       |
| -----         | -----      | -----   | -----   | -----   | -----   | -----             | -----   |

Source: Compiled from data presented in tables 10, 12, 13, and 14.

Table 20.—New passenger automobiles: U.S. retail new car sales, by dealers, of imports by Chrysler Corp., by countries of origin and makes, 1964-75, January-June-1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (In units) |         |          |         |             |                 | United Kingdom, France,<br>Plymouth : Simca : Cricket |  |
|------------------|------------|---------|----------|---------|-------------|-----------------|---|--|
|                  | Canada     |         |          | Japan   |             | Total           |   |  |
|                  | Plymouth   | Dodge   | Chrysler | Total   | Dodge, Colt | Plymouth, Arrow |   |  |
| 1964             | -          | -       | -        | -       | -           | -               | 9,957   |  |
| 1965             | 5          | 20,050  | -        | 20,055  | -           | -               | 13,205  |  |
| 1966             | 14,222     | 70,045  | -        | 84,267  | -           | -               | 12,844  |  |
| 1967             | 73,794     | 44,960  | -        | 118,754 | -           | -               | 7,425   |  |
| 1968             | 108,088    | 41,344  | -        | 149,432 | -           | -               | 5,517   |  |
| 1969             | 63,736     | 94,294  | -        | 158,030 | -           | -               | 7,776   |  |
| 1970             | 52,535     | 156,050 | -        | 208,585 | -           | -               | 6,035   |  |
| 1971             | 84,409     | 118,376 | -        | 202,785 | 28,381      | -               | 27,682  |  |
| 1972             | 133,543    | 90,015  | -        | 223,558 | 34,057      | -               | 13,888  |  |
| 1973             | 112,559    | 102,570 | -        | 215,129 | 35,523      | -               | 35,523  |  |
| 1974             | 78,563     | 79,579  | 25,150   | 183,292 | 42,925      | -               | 42,925  |  |
| 1975             | 11,594     | 42,586  | 171,365  | 225,545 | 60,356      | -               | 60,356  |  |
| January-June--   | -          | -       | -        | -       | -           | -               | -   |  |
| 1975             | 11,585     | 23,534  | 79,088   | 114,207 | 33,990      | -               | 33,990  |  |
| 1976             | -          | 19,829  | 95,385   | 115,214 | 22,323      | 9,305           | 31,628  |  |
| January-August-- | -          | -       | -        | -       | -           | -               | -   |  |
| 1975             | 11,587     | 28,665  | 107,458  | 147,710 | 45,009      | -               | 45,009  |  |
| 1976             | -          | 24,797  | 119,399  | 144,196 | 31,283      | 15,880          | 47,163  |  |

Source: Compiled from data presented in tables 10, 11, 14, and 15.

## SECTION V

RATIOS OF RETAIL U.S. NEW CAR SALES OF IMPORTED PASSENGER AUTOMOBILES TO APPARENT U.S. CONSUMPTION, BY COUNTRIES OF ORIGIN, MANUFACTURERS OR MAKES, AND MODELS (TABLES 21-27)

Table 21.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Canada to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1975, and January-August 1976

| Period         | General Motors Corp. |   |   |         |   |   |            |   |      |       | Ford Motor Co. |   |          |   |   |       |   |   |      |   | Chrysler Corp. |         |   |   |         |   |   |       |   |   | American: Studebaker |   |   |       |   |   |          |   |   |       |   |  |               |  |  |       |  |  |
|----------------|----------------------|---|---|---------|---|---|------------|---|------|-------|----------------|---|----------|---|---|-------|---|---|------|---|----------------|---------|---|---|---------|---|---|-------|---|---|----------------------|---|---|-------|---|---|----------|---|---|-------|---|--|---------------|--|--|-------|--|--|
|                | Chevrolet            |   |   | Pontiac |   |   | Oldsmobile |   |      | Buick |                |   | Cadillac |   |   | Total |   |   | Ford |   |                | Mercury |   |   | Lincoln |   |   | Total |   |   | Plymouth             |   |   | Dodge |   |   | Chrysler |   |   | Total |   |  | Motors: Corp. |  |  | Total |  |  |
|                | :                    | : | : | :       | : | : | :          | : | :    | :     | :              | : | :        | : | : | :     | : | : | :    | : | :              | :       | : | : | :       | : | : | :     | : | : | :                    | : | : | :     | : | : | :        | : | : | :     | : |  |               |  |  |       |  |  |
| 1964           | -                    | - | - | -       | - | - | -          | - | -    | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1965           | -                    | - | - | -       | - | - | -          | - | -    | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1966           | 0.04                 | - | - | -       | - | - | -          | - | -    | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1967           | .90                  | - | - | -       | - | - | 0.07       | - | 0.08 | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        |   |   |       |   |  |               |  |  |       |  |  |
| 1968           | .48                  | - | - | -       | - | - | .44        | - | .34  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1969           | 1.11                 | - | - | 0.36    | - | - | .29        | - | .32  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1970           | 1.01                 | - | - | .49     | - | - | .49        | - | .50  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1971           | 1.73                 | - | - | .81     | - | - | .81        | - | .81  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1972           | 1.54                 | - | - | .41     | - | - | .41        | - | .41  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1973           | 1.74                 | - | - | .33     | - | - | .33        | - | .33  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1974           | 2.71                 | - | - | .11     | - | - | .11        | - | .11  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1975           | 1.83                 | - | - | .11     | - | - | .29        | - | .28  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| January-June   | -                    | - | - | -       | - | - | -          | - | -    | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - | - |       |   |  |               |  |  |       |  |  |
| 1975           | 2.28                 | - | - | 1/      | - | - | .41        | - | .43  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1976           | 2.43                 | - | - | .31     | - | - | .20        | - | .25  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| January-August | -                    | - | - | -       | - | - | -          | - | -    | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - | - |       |   |  |               |  |  |       |  |  |
| 1975           | 1.95                 | - | - | 1/      | - | - | .36        | - | .38  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |
| 1976           | 1.95                 | - | - | .27     | - | - | .17        | - | .20  | -     | -              | - | -        | - | - | -     | - | - | -    | - | -              | -       | - | - | -       | - | - | -     | - | - | -                    | - | - | -     | - | - | -        | - |   |       |   |  |               |  |  |       |  |  |

<sup>1/</sup> Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 10.

Table 22.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Japan to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976—Continued

| Period          | U.S. manufacturers              |       |         |        |         |       | Toyota |       |        | Datsun |         |        |
|-----------------|---------------------------------|-------|---------|--------|---------|-------|--------|-------|--------|--------|---------|--------|
|                 | Chrysler                        | Total | Corolla | Celica | Mark II | Other | Total  | B-210 | 240-Z, | 260-Z, | PL 510; | PL 610 |
|                 | Dodge, Plymouth,<br>Colt, Arrow |       |         |        |         |       |        |       |        |        |         |        |
| 1964            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | .03   | 1/     | 1/     | 1/      | 1/     |
| 1965            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | .06   | 1/     | 1/     | 1/      | 1/     |
| 1966            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | .19   | 1/     | 1/     | 1/      | 1/     |
| 1967            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | .43   | 1/     | 1/     | 1/      | 1/     |
| 1968            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | .77   | 1/     | 1/     | 1/      | 1/     |
| 1969            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | 1.34  | 1/     | 1/     | 1/      | 1/     |
| 1970            | -                               | -     | -       | 1/     | 1/      | 1/    | 1/     | 2.33  | 1/     | 1/     | 1/      | 1/     |
| 1971            | 0.29                            | -     | 0.29    | 1/     | 1/      | 1/    | 1/     | 3.00  | 1/     | 1/     | 1/      | 1/     |
| 1972            | .32                             | -     | .32     | 1/     | 1/      | 1/    | 1/     | 2.81  | 1/     | 1/     | 1/      | 1/     |
| 1973            | .31                             | -     | .31     | 1.04   | 0.52    | 0.54  | 0.22   | 0.23  | 2.55   | 0.13   | 0.46    | 0.67   |
| 1974            | .49                             | -     | .49     | 1.19   | .68     | .61   | .16    | .09   | 2.73   | .83    | .52     | .38    |
| 1975            | .70                             | -     | .70     | 1.75   | .75     | .51   | .10    | .17   | 3.28   | 1.63   | .58     | .21    |
| January-June—   |                                 |       |         |        |         |       |        |       |        |        |         |        |
| 1975            | .83                             | -     | .83     | 1.75   | .80     | .57   | .14    | .10   | 3.36   | 1.56   | .55     | .28    |
| 1976            | .43                             | 0.18  | .61     | 1.59   | .94     | .36   | .06    | .13   | 3.08   | 1.43   | .56     | .15    |
| January-August— |                                 |       |         |        |         |       |        |       |        |        |         |        |
| 1975            | .81                             | -     | .81     | 1.84   | .83     | .55   | .12    | .12   | 3.46   | 1.69   | .60     | .27    |
| 1976            | .46                             | .23   | .69     | 1.75   | .96     | .37   | .06    | .13   | 3.27   | 1.43   | .57     | .14    |
|                 |                                 |       |         |        |         |       |        |       |        |        |         |        |

See footnotes at end of table.

Table 22.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Japan to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period           | (In percent based on quantity) |      |       |       |      |      |       |      |       |       | Honda | Subaru | Total |  |  |  |
|------------------|--------------------------------|------|-------|-------|------|------|-------|------|-------|-------|-------|--------|-------|--|--|--|
|                  | Datsun--Continued              |      |       | Mazda |      |      | Other |      |       |       |       |        |       |  |  |  |
|                  | PL 710                         | 1200 | Other | Total | RX-2 | RX-3 | RX-4  | 808  | Other | Total |       |        |       |  |  |  |
| 1964             | 1/                             | 1/   | 1/    | 0.08  | -    | -    | -     | -    | -     | -     | -     | -      | 0.11  |  |  |  |
| 1965             | 1/                             | 1/   | 1/    | .14   | -    | -    | -     | -    | -     | -     | -     | -      | .20   |  |  |  |
| 1966             | 1/                             | 1/   | 1/    | .24   | -    | -    | -     | -    | -     | -     | -     | -      | .43   |  |  |  |
| 1967             | 1/                             | 1/   | 1/    | .40   | -    | -    | -     | -    | -     | -     | -     | -      | .83   |  |  |  |
| 1968             | 1/                             | 1/   | 1/    | .43   | -    | -    | -     | -    | -     | -     | -     | -      | 1.20  |  |  |  |
| 1969             | 1/                             | 1/   | 1/    | .65   | -    | -    | -     | -    | -     | -     | -     | -      | 2.02  |  |  |  |
| 1970             | 1/                             | 1/   | 1/    | 1.24  | 1/   | 1/   | 1/    | 1/   | 1/    | 0.02  | 0.05  | .07    | 3.71  |  |  |  |
| 1971             | 1/                             | 1/   | 1/    | 1.89  | 1/   | 1/   | 1/    | 1/   | 1/    | .21   | .10   | .14    | 5.63  |  |  |  |
| 1972             | 1/                             | 1/   | 1/    | 1.78  | 1/   | 1/   | 1/    | 1/   | 1/    | .50   | .19   | .23    | 5.83  |  |  |  |
| 1973             | -                              | 0.50 | 0.04  | 2.07  | 0.38 | 0.47 | -     | 0.05 | 0.02  | .92   | .34   | .33    | 6.52  |  |  |  |
| 1974             | 0.38                           | -    | .05   | 2.16  | .24  | .20  | 0.21  | .05  | .2/   | .70   | .49   | .26    | 6.83  |  |  |  |
| 1975             | .59                            | -    | .04   | 3.05  | .07  | .23  | .37   | .09  | .2/   | .76   | .19   | .48    | 9.46  |  |  |  |
| January-June--   |                                |      |       |       |      |      |       |      |       |       |       |        |       |  |  |  |
| 1975             | .60                            | -    | -     | 2.99  | .09  | .31  | .51   | .11  | .2/   | 1.02  | 1.15  | .45    | 9.80  |  |  |  |
| 1976             | .33                            | -    | .07   | 2.54  | -    | .05  | .11   | .07  | .14   | .37   | 1.17  | .44    | 8.21  |  |  |  |
| January-August-- |                                |      |       |       |      |      |       |      |       |       |       |        |       |  |  |  |
| 1975             | .62                            | -    | .04   | 3.22  | .09  | .30  | .50   | .11  | .2/   | 1.00  | 1.22  | .53    | 10.24 |  |  |  |
| 1976             | .33                            | -    | .13   | 2.60  | 1/   | 1/   | 1/    | 1/   | 1/    | .37   | 1.31  | .45    | 8.69  |  |  |  |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 11.

Table 23.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1975, and January-August 1976

| Period       | Volkswagen         |      |      |        |        |         |          |         |        |  | Audi-NSU |         |        |          |       |      |       |      |       |
|--------------|--------------------|------|------|--------|--------|---------|----------|---------|--------|--|----------|---------|--------|----------|-------|------|-------|------|-------|
|              | U.S. manufacturers |      |      | Type I |        |         |          | Type II |        |  | Type III | Type IV | Dasher | Scirocco | Total | Fox  | 100LS | NSU  | Total |
|              | Ford               | GM   | Opel | Total  | Type I | Type II | Type III | Type IV | Rabbit |  |          |         |        |          |       |      |       |      |       |
| 1964         | -                  | 0.18 |      | 0.18   | 1/     | 1/      | 1/       | 1/      |        |  |          |         |        |          | 3.43  | -    | -     | 0.01 |       |
| 1965         | -                  | .19  |      | .19    | 1/     | 1/      | 1/       | 1/      |        |  |          |         |        |          | 3.44  | -    | -     | .01  |       |
| 1966         | -                  | .36  |      | .36    | 1/     | 1/      | 1/       | 1/      |        |  |          |         |        |          | 4.19  | -    | -     | .01  |       |
| 1967         | -                  | .62  |      | .62    | 1/     | 1/      | 1/       | 1/      |        |  |          |         |        |          | 4.94  | -    | -     | .01  |       |
| 1968         | -                  | .90  |      | .90    | 1/     | 1/      | 1/       | 1/      |        |  |          |         |        |          | 5.54  | -    | -     | .01  |       |
| 1969         | -                  | .99  |      | .99    | 3.86   | 0.51    | 0.91     | 0.51    |        |  |          |         |        |          | 5.28  | -    | -     | 2/   |       |
| 1970         | 0.20               | 1.03 |      | 1.23   | 4.82   | .77     | 1.18     | -       |        |  |          |         |        |          | 6.77  | 1/   | 1/    | .10  |       |
| 1971         | .57                | .91  |      | 1.48   | 3.63   | .64     | .82      | 0.25    |        |  |          |         |        |          | 5.34  | 1/   | 1/    | .21  |       |
| 1972         | .87                | .65  |      | 1.52   | 3.40   | .44     | .46      | .30     |        |  |          |         |        |          | 4.60  | 1/   | 1/    | .27  |       |
| 1973         | .99                | .60  |      | 1.59   | 3.26   | .37     | .28      | .27     |        |  |          |         |        |          | 4.18  | 0.13 | 0.27  | .40  |       |
| 1974         | .86                | .68  |      | 1.54   | 2.79   | .34     | .27      | 2/      |        |  |          |         |        |          | 3.83  | .31  | .27   | .58  |       |
| 1975         | .63                | .46  |      | 1.09   | 1.05   | .25     | -        | .08     | 1.14   |  |          |         |        |          | 0.43  | 2/   | -     | .59  |       |
| Jan.-June—   |                    |      |      |        |        |         |          |         |        |  |          |         |        |          | .39   | 0.19 | 3.10  | .35  | -     |
| 1975         | .88                | .58  |      | 1.46   | 1.56   | .31     | -        | .14     | 1.33   |  |          |         |        |          | .53   | .21  | 4.08  | .42  | .71   |
| 1976         | .33                | .08  |      | .41    | 0.25   | .19     | -        | -       | 1.06   |  |          |         |        |          | .26   | .13  | .22   | .11  | .33   |
| Jan.-August— |                    |      |      |        |        |         |          |         |        |  |          |         |        |          | .11   | -    | -     | -    | -     |
| 1975         | .79                | .56  |      | 1.35   | 1.41   | .30     | -        | .11     | 1.24   |  |          |         |        |          | .48   | .20  | 3.74  | .40  | .67   |
| 1976         | .32                | .09  |      | .41    | .27    | .21     | -        | -       | 1.07   |  |          |         |        |          | .27   | .15  | .97   | .23  | .34   |
|              |                    |      |      |        |        |         |          |         |        |  |          |         |        |          | :     | :    | :     | :    | :     |

See footnotes at end of table.

Table 23.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, to apparent U.S. consumption, by manufacturers or makes, 1964-75, January-June 1975, January-August 1975, and January-August 1976—Continued

| Period      | Porsche |      |       | Mercedes-Benz |      |      | BMW  | Total |
|-------------|---------|------|-------|---------------|------|------|------|-------|
|             | 914     | 911  | Total | 240D          | 300D | 230  |      |       |
| 1964        | 1/      | 1/   | 0.06  | 1/            | 1/   | 1/   | 1/   | 3.77  |
| 1965        | 1/      | 1/   | .05   | 1/            | 1/   | 1/   | 1/   | 3.78  |
| 1966        | 1/      | 1/   | .06   | 1/            | 1/   | 1/   | 1/   | 4.75  |
| 1967        | 1/      | 1/   | .07   | 1/            | 1/   | 1/   | 1/   | 5.82  |
| 1968        | 1/      | 1/   | .07   | 1/            | 1/   | 1/   | 1/   | 6.83  |
| 1969        | 1/      | 1/   | .06   | 1/            | 1/   | 1/   | 1/   | 6.69  |
| 1970        | 1/      | 1/   | .16   | 1/            | 1/   | 1/   | 1/   | 8.73  |
| 1971        | 1/      | 1/   | .17   | 1/            | 1/   | 1/   | 1/   | 7.72  |
| 1972        | 1/      | 1/   | .19   | 1/            | 1/   | 1/   | 1/   | 7.14  |
| 1973        | 0.16    | 0.05 | .21   | 0.06          | —    | 0.02 | 0.05 | 6.88  |
| 1974        | .18     | .06  | .24   | .11           | 0.01 | .03  | .05  | 6.80  |
| 1975        | .13     | .06  | .19   | .12           | .08  | .02  | .07  | 5.69  |
| Jan.-June   |         |      |       |               |      |      |      |       |
| 1975        | .15     | .07  | .22   | .11           | .08  | .02  | .07  | 7.16  |
| 1976        | .06     | .06  | .12   | .05           | .01  | .02  | .03  | 3.41  |
| Jan.-August |         |      |       |               |      |      |      |       |
| 1975        | .17     | .06  | .23   | .13           | .08  | .02  | .07  | 6.73  |
| 1976        | .05     | .04  | .14   | .09           | .06  | .02  | .06  | 3.52  |

1/ Not available.  
2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 12.

United States International Trade Commission  
November 1976

Table 24.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Italy to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | U.S. manufacturers |       |      | Fiat    |      |       | Alfa Romeo |            |      | Total |
|------------------|--------------------|-------|------|---------|------|-------|------------|------------|------|-------|
|                  | Ford               | Total | 124  | 128/X19 | 131  | Other | Total      | Alfa Romeo |      |       |
|                  | Pantera            |       |      |         |      |       |            |            |      |       |
| 1964-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | 0.12       | 0.01       | 0.13 |       |
| 1965-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .08        | .02        | .10  |       |
| 1966-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .10        | .02        | .12  |       |
| 1967-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .19        | .01        | .34  |       |
| 1968-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .46        | .02        | .48  |       |
| 1969-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .45        | .02        | .47  |       |
| 1970-----:       | -                  | -     | 1/   | 1/      | -    | 1/    | .46        | .02        | .48  |       |
| 1971-----:       | 2/                 | 2/    | 1/   | 1/      | -    | 1/    | .56        | .02        | .59  |       |
| 1972-----:       | 0.01               | 0.01  | 1/   | 1/      | -    | 1/    | .51        | .02        | .55  |       |
| 1973-----:       | .02                | .02   | 0.23 | 0.17    | -    | 0.11  |            |            |      |       |
| 1974-----:       | .01                | .01   | .37  | .44     | -    | 2/    | .81        | .04        | .86  |       |
| 1975-----:       | .01                | .01   | .37  | .64     | 0.15 | .01   | 1.17       | .06        | 1.24 |       |
| January-June--   | :                  | :     | :    | :       | :    | :     | :          | :          | :    |       |
| 1975-----:       | .01                | .01   | .37  | .65     | .15  | .01   | 1.18       | .05        | 1.24 |       |
| 1976-----:       | -                  | -     | .13  | .29     | .17  | .02   | .61        | .06        | .67  |       |
| January-August-- | :                  | :     | :    | :       | :    | :     | :          | :          | :    |       |
| 1975-----:       | .01                | .01   | .38  | .66     | .15  | .01   | 1.20       | .06        | 1.27 |       |
| 1976-----:       | -                  | -     | .20  | .32     | .08  | .01   | .61        | .06        | .67  |       |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 13.

Table 25.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from the United Kingdom to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period    | U.S. manufacturers |         |            |       | British Leyland |                |               |               | Rootes |       |       |       | Rolls Royce/Bentley |       |                     |      |
|-----------|--------------------|---------|------------|-------|-----------------|----------------|---------------|---------------|--------|-------|-------|-------|---------------------|-------|---------------------|------|
|           | Chrysler           | Ford    | Eng. Ford/ | Total | MG              | Triumph/Jaguar | Austin/Healey | Morris/Jensen | Rover  | Total | Lotus | Total | Rootes              | Total | Rolls Royce/Bentley |      |
|           | Cricket            | Cortina |            |       |                 |                |               |               |        |       |       |       |                     |       |                     |      |
| 1964----- | -                  | 0.05    | 0.05       | 0.31  | 0.26            | 0.05           | 0.01          | 0.10          | -      | 1/    | 0.01  | 0.74  | 1/                  | 0.09  | 1/                  | 0.88 |
| 1965----- | -                  | .05     | .05        | .27   | .22             | .04            | .01           | .09           | -      | 1/    | .01   | .64   | 1/                  | .08   | 1/                  | .77  |
| 1966----- | -                  | .09     | .09        | .24   | .17             | .06            | .02           | .10           | -      | 1/    | .02   | .61   | 1/                  | .10   | 1/                  | .80  |
| 1967----- | -                  | .20     | .20        | .28   | .19             | .07            | .02           | .10           | -      | 0.01  | .03   | .70   | 1/                  | .09   | 1/                  | .99  |
| 1968----- | -                  | .26     | .26        | .25   | .20             | .06            | .11           | .06           | -      | 1/    | .02   | .70   | 1/                  | .04   | 1/                  | 1.00 |
| 1969----- | -                  | .23     | .23        | .31   | .17             | .06            | .17           | .06           | -      | -     | .01   | .78   | 0.01                | .03   | 1/                  | 1.05 |
| 1970----- | -                  | .12     | .12        | .37   | .20             | .09            | .16           | .01           | -      | -     | .02   | .85   | .01                 | .04   | 1/                  | 1.02 |
| 1971----- | 0.28               | .01     | .29        | .33   | .20             | .06            | .06           | -             | -      | -     | .01   | .66   | .01                 | 1/    | 1/                  | 0.96 |
| 1972----- | .13                | -       | .13        | .29   | .21             | .05            | .01           | -             | -      | -     | .01   | .57   | .01                 | -     | 0.01                | .72  |
| 1973----- | .04                | -       | .04        | .27   | .19             | .06            | .04           | -             | 0.01   | -     | .01   | .58   | .01                 | -     | .01                 | .64  |
| 1974----- | -                  | -       | -          | .29   | .21             | .06            | .05           | -             | .03    | -     | .01   | .65   | .01                 | -     | .01                 | .67  |
| 1975----- | -                  | -       | -          | .33   | .26             | .08            | .15           | -             | .03    | -     | 1/    | .85   | 1/                  | -     | .01                 | .86  |
| Jan.-June | -                  | -       | -          | -     | .33             | .26            | .08           | -             | .03    | -     | 1/    | -     | -                   | -     | -                   | -    |
| 1975----- | -                  | -       | -          | -     | .30             | .26            | .07           | .02           | -      | 2/    | -     | .65   | 2/                  | -     | 2/                  | .65  |
| 1976----- | -                  | -       | -          | -     | .35             | .29            | .09           | .21           | -      | .03   | -     | 1/    | .97                 | .01   | -                   | .99  |
| Jan.-Aug  | -                  | -       | -          | -     | .32             | .28            | .07           | .01           | -      | 2/    | -     | .68   | 2/                  | -     | 2/                  | .68  |
| 1975----- | -                  | -       | -          | -     | -               | -              | -             | -             | -      | -     | -     | -     | -                   | -     | -                   | -    |
| 1976----- | -                  | -       | -          | -     | -               | -              | -             | -             | -      | -     | -     | -     | -                   | -     | -                   | -    |

1/ Less than 0.005 percent.

2/ Not available.

Source: Compiled from data presented in tables 6 and 14.

Table 26.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Sweden to apparent U.S. consumption, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (In percent based on quantity) |         |       |       |       |        |       |       |       |  |
|------------------|--------------------------------|---------|-------|-------|-------|--------|-------|-------|-------|--|
|                  | Volvo                          |         |       |       | Saab  |        |       |       | Total |  |
|                  | 164                            | 140/240 | Other | Total | 99 LE | 99 EMS | Other | Total |       |  |
| 1964-----        | 1/                             | 1/      | 1/    | 0.22  | 1/    | 1/     | 1/    | 0.06  | 0.28  |  |
| 1965-----        | 1/                             | 1/      | 1/    | .19   | 1/    | 1/     | 1/    | .06   | .25   |  |
| 1966-----        | 1/                             | 1/      | 1/    | .28   | 1/    | 1/     | 1/    | .08   | .36   |  |
| 1967-----        | 1/                             | 1/      | 1/    | .41   | 1/    | 1/     | 1/    | .13   | .54   |  |
| 1968-----        | 1/                             | 1/      | 1/    | .41   | 1/    | 1/     | 1/    | .13   | .54   |  |
| 1969-----        | 1/                             | 1/      | 1/    | .38   | 1/    | 1/     | 1/    | .12   | .50   |  |
| 1970-----        | 1/                             | 1/      | 1/    | .53   | 1/    | 1/     | 1/    | .13   | .66   |  |
| 1971-----        | 1/                             | 1/      | 1/    | .49   | 1/    | 1/     | 1/    | .14   | .63   |  |
| 1972-----        | 1/                             | 1/      | 1/    | .50   | 1/    | 1/     | 1/    | .13   | .62   |  |
| 1973-----        | 0.13                           | 0.37    | 0.03  | .53   | 0.07  | 0.01   | 0.07  | .15   | .68   |  |
| 1974-----        | .16                            | .45     | -     | .61   | .11   | .01    | .03   | .15   | .76   |  |
| 1975-----        | .19                            | .50     | 2/    | .69   | .13   | .02    | .01   | .16   | .85   |  |
| January-June--   | :                              | :       | :     | :     | :     | :      | :     | :     | :     |  |
| 1975-----        | .22                            | .59     | 2/    | .81   | .15   | .03    | .01   | .19   | 1.00  |  |
| 1976-----        | .08                            | .26     | .06   | .40   | -     | .02    | .08   | .10   | .50   |  |
| January-August-- | :                              | :       | :     | :     | :     | :      | :     | :     | :     |  |
| 1975-----        | .21                            | .59     | 2/    | .80   | .13   | .03    | .01   | .17   | .97   |  |
| 1976-----        | 1/                             | 1/      | 1/    | .41   | 1/    | 1/     | 1/    | .10   | .51   |  |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 15.

Table 27.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from France to apparent U.S. consumption, by manufacturers or makes, 1964-75, January-June 1975, January-August 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period           | U.S. manufacturers |       |        | Peugeot |       |      | Renault |      |         | Citroen |       |      | Total |
|------------------|--------------------|-------|--------|---------|-------|------|---------|------|---------|---------|-------|------|-------|
|                  | Chrysler;          | Total | Diesel | Other   | Total | R-12 | R-15    | R-17 | Gordini | Other   | Total |      |       |
|                  | Simca              |       |        |         |       |      |         |      |         |         |       |      |       |
| 1964--           | 0.12               | 0.12  | -      | 0.04    | 0.04  | 1/   | 1/      | 1/   | 1/      | 1/      | 0.25  | 0.01 | 0.42  |
| 1965--           | .14                | .14   | -      | .04     | .04   | 1/   | 1/      | 1/   | 1/      | 1/      | .13   | .01  | .32   |
| 1966--           | .14                | .14   | -      | .03     | .03   | 1/   | 1/      | 1/   | 1/      | 1/      | .15   | .01  | .33   |
| 1967--           | .09                | .09   | -      | .05     | .05   | 1/   | 1/      | 1/   | 1/      | 1/      | .24   | .01  | .39   |
| 1968--           | .06                | .06   | -      | .04     | .04   | 1/   | 1/      | 1/   | 1/      | 1/      | .22   | .01  | .33   |
| 1969--           | .08                | .08   | -      | .04     | .04   | 1/   | 1/      | 1/   | 1/      | 1/      | .20   | .01  | .33   |
| 1970--           | .07                | .07   | -      | .06     | .06   | 1/   | 1/      | 1/   | 1/      | 1/      | .25   | .01  | .39   |
| 1971--           | .05                | .05   | -      | .06     | .06   | 1/   | 1/      | 1/   | 1/      | 1/      | .18   | .01  | .30   |
| 1972--           | .01                | .01   | -      | .05     | .05   | 1/   | 1/      | 1/   | 1/      | 1/      | .11   | .02  | .19   |
| 1973--           | -                  | -     | -      | .04     | .04   | 0.05 | 0.05    | 0.01 | -       | 0.01    | .08   | .01  | .13   |
| 1974--           | -                  | -     | 0.04   | .05     | .09   | .09  | .01     | 2/   | .01     | 2/      | .11   | .01  | .20   |
| 1975--           | -                  | -     | .07    | .06     | .13   | .06  | 2/      | 2/   | .01     | -       | .07   | -    | .20   |
| January-June--   | -                  | -     | -      | .07     | .06   | .13  | .06     | 2/   | .01     | -       | .07   | -    | .20   |
| 1975--           | -                  | -     | -      | .05     | .05   | .10  | .02     | 2/   | 2/      | .04     | .06   | -    | .16   |
| 1976--           | -                  | -     | -      | .07     | .06   | .13  | .06     | .01  | 2/      | .01     | .08   | -    | .21   |
| January-August-- | -                  | -     | -      | .07     | .06   | .10  | 1/      | 1/   | 1/      | 1/      | .06   | -    | .16   |
| 1975--           | -                  | -     | 1/     | 1/      | 1/    | 1/   | 1/      | 1/   | 1/      | 1/      | .06   | -    | .16   |
| 1976--           | -                  | -     | -      | -       | -     | -    | -       | -    | -       | -       | -     | -    | -     |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 16.

SECTION VI

RATIOS OF U.S. RETAIL NEW CAR SALES OF PASSENGER AUTOMOBILES IMPORTED  
BY U.S. MOTOR-VEHICLE MANUFACTURERS (TABLES 28-31)

Table 28.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources to apparent U.S. consumption, 1964-75, January-June 1975, January-August 1976, and January-August 1976

(In percent based on quantity)

| Sales of imported vehicles from Canada |                    |      |          |      |                   |       |       |
|--|--------------------|------|----------|------|-------------------|-------|-------|
| Total                                  | U.S. manufacturers |      |          |      | All other imports |       |       |
|  | General Motors     | Ford | Chrysler | AMC  | Studebaker        | Total | Total |
| 1964--                                 | -                  | 0.02 | -        | -    | 0.13              | 0.15  | 0.15  |
| 1965--                                 | -                  | .02  | 0.22     | -    | .12               | .36   | .36   |
| 1966--                                 | 0.04               | .69  | .95      | 0.10 | .02               | 1.80  | 1.80  |
| 1967--                                 | 1.05               | 1.13 | 1.43     | .32  | -                 | 3.93  | 3.93  |
| 1968--                                 | 1.26               | 1.91 | 1.59     | .36  | -                 | 5.12  | 5.12  |
| 1969--                                 | 2.08               | 3.10 | 1.68     | .32  | -                 | 7.18  | 7.18  |
| 1970--                                 | 1.50               | 3.62 | 2.48     | .50  | -                 | 8.10  | 8.10  |
| 1971--                                 | 2.54               | 2.95 | 2.07     | .39  | -                 | 7.95  | 7.95  |
| 1972--                                 | 1.95               | 3.36 | 2.12     | .50  | -                 | 7.93  | 7.93  |
| 1973--                                 | 2.07               | 3.07 | 1.89     | .55  | -                 | 7.58  | 7.58  |
| 1974--                                 | 3.04               | 3.55 | 2.10     | .49  | -                 | 9.18  | 9.18  |
| 1975--                                 | 2.51               | 2.72 | 2.61     | .43  | -                 | 8.27  | 8.27  |
| Jan.-June--                            | -                  | -    | -        | -    | -                 | -     | -     |
| 1975--                                 | 3.12               | 2.69 | 2.79     | .44  | -                 | 9.04  | 9.04  |
| 1976--                                 | 3.19               | 3.19 | 2.23     | .38  | -                 | 8.99  | 8.99  |
| Jan.-August--                          | -                  | -    | -        | -    | -                 | -     | -     |
| 1975--                                 | 2.69               | 2.51 | 2.65     | .42  | -                 | 8.27  | 8.27  |
| 1976--                                 | 2.59               | 3.02 | 2.10     | .34  | -                 | 8.05  | 8.05  |
| --                                     | --                 | --   | --       | --   | --                | --    | --    |

Table 28.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources to apparent U.S. consumption, 1964-75, January-June 1975, January-August 1975, and January-August 1976--  
Continued

| Period        | Sales of imported vehicles from all other sources |      |          |                   |       | Total |  |
|---------------|---|------|----------|-------------------|-------|-------|--|
|               | U.S. manufacturers                                |      |          | All other imports |       |       |  |
|               | General Motors                                    | Ford | Chrysler |                   |       |       |  |
| 1964          | .18   | .05  | .12      | 0.35              | 5.24  | 5.59  |  |
| 1965          | .19   | .05  | .14      | .38               | 5.04  | 5.42  |  |
| 1966          | .36   | .09  | .14      | .59               | 6.20  | 6.79  |  |
| 1967          | .62   | .20  | .09      | .91               | 7.87  | 8.78  |  |
| 1968          | .90   | .26  | .06      | 1.22              | 9.02  | 10.24 |  |
| 1969          | .99   | .23  | .08      | 1.30              | 9.77  | 11.07 |  |
| 1970          | 1.03  | .32  | .07      | 1.42              | 13.56 | 14.98 |  |
| 1971          | .91   | .58  | .62      | 2.11              | 13.61 | 15.72 |  |
| 1972          | .65   | .88  | .46      | 1.99              | 13.10 | 15.09 |  |
| 1973          | .60   | 1.01 | .35      | 1.96              | 13.44 | 15.40 |  |
| 1974          | .68   | .87  | .49      | 2.04              | 14.08 | 16.12 |  |
| 1975          | .46   | .64  | .70      | 1.80              | 16.50 | 18.30 |  |
| Jan.-June--   | ..  | ..   | ..       | ..                | ..    | ..    |  |
| 1975          | .58   | .89  | .83      | 2.30              | 18.09 | 20.39 |  |
| 1976          | .08   | .33  | .61      | 1.02              | 12.58 | 13.60 |  |
| Jan.-August-- | ..  | ..   | ..       | ..                | ..    | ..    |  |
| 1975          | .56   | .80  | .81      | 2.17              | 18.24 | 20.41 |  |
| 1976          | .09   | .32  | .69      | 1.10              | 13.13 | 14.23 |  |

Table 28.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the 8 principal sources to apparent U.S. consumption, 1964-75, January-June 1975, January-August 1975, and January-August 1976--  
Continued

| Period        | Total sales of imports |      |          |      |            |            |       |         | All other imports |         | Total   |       |
|---------------|------------------------|------|----------|------|------------|------------|-------|---------|-------------------|---------|---------|-------|
|               | U.S. manufacturers     |      |          |      | Studebaker |            |       |         | Imports           |         | Imports |       |
|               | General Motors         | Ford | Chrysler | AMC  | AMC        | Studebaker | Total | Imports | Imports           | Imports | Imports |       |
| 1964          | 0.18                   | 0.07 | 0.12     | -    | 0.13       | -          | 0.50  | 5.24    | 5.74              | 5.04    | 5.78    |       |
| 1965          | .19                    | .07  | .36      | -    | .12        | -          | .74   | 6.20    | 8.59              | 6.20    | 8.59    |       |
| 1966          | .40                    | .78  | 1.09     | 0.10 | .02        | -          | 2.39  | 7.87    | 12.71             | 7.87    | 12.71   |       |
| 1967          | 1.67                   | 1.33 | 1.52     | .32  | -          | -          | 4.84  | 9.02    | 15.36             | 9.02    | 15.36   |       |
| 1968          | 2.16                   | 2.17 | 1.65     | .36  | -          | -          | 6.34  | 8.48    | 18.25             | 8.48    | 18.25   |       |
| 1969          | 3.07                   | 3.33 | 1.76     | .32  | -          | -          | 9.52  | 13.56   | 23.08             | 9.77    | 23.08   |       |
| 1970          | 2.53                   | 3.94 | 2.55     | .50  | -          | -          | 10.06 | 13.61   | 23.67             | 10.06   | 23.67   |       |
| 1971          | 3.45                   | 3.53 | 2.69     | .39  | -          | -          | 9.92  | 13.10   | 23.02             | 9.92    | 23.02   |       |
| 1972          | 2.60                   | 4.24 | 2.58     | .50  | -          | -          | 9.54  | 13.44   | 22.98             | 9.54    | 22.98   |       |
| 1973          | 2.67                   | 4.08 | 2.24     | .55  | -          | -          | 11.22 | 14.08   | 25.30             | 11.22   | 25.30   |       |
| 1974          | 3.72                   | 4.42 | 2.59     | .49  | -          | -          | 10.07 | 16.50   | 26.57             | 10.07   | 26.57   |       |
| 1975          | 2.97                   | 3.36 | 3.31     | .43  | -          | -          | -     | -       | -                 | -       | -       |       |
| Jan.-June--   | :                      | :    | :        | :    | :          | :          | -     | 11.34   | 18.09             | 29.43   | 11.34   | 29.43 |
| 1975          | 3.70                   | 3.58 | 3.62     | .44  | -          | -          | 10.01 | 12.58   | 22.59             | 10.01   | 22.59   |       |
| 1976          | 3.27                   | 3.52 | 2.84     | .38  | -          | -          | -     | -       | -                 | -       | -       |       |
| Jan.-August-- | :                      | :    | :        | :    | -          | -          | 10.44 | 18.24   | 28.68             | 10.44   | 28.68   |       |
| 1975          | 3.25                   | 3.31 | 3.46     | .42  | -          | -          | 9.15  | 13.13   | 22.28             | 9.15    | 22.28   |       |
| 1976          | 2.68                   | 3.34 | 2.79     | .34  | -          | -          | -     | -       | -                 | -       | -       |       |

Source: Compiled from data presented in tables 6 and 17.

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Table 29.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by General Motors Corp. to apparent U.S. consumption, by countries of origin and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period        | Canada    |         |            |       |          | West Germany:<br>and Belgium,<br>Opel |      |   | Total |
|---------------|-----------|---------|------------|-------|----------|---------------------------------------|------|---|-------|
|               | Chevrolet | Pontiac | Oldsmobile | Buick | Cadillac |                                       |      |   |       |
| 1964-         | -         | -       | -          | -     | -        | -                                     | -    | - | 0.18  |
| 1965-         | -         | -       | -          | -     | -        | -                                     | -    | - | .19   |
| 1966-         | 0.04      | -       | -          | -     | -        | -                                     | 0.04 | - | .40   |
| 1967-         | .90       | -       | -          | 0.07  | 0.08     | -                                     | 1.05 | - | 1.67  |
| 1968-         | .48       | -       | .44        | .34   | -        | -                                     | 1.26 | - | 2.16  |
| 1969-         | 1.11      | 0.36    | .29        | .32   | -        | -                                     | 2.08 | - | 3.07  |
| 1970-         | 1.01      | .49     | -          | -     | -        | -                                     | 1.50 | - | 2.53  |
| 1971-         | 1.73      | .81     | -          | -     | -        | -                                     | 2.54 | - | 3.45  |
| 1972-         | 1.54      | .41     | -          | -     | -        | -                                     | 1.95 | - | 2.60  |
| 1973-         | 1.74      | .33     | -          | -     | -        | -                                     | 2.07 | - | 2.67  |
| 1974-         | 2.71      | .11     | .11        | .11   | -        | -                                     | 3.04 | - | 3.72  |
| 1975-         | 1.83      | .11     | .29        | .28   | -        | -                                     | 2.51 | - | 2.97  |
| Jan.-June--   |           |         |            |       |          |                                       |      |   |       |
| 1975-         | 2.28      | 1/      | .41        | .43   | -        | -                                     | 3.12 | - | .58   |
| 1976-         | 2.43      | .31     | .20        | .25   | -        | -                                     | 3.19 | - | .08   |
| Jan.-August-- |           |         |            |       |          |                                       |      |   |       |
| 1975-         | 1.95      | 1/      | .36        | .38   | -        | -                                     | 2.69 | - | .56   |
| 1976-         | 1.95      | .27     | .17        | .20   | -        | -                                     | 2.59 | - | .09   |
|               |           |         |            |       |          |                                       |      |   |       |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 18.

United States International Trade Commission  
November 1976

Table 30.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by Ford Motor Co., to apparent U.S. consumption, by countries of origin and makes, 1964-75, January-June 1975, January-August 1976, January-August 1975, and January-August 1976

| Period        | (In percent based on quantity) |         |         |                  |       |          |    | United Kingdom,<br>Pantera | Ford/<br>Cortina | Total |
|---------------|--------------------------------|---------|---------|------------------|-------|----------|----|----------------------------|------------------|-------|
|               | Canada                         |         |         | West             |       | Germany, |    |                            |                  |       |
|               | Ford                           | Mercury | Lincoln | Total,<br>Canada | Capri |          |    |                            |                  |       |
| 1964          | 0.02                           | 1/      | ..      | 0.02             | ..    | ..       | .. | ..                         | ..               | 0.07  |
| 1965          | .02                            | -       | ..      | .02              | ..    | ..       | .. | ..                         | ..               | .07   |
| 1966          | .68                            | 0.01    | ..      | .69              | ..    | ..       | .. | ..                         | ..               | .78   |
| 1967          | 1.08                           | .05     | ..      | 1.13             | ..    | ..       | .. | ..                         | ..               | 1.33  |
| 1968          | 1.72                           | .19     | ..      | 1.91             | ..    | ..       | .. | ..                         | ..               | 2.17  |
| 1969          | 2.85                           | .25     | ..      | 3.10             | ..    | ..       | .. | ..                         | ..               | 3.33  |
| 1970          | 3.37                           | .25     | ..      | 3.62             | ..    | ..       | .. | ..                         | ..               | 3.94  |
| 1971          | 2.72                           | .23     | ..      | 2.95             | ..    | .57      | .. | 1/                         | ..               | 3.53  |
| 1972          | 3.15                           | .21     | ..      | 3.36             | ..    | .87      | .. | 0.01                       | ..               | 4.24  |
| 1973          | 2.93                           | .14     | ..      | 3.07             | ..    | .99      | .. | .02                        | ..               | 4.08  |
| 1974          | 3.51                           | .04     | ..      | 3.55             | ..    | .86      | .. | .01                        | ..               | 4.42  |
| 1975          | 2.71                           | .01     | ..      | 2.72             | ..    | .63      | .. | .01                        | ..               | 3.36  |
| Jan.-June--   | ..                             | ..      | ..      | ..               | ..    | ..       | .. | ..                         | ..               | ..    |
| 1975          | 2.69                           | 1/      | ..      | 2.69             | ..    | .88      | .. | .01                        | ..               | 3.58  |
| 1976          | 2.94                           | .25     | ..      | 3.19             | ..    | .33      | .. | -                          | ..               | 3.52  |
| Jan.-August-- | ..                             | ..      | ..      | ..               | ..    | ..       | .. | ..                         | ..               | ..    |
| 1975          | 2.51                           | 1/      | ..      | 2.51             | ..    | .79      | .. | .01                        | ..               | 3.31  |
| 1976          | 2.79                           | .23     | ..      | 3.02             | ..    | .32      | .. | -                          | ..               | 3.34  |
|               | ..                             | ..      | ..      | ..               | ..    | ..       | .. | ..                         | ..               | ..    |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 19.

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Table 31.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by Chrysler Corp. to apparent U.S. consumption, by countries of origin and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | (In percent based on quantity) |       |          |       |       |          |                                     |          |         |       |
|------------------|--------------------------------|-------|----------|-------|-------|----------|-------------------------------------|----------|---------|-------|
|                  | Canada                         |       |          | Japan |       |          | United Kingdom, France, Simca Total |          |         |       |
|                  | Plymouth                       | Dodge | Chrysler | Total | Dodge | Plymouth | Total                               | Plymouth | Cricket | Total |
| 1964             | -                              | -     | -        | -     | -     | -        | -                                   | -        | -       | -     |
| 1965             | 1/                             | .22   | -        | .22   | -     | -        | -                                   | -        | -       | .12   |
| 1966             | .16                            | .79   | -        | .95   | -     | -        | -                                   | -        | -       | .36   |
| 1967             | .89                            | .54   | -        | 1.43  | -     | -        | -                                   | -        | -       | 1.09  |
| 1968             | 1.15                           | .44   | -        | 1.59  | -     | -        | -                                   | -        | -       | 1.52  |
| 1969             | .68                            | 1.00  | -        | 1.68  | -     | -        | -                                   | -        | -       | 1.65  |
| 1970             | .62                            | 1.86  | -        | 2.48  | -     | -        | -                                   | -        | -       | 1.76  |
| 1971             | .86                            | 1.21  | -        | 2.07  | .29   | 0.29     | -                                   | 0.29     | -       | 2.55  |
| 1972             | 1.27                           | .85   | -        | 2.12  | .32   | -        | .32                                 | .13      | .05     | 2.69  |
| 1973             | .99                            | .90   | -        | 1.89  | .31   | -        | .31                                 | .04      | .01     | 2.58  |
| 1974             | .90                            | .91   | 0.29     | 2.10  | .49   | -        | .49                                 | -        | -       | 2.24  |
| 1975             | .13                            | .49   | 1.99     | 2.61  | .70   | -        | .70                                 | -        | -       | 2.59  |
| January-June--   | -                              | -     | -        | -     | -     | -        | -                                   | -        | -       | 3.31  |
| 1975             | .28                            | .57   | 1.94     | 2.79  | .83   | -        | .83                                 | -        | -       | 3.62  |
| 1976             | -                              | .38   | 1.85     | 2.23  | .43   | .18      | .61                                 | -        | -       | 2.84  |
| January-August-- | -                              | -     | -        | -     | -     | -        | -                                   | -        | -       | -     |
| 1975             | .21                            | .51   | 1.93     | 2.65  | .81   | -        | .81                                 | -        | -       | 3.46  |
| 1976             | -                              | .36   | 1.74     | 2.10  | .46   | .23      | .69                                 | -        | -       | 2.79  |
|                  | -                              | -     | -        | -     | -     | -        | -                                   | -        | -       | -     |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 6 and 20.

SECTION VII

RATIOS OF U.S. RETAIL NEW CAR SALES OF IMPORTS TO TOTAL U.S.  
RETAIL SALES OF IMPORTED PASSENGER AUTOMOBILES, BY COUNTRIES  
OF ORIGIN, MANUFACTURERS OR MAKES, AND MODELS  
(TABLES 32-38)

Table 32.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Canada to total U.S. import sales, by manufacturers and makes, 1964-75, January-June 1976, January-August 1975, and January-August 1976

| Period<br>let | (In percent based on quantity) |         |         |                |          |       |                |         |         |                    |
|---------------|--------------------------------|---------|---------|----------------|----------|-------|----------------|---------|---------|--------------------|
|               | General Motors Corp.           |         |         | Ford Motor Co. |          |       | Chrysler Corp. |         |         | American<br>Motors |
|               | Chevrolet                      | Pontiac | Oldsmo- | Buick          | Cadillac | Total | Ford           | Mercury | Lincoln | Total              |
| 1964          | -                              | -       | -       | -              | -        | -     | 0.36           | 0.04    | -       | 0.40               |
| 1965          | -                              | -       | -       | -              | -        | -     | .30            | -       | .30     | 1/                 |
| 1966          | 0.45                           | -       | -       | -              | -        | -     | .45            | .92     | .15     | 8.07               |
| 1967          | 7.10                           | -       | 0.53    | 0.60           | -        | -     | 8.23           | 8.46    | .43     | 8.89               |
| 1968          | 3.14                           | -       | 2.84    | 2.23           | -        | -     | 8.21           | 11.20   | 1.24    | 12.44              |
| 1969          | 6.14                           | 1.97    | 1.56    | 1.74           | -        | -     | 11.41          | 15.58   | 1.37    | 16.95              |
| 1970          | 4.41                           | 2.11    | -       | -              | -        | -     | 6.52           | 14.62   | 1.07    | 15.69              |
| 1971          | 7.32                           | 3.41    | -       | -              | -        | -     | 10.73          | 11.51   | .98     | 12.49              |
| 1972          | 6.67                           | 1.78    | -       | -              | -        | -     | 8.45           | 13.71   | .92     | 14.63              |
| 1973          | 7.60                           | 1.43    | -       | -              | -        | -     | 9.03           | 12.73   | .62     | 13.35              |
| 1974          | 10.67                          | .45     | .45     | .44            | -        | -     | 12.01          | 13.91   | .14     | 14.05              |
| 1975          | 6.88                           | .41     | 1.09    | 1.06           | -        | -     | 9.44           | 10.17   | .04     | 10.21              |
| Jan.-June--   | :                              | :       | :       | :              | :        | :     | :              | :       | :       | :                  |
| 1975          | 7.76                           | .01     | 1.38    | 1.48           | -        | -     | 10.63          | 9.14    | 1/      | 9.14               |
| 1976          | 10.72                          | 1.39    | .91     | 1.11           | -        | -     | 14.13          | 12.99   | 1.13    | 14.12              |
| Jan.-Aug.--   | 6.79                           | .01     | 1.24    | 1.31           | -        | -     | 9.35           | 8.77    | 1/      | 8.77               |
| 1976--        | 8.74                           | 1.20    | .77     | .92            | -        | -     | 11.63          | 12.47   | 1.06    | 13.53              |
| :             | :                              | :       | :       | :              | :        | :     | :              | :       | :       | :                  |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 10.

Table 33.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Japan to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period           | U.S. manufacturers |          |       |         | Toyota |        |         |       |
|------------------|--------------------|----------|-------|---------|--------|--------|---------|-------|
|                  | Chrysler           | Corp.    | Total | Corolla | Celica | Corona | Mark II | Other |
|                  | Dodge              | Plymouth | Colt  | Arrow   |        |        |         |       |
|                  |                    |          |       |         |        |        |         |       |
| 1964             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 0.44  |
| 1965             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 1.02  |
| 1966             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 2.26  |
| 1967             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 3.41  |
| 1968             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 4.99  |
| 1969             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 7.38  |
| 1970             | -                  | -        | -     | 1/      | 1/     | 1/     | 1/      | 10.12 |
| 1971             | 1.22               | -        | 1.22  | 1/      | 1/     | 1/     | 1/      | 12.70 |
| 1972             | 1.40               | -        | 1.40  | 1/      | 1/     | 1/     | 1/      | 12.20 |
| 1973             | 1.36               | -        | 1.36  | 4.47    | 2.28   | 2.34   | 0.97    | 11.07 |
| 1974             | 1.94               | -        | 1.94  | 4.67    | 2.68   | 2.40   | .64     | 10.76 |
| 1975             | 2.63               | -        | 2.63  | 6.59    | 2.83   | 1.93   | .38     | .65   |
| January-June--   |                    |          |       |         |        |        |         |       |
| 1975             | 2.82               | -        | 2.82  | 5.95    | 2.71   | 1.95   | .47     | .33   |
| 1976             | 1.91               | 0.80     | 2.71  | 6.97    | 4.20   | 1.60   | .26     | .58   |
| January-August-- |                    |          |       |         |        |        |         |       |
| 1975             | 2.82               | -        | 2.82  | 6.40    | 2.90   | 1.92   | .43     | .41   |
| 1976             | 2.05               | 1.04     | 3.09  | 7.83    | 4.33   | 1.67   | .25     | .57   |
|                  |                    |          |       |         |        |        |         |       |

See footnotes at end of table.

Table 33.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Japan to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

(In percent based on quantity)

| Period           | Datsun |       |        |        |        |       | Total |
|------------------|--------|-------|--------|--------|--------|-------|-------|
|                  | 240-Z  | 260-Z | PL 510 | PL 610 | PL 710 | 1200  |       |
|                  | B-210  | 260-Z | PL 510 | PL 610 | PL 710 | Other |       |
| 1964             | ..     | ..    | ..     | ..     | ..     | ..    | ..    |
| 1965             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1966             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1967             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1968             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1969             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1970             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1971             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1972             | 1/     | 1/    | 1/     | 1/     | 1/     | 1/    | 1/    |
| 1973             | 0.58   | 2.01  | 1.17   | 2.88   | -      | 2.19  | 0.17  |
| 1974             | 3.31   | 2.05  | -      | 1.49   | 1.51   | -     | 9.00  |
| 1975             | 6.10   | 2.19  | -      | .81    | 2.22   | -     | 8.55  |
| January-June--   | ..     | ..    | ..     | ..     | ..     | ..    | 11.48 |
| 1975-            | 5.29   | 1.87  | -      | .95    | 2.04   | -     | -     |
| 1976-            | 6.31   | 2.50  | -      | .66    | 1.48   | -     | .31   |
| January-August-- | ..     | ..    | ..     | ..     | ..     | ..    | 11.26 |
| 1975-            | 5.87   | 2.10  | -      | .93    | 2.17   | -     | .15   |
| 1976--           | 6.43   | 2.54  | -      | .64    | 1.50   | -     | .56   |
|                  | ..     | ..    | ..     | ..     | ..     | ..    | 11.67 |

See footnotes at end of table.

Table 33.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Japan to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

(In percent based on quantity)

| Period         | Mazda |      |      |      |       |       | Honda |      |      | Subaru |      |       | Total |       |       |
|----------------|-------|------|------|------|-------|-------|-------|------|------|--------|------|-------|-------|-------|-------|
|                | RX-2  | RX-3 | RX-4 | 808  | Other | Total |       |      |      |        |      |       |       |       |       |
| 1964           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 1.85  |
| 1965           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 3.38  |
| 1966           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 5.00  |
| 1967           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 6.56  |
| 1968           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 7.82  |
| 1969           | -     | -    | -    | -    | -     | -     | -     | -    | -    | -      | -    | -     | -     | -     | 7.82  |
| 1970           | 1/    | 1/   | 1/   | 1/   | 1/    | 1/    | 1/    | 1/   | 1/   | 0.11   | 0.21 | 0.15  | 0.29  | 0.29  | 11.07 |
| 1971           | 1/    | 1/   | 1/   | 1/   | 1/    | 1/    | 1/    | 1/   | 1/   | .88    | .41  | .61   | .61   | .61   | 23.80 |
| 1972           | 1/    | 1/   | 1/   | 1/   | 1/    | 1/    | 1/    | 1/   | 1/   | 2.18   | .84  | .99   | .99   | .99   | 25.33 |
| 1973           | 1.66  | 2.03 | -    | 0.23 | 0.09  | 4.01  | 1.49  | 1.49 | 1.49 | 1.44   | 1.44 | 1.44  | 1.44  | 1.44  | 28.37 |
| 1974           | .96   | .77  | 0.84 | .19  | .01   | 2.77  | 1.95  | 1.95 | 1.95 | 1.04   | 1.04 | 1.04  | 1.04  | 1.04  | 27.01 |
| 1975           | .25   | .85  | 1.42 | .32  | .01   | 2.85  | 4.47  | 4.47 | 4.47 | 1.81   | 1.81 | 1.81  | 1.81  | 1.81  | 35.62 |
| January-June   |       |      |      |      |       |       |       |      |      |        |      |       |       |       |       |
| 1975           | .31   | 1.04 | 1.71 | .39  | .01   | 3.46  | 3.92  | 3.92 | 3.92 | 1.53   | 1.53 | 1.53  | 1.53  | 1.53  | 33.29 |
| 1976           | -     | .20  | .48  | .33  | .63   | 1.64  | 5.20  | 5.20 | 5.20 | 1.93   | 1.93 | 1.93  | 1.93  | 1.93  | 36.35 |
| January-August |       |      |      |      |       |       |       |      |      |        |      |       |       |       |       |
| 1975           | .31   | 1.04 | 1.73 | .39  | .01   | 3.48  | 4.26  | 4.26 | 4.26 | 1.84   | 1.84 | 1.84  | 1.84  | 1.84  | 35.68 |
| 1976           | 1/    | 1/   | 1/   | 1/   | 1/    | 1/    | 1/    | 1/   | 1/   | 5.87   | 2.02 | 38.98 | 38.98 | 38.98 |       |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 11.

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Table 34.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1976, January-June 1976, and January-August 1976

| Period          | Volkswagen         |       |         |            |         |          |           |          |         |           | Audi-NSU |      |         |      |
|-----------------|--------------------|-------|---------|------------|---------|----------|-----------|----------|---------|-----------|----------|------|---------|------|
|                 | U.S. manufacturers |       |         | Volkswagen |         |          |           |          |         |           |          |      |         |      |
|                 | General            | Ford, | Motors, | Total      | Type I: | Type II: | Type III: | Type IV: | Dasher: | Scirocco: | Total    | Fox  | 100 LS: | NSU: |
| 1964            | 3.21               | 3.21  | 3.21    | 1/         | 1/      | 1/       | 1/        | 1/       | 1/      | 1/        | 59.95    | -    | -       | 0.09 |
| 1965            | 3.25               | 3.25  | 3.25    | 1/         | 1/      | 1/       | 1/        | 1/       | 1/      | 1/        | 59.71    | -    | -       | .10  |
| 1966            | 4.16               | 4.16  | 4.16    | 1/         | 1/      | 1/       | 1/        | 1/       | 1/      | 1/        | 48.92    | -    | -       | .08  |
| 1967            | 4.90               | 4.90  | 4.90    | 1/         | 1/      | 1/       | 1/        | 1/       | 1/      | 1/        | 38.77    | -    | -       | .05  |
| 1968            | 5.88               | 5.88  | 5.88    | 1/         | 1/      | 1/       | 1/        | 1/       | 1/      | 1/        | 36.01    | -    | -       | .02  |
| 1969            | 5.43               | 5.43  | 5.43    | 21.18      | 2.78    | 5.01     | -         | -        | -       | -         | 28.97    | -    | -       | .01  |
| 1970            | 0.89               | 4.42  | 5.31    | 20.88      | 3.35    | 5.10     | -         | -        | -       | -         | 29.33    | 1/   | 1/      | .41  |
| 1971            | 2.42               | 3.81  | 6.23    | 15.28      | 2.72    | 3.46     | 1.07      | -        | -       | -         | 22.53    | 1/   | 1/      | .90  |
| 1972            | 3.78               | 2.84  | 6.62    | 14.75      | 1.93    | 1.99     | 1.32      | -        | -       | -         | 20.01    | 1/   | 1/      | 1.18 |
| 1973            | 4.33               | 2.61  | 9.94    | 14.18      | 1.63    | 1.23     | 1.16      | -        | -       | -         | 18.20    | 0.57 | 1.19    | -    |
| 1974            | 3.40               | 2.68  | 6.08    | 11.03      | 1.35    | 2/       | 1.05      | 2/       | 1.68    | 0.02      | 15.13    | 1.20 | 1.08    | -    |
| 1975            | 2.38               | 1.73  | 4.11    | 4.01       | ,94     | -        | .29       | 4.29     | 1.45    | .70       | 11.68    | 1.34 | .89     | -    |
| January-June—   | :                  | :     | :       | :          | :       | :        | :         | :        | :       | :         | :        | :    | :       | 2.42 |
| 1975            | 3.02               | 1.95  | 4.97    | 5.30       | 1.06    | -        | .48       | 4.51     | 1.79    | .71       | 13.85    | 1.43 | .99     | -    |
| 1976            | 1.45               | .36   | 1.81    | 1.12       | .86     | -        | -         | 4.70     | 1.14    | .57       | 8.39     | .96  | .48     | -    |
| January-August— | :                  | :     | :       | :          | :       | :        | :         | :        | :       | :         | :        | :    | :       | 2.34 |
| 1975            | 2.76               | 1.97  | 4.73    | 4.93       | 1.05    | -        | .39       | 4.32     | 1.68    | .69       | 13.06    | 1.39 | .95     | -    |
| 1976            | 1.42               | .39   | 1.81    | 1.20       | .94     | -        | -         | 4.87     | 1.22    | .67       | 8.90     | 1.04 | .49     | -    |
|                 | :                  | :     | :       | :          | :       | :        | :         | :        | :       | :         | :        | :    | :       | 1.53 |

See footnotes at end of table.

Table 34.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1975, and January-August 1976--Continued

| Period           | Porsche |             | Mercedes-Benz |       |      |       |               |         | BMW  | Total |
|------------------|---------|-------------|---------------|-------|------|-------|---------------|---------|------|-------|
|                  | 914     | 911 : Total | 240 D         | 300 D | 230  | 280 C | 280 S/280 SE/ | 280 SEL |      |       |
| 1964             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1965             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1966             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1967             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1968             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1969             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1970             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1971             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1972             | 1/      | 1/          | 1/            | 1/    | 1/   | 1/    | 1/            | 1/      | 1/   | 1/    |
| 1973             | 0.69    | 0.22        | .91           | 0.24  | -    | 0.11  | 0.27          | 0.12    | 0.17 | 0.27  |
| 1974             | .73     | .22         | .95           | .45   | 0.03 | .11   | .28           | .12     | .02  | .20   |
| 1975             | .49     | .22         | .71           | .43   | .29  | .09   | -             | .27     | .13  | .12   |
| January-June--   |         |             |               |       |      |       |               |         |      |       |
| 1975             | .52     | .23         | .75           | .39   | .26  | .08   | -             | .24     | .12  | .10   |
| 1976             | .25     | .30         | .55           | .30   | .47  | .06   | -             | .07     | .13  | .08   |
| January-August-- |         |             |               |       |      |       |               |         |      |       |
| 1975             | .56     | .23         | .79           | .40   | .28  | .09   | -             | .26     | .13  | .11   |
| 1976             | .20     | .19         | .61           | .41   | .27  | .08   | -             | .26     | .12  | .11   |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 12.

Table 35.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Italy to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period               | U.S. manufacturers |       | Fiat |         | Alfa Romeo |       |
|----------------------|--------------------|-------|------|---------|------------|-------|
|                      | Ford               | Total | 124  | 128/X19 | 131        | Total |
|                      | Pantera            |       |      |         |            |       |
| 1964                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1965                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1966                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1967                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1968                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1969                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1970                 | -                  | -     | -    | 1/      | -          | 1/    |
| 1971                 | 0.01               | 0.01  | 0.01 | 1/      | -          | 1/    |
| 1972                 | .06                | .06   | .06  | 1/      | -          | 1/    |
| 1973                 | .07                | .07   | .07  | 1.01    | 0.74       | 0.48  |
| 1974                 | .06                | .06   | .06  | 1.45    | 1.74       | 2/    |
| 1975--January-June-- | .02                | .02   | .02  | 1.41    | 2.42       | 0.56  |
| 1975                 | .04                | .04   | .04  | 1.26    | 2.17       | .50   |
| 1976                 | -                  | -     | -    | .56     | 1.33       | .74   |
| January-August--     |                    |       |      |         |            |       |
| 1975                 | .03                | .03   | .03  | 1.33    | 2.30       | .53   |
| 1976                 | -                  | -     | -    | .88     | 1.50       | .35   |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 13.

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Table 36.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from the United Kingdom to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1976, January-August 1975, and January-August 1976

| (In percent based on quantity) |                    |      |       |                 |                |        |                             |        |        |       |
|--------------------------------|--------------------|------|-------|-----------------|----------------|--------|-----------------------------|--------|--------|-------|
| Period                         | U.S. manufacturers |      |       | British Leyland |                |        | Morris/Jensen/Austin/Healey |        |        | Total |
|                                | Chrysler           | Ford | Total | MG              | Triumph/Jaguar | Austin | Jensen                      | Morris | Healey |       |
| 1964                           | -                  | 0.89 | 0.89  | 5.26            | 4.52           | 0.86   | 0.14                        | 1.81   | -      | 0.05  |
| 1965                           | -                  | .90  | 0.90  | 4.51            | 3.61           | .74    | .17                         | 1.50   | -      | .02   |
| 1966                           | -                  | 1.06 | 1.06  | 2.82            | 2.00           | .67    | .18                         | 1.11   | -      | .01   |
| 1967                           | -                  | 1.58 | 1.58  | 2.12            | 1.45           | .56    | .15                         | .77    | -      | .08   |
| 1968                           | -                  | 1.68 | 1.68  | 1.69            | 1.27           | .36    | .72                         | .36    | -      | .01   |
| 1969                           | -                  | 1.24 | 1.24  | 1.65            | .92            | .34    | .95                         | .34    | -      | -     |
| 1970                           | -                  | .53  | .53   | 1.61            | .85            | .37    | .71                         | .06    | -      | -     |
| 1971                           | -                  | 1.20 | 1.20  | 1.38            | .86            | .25    | .26                         | .4     | -      | -     |
| 1972                           | -                  | .57  | .57   | 1.27            | .93            | .20    | .04                         | .04    | -      | -     |
| 1973                           | .18                | -    | -     | 1.21            | .81            | .25    | .18                         | .05    | -      | -     |
| 1974                           | -                  | -    | -     | 1.13            | .83            | .24    | .22                         | .14    | -      | -     |
| 1975                           | -                  | -    | -     | 1.22            | .99            | .30    | .58                         | .10    | -      | -     |
| Jan.-June--                    | -                  | -    | -     | 1.15            | .88            | .29    | .91                         | .09    | -      | -     |
| 1975                           | -                  | -    | -     | 1.35            | 1.13           | .32    | .07                         | .4     | -      | -     |
| 1976                           | -                  | -    | -     | 1.26            | 1.02           | .30    | .74                         | .09    | -      | -     |
| Jan.-Aug.--                    | -                  | -    | -     | 1.43            | 1.26           | .32    | .06                         | .06    | -      | -     |
| 1976                           | -                  | -    | -     | -               | -              | -      | -                           | -      | -      | -     |

1/ Less than 0.005 percent.

2/ Not available.

Source: Compiled from data presented in tables 7 and 14.

Table 37.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Sweden to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period           | Volvo |         |       | Saab  |       |        | Total |       |       |
|------------------|-------|---------|-------|-------|-------|--------|-------|-------|-------|
|                  | 164   | 140/240 | Other | Total | 99 LE | 99 EMS | Other | Total | Total |
| 1964--           | 1/    | 1/      | 1/    | 1/    | 3.76  | 1/     | 1/    | 1/    | 4.89  |
| 1965--           | 1/    | 1/      | 1/    | 1/    | 3.39  | 1/     | 1/    | 1/    | 4.41  |
| 1966--           | 1/    | 1/      | 1/    | 1/    | 3.26  | 1/     | 1/    | 1/    | 4.15  |
| 1967--           | 1/    | 1/      | 1/    | 1/    | 3.26  | 1/     | 1/    | 1/    | 4.28  |
| 1968--           | 1/    | 1/      | 1/    | 1/    | 2.68  | 1/     | 1/    | 1/    | 3.50  |
| 1969--           | 1/    | 1/      | 1/    | 1/    | 2.10  | 1/     | 1/    | 1/    | 59    |
| 1970--           | 1/    | 1/      | 1/    | 1/    | 2.29  | 1/     | 1/    | 1/    | 2.73  |
| 1971--           | 1/    | 1/      | 1/    | 1/    | 2.08  | 1/     | 1/    | 1/    | 2.86  |
| 1972--           | 1/    | 1/      | 1/    | 1/    | 2.13  | 1/     | 1/    | 1/    | 2.65  |
| 1973--           | 0.58  | 1.60    | 0.14  | 2.32  | 0.30  | 0.04   | 0.31  | 0.31  | 2.69  |
| 1974--           | .62   | 1.78    | -     | 2.40  | .42   | .05    | .14   | .14   | 2.97  |
| 1975--           | .70   | 1.88    | .01   | 2.59  | .46   | .09    | .04   | .04   | 3.01  |
| January-June--   |       |         |       |       |       |        |       |       | 3.18  |
| 1975--           | .74   | 2.00    | .01   | 2.75  | .50   | .09    | .04   | .04   | 3.38  |
| 1976--           | .37   | 1.13    | .26   | 1.76  | -     | .08    | .37   | .37   | 2.21  |
| January-August-- |       |         |       |       |       |        |       |       |       |
| 1975--           | .74   | 2.01    | .01   | 2.76  | .48   | .09    | .04   | .04   | 3.37  |
| 1976--           | 1/    | 1/      | 1/    | 1.84  | 1/    | 1/     | 1/    | 1/    | 2.28  |
|                  |       |         |       |       |       |        |       |       |       |

1/ Not available.

Source: Compiled from data presented in tables 7 and 15.

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Table 38.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from France to total U.S. import sales, by manufacturers or makes, and models, 1964-75, January-June 1975, January-August 1976, January-August 1975, and January-August 1976

| Period           | (In percent based on quantity) |       |         |         |       |      |         |      |          |       |         |       |
|------------------|--------------------------------|-------|---------|---------|-------|------|---------|------|----------|-------|---------|-------|
|                  | U.S. manufacturers             |       |         | Peugeot |       |      | Renault |      |          |       | Citroen | Total |
|                  | Chrysler;                      | Total | Diesel; | Other   | Total | R-12 | R-15    | R-17 | Gordini; | Other |         |       |
| Simca            | :                              | :     | :       | :       | :     | :    | :       | :    | :        | :     | :       | :     |
| 1964-            | 2.16                           | 2.16  | -       | 0.67    | 0.67  | 1/   | 1/      | 1/   | 1/       | 1/    | .22     | 7.28  |
| 1965-            | 2.47                           | 2.47  | -       | .59     | .59   | 1/   | 1/      | 1/   | 1/       | 1/    | .20     | 5.52  |
| 1966-            | 1.66                           | 1.66  | -       | .36     | .36   | 1/   | 1/      | 1/   | 1/       | 1/    | .15     | 3.82  |
| 1967-            | .70                            | .70   | -       | .37     | .37   | 1/   | 1/      | 1/   | 1/       | 1/    | .09     | 3.08  |
| 1968-            | .38                            | .38   | -       | .28     | .28   | 1/   | 1/      | 1/   | 1/       | 1/    | .07     | 2.16  |
| 1969-            | .45                            | .45   | -       | .24     | .24   | 1/   | 1/      | 1/   | 1/       | 1/    | .08     | 1.83  |
| 1970-            | .31                            | .31   | -       | .26     | .26   | 1/   | 1/      | 1/   | 1/       | 1/    | .07     | 1.70  |
| 1971-            | .21                            | .21   | -       | .27     | .27   | 1/   | 1/      | 1/   | 1/       | 1/    | .06     | 1.25  |
| 1972-            | .04                            | .04   | -       | .20     | .20   | 1/   | 1/      | 1/   | 1/       | 1/    | .08     | .82   |
| 1973-            | -                              | -     | .16     | .16     | .16   | 0.24 | 0.06    | -    | -        | 0.03  | .35     | .55   |
| 1974-            | -                              | 0.14  | .22     | .22     | .36   | .29  | .04     | 0.01 | 0.01     | .05   | .39     | .02   |
| 1975-            | -                              | .26   | .26     | .52     | .52   | .18  | .02     | .01  | .01      | .04   | .25     | .77   |
| January-June--   | -                              | -     | .23     | .23     | .46   | .17  | .02     | .01  | .01      | .04   | -       | .24   |
| 1975-            | -                              | -     | .22     | .24     | .46   | .09  | .01     | 2/   | 2/       | .02   | .14     | .26   |
| 1976-            | -                              | -     | .24     | .24     | .48   | .19  | .02     | .02  | .02      | .04   | .27     | .75   |
| January-August-- | -                              | -     | .24     | .24     | .44   | 1/   | 1/      | 1/   | 1/       | 1/    | .29     | .73   |
| 1975-            | -                              | -     | 1/      | 1/      | 1/    | 1/   | 1/      | 1/   | 1/       | 1/    | -       | -     |
| 1976-            | -                              | -     | 1/      | 1/      | 1/    | 1/   | 1/      | 1/   | 1/       | 1/    | -       | -     |

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 16.

SECTION VIII

RATIOS OF U.S. RETAIL NEW CAR SALES OF IMPORTS BY U.S. MOTOR-VEHICLE  
MANUFACTURERS TO TOTAL RETAIL SALES OF IMPORTED PASSENGER AUTO-  
MOBILES (TABLES 39-42)

Table 39.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources, to total U.S. import sales, 1964-75, January-June 1976, January-August 1975, and January-August 1976

Sales of imported vehicles from Canada  
(In percent based on quantity)

| Period           | Sales of imported vehicles from Canada |       |                    |          |      |            | Total |
|------------------|--|-------|--------------------|----------|------|------------|-------|
|                  | General Motors:                        | Ford  | U.S. manufacturers | Chrysler | AMC  | Studebaker |       |
| 1964-----        | -                                      | 0.40  | -                  | -        | 2.24 | 2.64       | 2.64  |
| 1965-----        | -                                      | .30   | 3.76               | -        | 2.13 | 6.19       | 6.19  |
| 1966-----        | 0.45                                   | 8.07  | 10.94              | 1.22     | .24  | 20.92      | 20.92 |
| 1967-----        | 8.23                                   | 8.89  | 11.26              | 2.52     | -    | 30.90      | 30.90 |
| 1968-----        | 8.21                                   | 12.44 | 10.37              | 2.32     | -    | 33.34      | 33.34 |
| 1969-----        | 11.41                                  | 16.95 | 9.18               | 1.78     | -    | 39.32      | 39.32 |
| 1970-----        | 6.52                                   | 15.69 | 10.74              | 2.15     | -    | 35.10      | 35.10 |
| 1971-----        | 10.73                                  | 12.49 | 8.74               | 1.64     | -    | 33.60      | 33.60 |
| 1972-----        | 8.45                                   | 14.63 | 9.21               | 2.16     | -    | 34.45      | 34.45 |
| 1973-----        | 9.03                                   | 13.35 | 8.22               | 2.38     | -    | 32.98      | 32.98 |
| 1974-----        | 12.01                                  | 14.05 | 8.29               | 1.93     | -    | 36.28      | 36.28 |
| 1975-----        | 9.44                                   | 10.21 | 9.84               | 1.62     | -    | 31.11      | 31.11 |
| January-June--   | -                                      | -     | -                  | -        | -    | -          | -     |
| 1975-----        | 10.63                                  | 9.14  | 9.47               | 1.48     | -    | 30.72      | 30.72 |
| 1976-----        | 14.13                                  | 14.12 | 9.87               | 1.66     | -    | 39.78      | 39.78 |
| January-August-- | -                                      | -     | -                  | -        | -    | -          | -     |
| 1975-----        | 9.35                                   | 8.77  | 9.25               | 1.47     | -    | 28.84      | 28.84 |
| 1976-----        | 11.63                                  | 13.53 | 9.45               | 1.51     | -    | 36.12      | 36.12 |

Table 39.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources to total U.S. import sales, 1964-75, January-June 1975, January-August 1975, and January-August 1976--Continued

| Period           | Sales of imported vehicles from all other sources |      |          |                      | Total<br>imports |  |
|------------------|---|------|----------|----------------------|------------------|--|
|                  | U.S. manufacturers                                |      |          | All other<br>imports |                  |  |
|                  | General<br>Motors                                 | Ford | Chrysler |                      |                  |  |
| 1964             | 3.21  | 0.89 | 2.16     | 6.26                 | 91.10            |  |
| 1965             | 3.25  | .90  | 2.47     | 6.62                 | 87.19            |  |
| 1966             | 4.16  | 1.06 | 1.66     | 6.88                 | 72.20            |  |
| 1967             | 4.90  | 1.58 | .70      | 7.18                 | 61.92            |  |
| 1968             | 5.88  | 1.68 | .38      | 7.94                 | 58.72            |  |
| 1969             | 5.43  | 1.24 | .45      | 7.12                 | 53.56            |  |
| 1970             | 4.42  | 1.42 | .31      | 6.15                 | 58.75            |  |
| 1971             | 3.81  | 2.46 | 2.63     | 8.90                 | 57.50            |  |
| 1972             | 2.84  | 3.84 | 2.01     | 8.69                 | 56.86            |  |
| 1973             | 2.61  | 4.40 | 1.54     | 8.55                 | 58.47            |  |
| 1974             | 2.68  | 3.46 | 1.94     | 8.08                 | 55.64            |  |
| 1975             | 1.73  | 2.40 | 2.63     | 6.76                 | 62.13            |  |
| January-June--   |   |      |          |                      |                  |  |
| 1975             | 1.95  | 3.06 | 2.82     | 7.83                 | 61.45            |  |
| 1976             | .36   | 1.45 | 2.71     | 4.52                 | 55.70            |  |
| January-August-- |   |      |          |                      |                  |  |
| 1975             | 1.97  | 2.79 | 2.82     | 7.58                 | 63.58            |  |
| 1976             | .39   | 1.42 | 3.09     | 4.90                 | 58.98            |  |

Table 39.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources to total U.S. import sales, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

(In percent based on quantity)

| Period           | Total sales of imports |       |                  |             |       |         |   | All other:<br>Imports<br>Total |  |
|------------------|------------------------|-------|------------------|-------------|-------|---------|---|--------------------------------|--|
|                  | U.S. manufacturers     |       |                  |             | :     |         |   |                                |  |
|                  | General:<br>Motors:    | Ford  | Chrysler:<br>AMC | Studebaker: | Total | Imports |   |                                |  |
| 1964             | :                      | 3.21  | :                | 2.16        | :     | 2.24    | : | 8.90                           |  |
| 1965             | :                      | 3.25  | :                | 6.23        | :     | 2.13    | : | 12.81                          |  |
| 1966             | :                      | 4.61  | :                | 9.13        | :     | 1.22    | : | 27.80                          |  |
| 1967             | :                      | 13.13 | :                | 10.47       | :     | 11.96   | : | 38.08                          |  |
| 1968             | :                      | 14.09 | :                | 14.12       | :     | 10.75   | : | -                              |  |
| 1969             | :                      | 16.84 | :                | 18.19       | :     | 9.63    | : | 41.28                          |  |
| 1970             | :                      | 10.94 | :                | 17.11       | :     | 11.05   | : | -                              |  |
| 1971             | :                      | 14.54 | :                | 14.95       | :     | 11.37   | : | -                              |  |
| 1972             | :                      | 11.29 | :                | 18.47       | :     | 11.22   | : | -                              |  |
| 1973             | :                      | 11.64 | :                | 17.75       | :     | 9.76    | : | -                              |  |
| 1974             | :                      | 14.69 | :                | 17.51       | :     | 10.23   | : | -                              |  |
| 1975             | :                      | 11.17 | :                | 12.61       | :     | 12.47   | : | -                              |  |
| January-June--   | :                      | :     | :                | :           | :     | 1.62    | : | 37.87                          |  |
| 1975             | :                      | 12.58 | :                | 12.20       | :     | 12.29   | : | -                              |  |
| 1976             | :                      | 14.49 | :                | 15.57       | :     | 12.58   | : | -                              |  |
| January-August-- | :                      | :     | :                | :           | :     | 1.66    | : | 44.30                          |  |
| 1975             | :                      | 11.32 | :                | 11.56       | :     | 12.07   | : | -                              |  |
| 1976             | :                      | 12.02 | :                | 14.95       | :     | 12.54   | : | -                              |  |
|                  | :                      | :     | :                | :           | :     | 1.51    | : | 41.02                          |  |

Source: Compiled from data presented in tables 7 and 17.

Table 40.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by General Motors Corp. to total U.S. import sales, by countries of origin, and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period           | Canada    |         |            |       |          |       | West Germany: |      |       |
|------------------|-----------|---------|------------|-------|----------|-------|---------------|------|-------|
|                  | Chevrolet | Pontiac | Oldsmobile | Buick | Cadillac | Total | Belgium,      | and  | Total |
|                  |           |         |            |       |          |       | Opel          |      |       |
| 1964             | ..        | ..      | ..         | ..    | ..       | ..    | ..            | ..   | ..    |
| 1965             | -         | -       | -          | -     | -        | -     | -             | 3.21 | 3.21  |
| 1966             | -         | -       | -          | -     | -        | -     | -             | 3.25 | 3.25  |
| 1967             | 0.45      | -       | -          | -     | -        | -     | 0.45          | 4.16 | 4.61  |
| 1968             | 7.10      | -       | -          | 0.53  | 0.60     | -     | 8.23          | 4.90 | 13.13 |
| 1969             | 3.14      | -       | -          | 2.84  | 2.23     | -     | 8.21          | 5.88 | 14.09 |
| 1970             | 6.14      | 1.97    | -          | 1.56  | 1.74     | -     | 11.41         | 5.43 | 16.84 |
| 1971             | 4.41      | 2.11    | -          | -     | -        | -     | 6.52          | 4.42 | 10.94 |
| 1972             | 7.32      | 3.41    | -          | -     | -        | -     | 10.73         | 3.81 | 14.54 |
| 1973             | 6.67      | 1.78    | -          | -     | -        | -     | 8.45          | 2.84 | 11.29 |
| 1974             | 7.60      | 1.43    | -          | -     | -        | -     | 9.03          | 2.61 | 11.64 |
| 1975             | 10.67     | .45     | .45        | .45   | .44      | -     | 12.01         | 2.68 | 14.69 |
| January-June--   | 6.88      | .41     | .41        | 1.09  | 1.06     | -     | 9.44          | 1.73 | 11.17 |
| 1975             | 7.76      | .01     | .01        | 1.38  | 1.48     | -     | 10.63         | 1.95 | 12.58 |
| 1976             | 10.72     | 1.39    | .91        | 1.11  | -        | -     | 14.13         | .36  | 14.49 |
| January-August-- | ..        | ..      | ..         | ..    | ..       | ..    | ..            | ..   | ..    |
| 1975             | 6.79      | .01     | .01        | 1.24  | 1.31     | -     | 9.35          | 1.97 | 11.32 |
| 1976             | 8.74      | 1.20    | .77        | .92   | -        | -     | 11.63         | .39  | 12.02 |

Source: Compiled from data presented in tables 7 and 18.

Table 41.—New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by the Ford Motor Co. to total U.S. import sales, by countries of origin and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period           | (In percent based on quantity) |         |         |               |         |       | Total |  |
|------------------|--------------------------------|---------|---------|---------------|---------|-------|-------|--|
|                  | Canada                         |         |         | United States |         |       |       |  |
|                  | Ford                           | Mercury | Lincoln | Total         | Germany | Italy |       |  |
| 1964             | 0.36                           | 0.04    | -       | 0.40          | -       | -     | 0.89  |  |
| 1965             | .30                            | -       | -       | .30           | -       | -     | .90   |  |
| 1966             | 7.92                           | .15     | -       | 8.07          | -       | -     | 1.06  |  |
| 1967             | 8.46                           | .43     | -       | 8.89          | -       | -     | 1.58  |  |
| 1968             | 11.20                          | 1.24    | -       | 12.44         | -       | -     | 1.68  |  |
| 1969             | 15.58                          | 1.37    | -       | 16.95         | -       | -     | 1.24  |  |
| 1970             | 14.62                          | 1.07    | -       | 15.69         | 0.89    | -     | .53   |  |
| 1971             | 11.51                          | .98     | -       | 12.49         | 2.42    | 0.01  | .03   |  |
| 1972             | 13.71                          | .92     | -       | 14.63         | 3.78    | .06   | -     |  |
| 1973             | 12.73                          | .62     | -       | 13.35         | 4.33    | .07   | -     |  |
| 1974             | 13.91                          | .14     | -       | 14.05         | 3.40    | .06   | -     |  |
| 1975             | 10.17                          | .04     | -       | 10.21         | 2.38    | .02   | -     |  |
| January-June--   |                                |         |         |               |         |       |       |  |
| 1975             | 9.14                           | 1/      | -       | 9.14          | 3.02    | .04   | -     |  |
| 1976             | 12.99                          | 1.13    | -       | 14.12         | 1.45    | -     | -     |  |
| January-August-- |                                |         |         |               |         |       |       |  |
| 1975             | 8.77                           | 1/      | -       | 8.77          | 2.76    | .03   | -     |  |
| 1976             | 12.47                          | 1.06    | -       | 13.53         | 1.42    | -     | -     |  |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 19.

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Table 42.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports by the Chrysler Corp. to total U.S. import sales, by countries of origin and makes, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

(In percent based on quantity)

| Period       | Canada   |       |          | Japan |       |          | United Kingdom |          |       | France  |        |       | Total    |       |       |
|--------------|----------|-------|----------|-------|-------|----------|----------------|----------|-------|---------|--------|-------|----------|-------|-------|
|              | Plymouth | Dodge | Chrysler | Total | Dodge | Plymouth | Total          | Plymouth | Simca | Kingdom | France | Total | Plymouth | Simca |       |
|              |          |       |          |       | Colt  | Arrow    |                |          |       |         |        |       | Cricket  |       |       |
| 1964         | -        | -     | -        | -     | -     | -        | -              | -        | -     | -       | -      | -     | 2.16     | 2.16  | -     |
| 1965         | 1/       | 3.76  | -        | 3.76  | -     | -        | -              | -        | -     | -       | -      | -     | 2.47     | 6.23  | -     |
| 1966         | 1.85     | 9.09  | -        | 10.94 | -     | -        | -              | -        | -     | -       | -      | -     | 1.66     | 12.60 | -     |
| 1967         | 7.00     | 4.26  | -        | 11.26 | -     | -        | -              | -        | -     | -       | -      | -     | .70      | 11.96 | -     |
| 1968         | 7.50     | 2.87  | -        | 10.37 | -     | -        | -              | -        | -     | -       | -      | -     | .38      | 10.75 | -     |
| 1969         | 3.70     | 5.48  | -        | 9.18  | -     | -        | -              | -        | -     | -       | -      | -     | .45      | 9.63  | -     |
| 1970         | 2.70     | 8.04  | -        | 10.74 | -     | -        | -              | -        | -     | -       | -      | -     | .31      | 11.05 | -     |
| 1971         | 3.64     | 5.10  | -        | 8.74  | 1.22  | -        | -              | 1.22     | -     | 1.20    | -      | -     | .21      | 11.37 | -     |
| 1972         | 5.50     | 3.71  | -        | 9.21  | 1.40  | -        | -              | 1.40     | -     | .57     | -      | -     | .04      | 11.22 | -     |
| 1973         | 4.30     | 3.92  | -        | 8.22  | 1.36  | -        | -              | 1.36     | -     | .18     | -      | -     | .18      | 9.76  | -     |
| 1974         | 3.55     | 3.60  | 1.14     | 8.29  | 1.94  | -        | -              | 1.94     | -     | .19     | -      | -     | .19      | 10.23 | -     |
| 1975         | .51      | 1.86  | 7.47     | 9.84  | 2.63  | -        | -              | 2.63     | -     | .26     | -      | -     | .26      | 12.47 | -     |
| Jan.-June--  |          |       |          |       |       |          |                |          |       |         |        |       |          |       |       |
| 1975-----    | .96      | 1.95  | 6.56     | 9.47  | 2.82  | -        | -              | 2.82     | -     | -       | -      | -     | -        | -     | 12.29 |
| 1976-----    | -        | 1.70  | 8.17     | 9.87  | 1.91  | 0.80     | -              | 2.71     | -     | -       | -      | -     | -        | -     | 12.58 |
| Jan.-Aug. -- |          |       |          |       |       |          |                |          |       |         |        |       |          |       |       |
| 1975-----    | .73      | 1.79  | 6.73     | 9.25  | 2.82  | -        | -              | 2.82     | -     | -       | -      | -     | -        | -     | 12.07 |
| 1976-----    | -        | 1.63  | 7.82     | 9.45  | 2.05  | 1.04     | -              | 3.09     | -     | -       | -      | -     | -        | -     | 12.54 |
|              |          |       |          |       |       |          |                |          |       |         |        |       |          |       |       |

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 7 and 20.

SECTION IX

MANUFACTURERS' SUGGESTED RETAIL PRICES FOR PASSENGER AUTOMOBILES IN  
THE U.S. MARKET AND EXCHANGE RATES FOR CURRENCIES OF THE LEADING  
AUTOMOBILE-EXPORTING COUNTRIES (TABLES 43-54)

Table 43.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for United States-Canadian-type vehicles assembled in the United States or Canada for sale in the United States, by manufacturers and makes, model years 1965-76

(In U.S. dollars)

| General Motors Corp.   |           |          |            |          |           |          |          |
|------------------------|-----------|----------|------------|----------|-----------|----------|----------|
| Model year             | Chevrolet | Pontiac  | Oldsmobile | Buick    | Cadillac  |          |          |
|                        | Corvette  | Other    |            |          | Limousine | Other    |          |
| Lowest price for line  |           |          |            |          |           |          |          |
| 1965-----:             | \$4,106   | :\$2,066 | :\$2,260   | :\$2,344 | :\$2,343  | :\$6,479 | :\$5,247 |
| 1966-----:             | 4,084     | : 2,083  | : 2,278    | : 2,348  | : 2,348   | : 6,378  | : 4,986  |
| 1967-----:             | 4,141     | : 2,090  | : 2,388    | : 2,410  | : 2,411   | : 10,360 | : 5,040  |
| 1968-----:             | 4,320     | : 2,243  | : 2,461    | : 2,512  | : 2,513   | : 10,629 | : 5,315  |
| 1969-----:             | 4,438     | : 2,258  | : 2,510    | : 2,561  | : 2,562   | : 10,841 | : 5,484  |
| 1970-----:             | 4,849     | : 2,414  | : 2,623    | : 2,676  | : 2,685   | : 11,039 | : 5,637  |
| 1971-----:             | 5,296     | : 2,090  | : 2,488    | : 2,885  | : 2,847   | : 11,869 | : 5,899  |
| 1972-----:             | 5,246     | : 2,060  | : 2,426    | : 2,958  | : 2,925   | : 11,748 | : 5,771  |
| 1973-----:             | 5,399     | : 2,087  | : 2,452    | : 2,613  | : 2,605   | : 11,948 | : 5,866  |
| 1974-----:             | 5,766     | : 2,380  | : 2,722    | : 2,883  | : 2,875   | : 12,855 | : 7,156  |
| 1975-----:             | 6,537     | : 2,786  | : 2,841    | : 3,203  | : 3,234   | : 14,218 | : 8,184  |
| 1976-----:             | 7,605     | : 2,899  | : 3,064    | : 3,390  | : 3,435   | : 14,889 | : 8,629  |
| Highest price for line |           |          |            |          |           |          |          |
| 1965-----:             | \$4,321   | :\$3,104 | :\$3,632   | :\$4,778 | :\$4,440  | :\$6,738 | :\$5,666 |
| 1966-----:             | 4,295     | : 3,234  | : 3,602    | : 4,617  | : 4,424   | : 6,631  | : 5,581  |
| 1967-----:             | 4,353     | : 3,413  | : 3,819    | : 4,869  | : 4,469   | : 10,571 | : 6,739  |
| 1968-----:             | 4,663     | : 3,570  | : 3,987    | : 4,750  | : 4,615   | : 10,768 | : 6,899  |
| 1969-----:             | 4,781     | : 3,678  | : 4,104    | : 4,836  | : 4,701   | : 10,979 | : 7,110  |
| 1970-----:             | 5,192     | : 3,866  | : 4,405    | : 5,023  | : 4,854   | : 11,178 | : 7,284  |
| 1971-----:             | 5,533     | : 4,150  | : 4,532    | : 5,457  | : 5,253   | : 12,008 | : 7,763  |
| 1972-----:             | 5,472     | : 4,423  | : 4,721    | : 5,341  | : 5,149   | : 11,880 | : 7,637  |
| 1973-----:             | 5,635     | : 4,496  | : 4,810    | : 5,441  | : 5,221   | : 12,080 | : 7,765  |
| 1974-----:             | 6,002     | : 4,645  | : 5,015    | : 5,914  | : 5,748   | : 12,989 | : 9,312  |
| 1975-----:             | 6,798     | : 5,351  | : 5,896    | : 6,753  | : 6,516   | : 14,557 | : 10,354 |
| 1976-----:             | 7,605     | : 5,546  | : 5,906    | : 7,137  | : 6,852   | : 15,239 | : 12,479 |

Table 43.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for United States-Canadian-type vehicles assembled in the United States or Canada for sale in the United States, by manufacturers and makes, model years 1965-76--Continued

| (In U.S. dollars)      |                |          |         |                   |         |         |
|------------------------|----------------|----------|---------|-------------------|---------|---------|
| Model<br>year          | Ford Motor Co. |          |         | Chrysler<br>Corp. |         |         |
|                        | Ford           |          |         |                   |         |         |
|                        | Thunderbird    | Mercury  | Lincoln | Plymouth          | Dodge   |         |
|                        | Other          |          |         |                   |         |         |
| Lowest price for line  |                |          |         |                   |         |         |
| 1965-----:             | \$4,486        | :\$2,020 | \$2,154 | \$6,292           | \$2,019 | \$2,089 |
| 1966-----:             | 4,426          | : 2,060  | 2,206   | 5,485             | 2,025   | 2,094   |
| 1967-----:             | 4,603          | : 2,118  | 2,284   | 5,553             | 2,117   | 2,187   |
| 1968-----:             | 4,716          | : 2,252  | 2,477   | 5,736             | 2,254   | 2,323   |
| 1969-----:             | 4,824          | : 1,995  | 2,532   | 6,063             | 2,307   | 2,400   |
| 1970-----:             | 4,961          | : 1,995  | 2,631   | 5,976             | 2,172   | 2,261   |
| 1971-----:             | 5,295          | : 1,919  | 2,217   | 6,966             | 2,313   | 2,343   |
| 1972-----:             | 5,293          | : 1,960  | 2,232   | 7,068             | 2,287   | 2,316   |
| 1973-----:             | 5,577          | : 2,021  | 2,295   | 7,230             | 2,376   | 2,424   |
| 1974-----:             | 6,799          | : 2,442  | 2,646   | 7,727             | 2,676   | 2,724   |
| 1975-----:             | 7,701          | : 2,919  | 3,113   | 9,214             | 3,243   | 3,269   |
| 1976-----:             | 7,790          | : 2,895  | 3,317   | 9,142             | 3,241   | 3,258   |
| Highest price for line |                |          |         |                   |         |         |
| 1965-----:             | \$4,953        | :\$3,313 | \$3,599 | \$6,938           | \$3,224 | \$3,437 |
| 1966-----:             | 4,879          | : 3,872  | 3,614   | 6,383             | 3,251   | 3,436   |
| 1967-----:             | 4,825          | : 3,493  | 3,989   | 6,449             | 3,418   | 3,712   |
| 1968-----:             | 4,924          | : 3,619  | 4,244   | 6,585             | 3,543   | 3,869   |
| 1969-----:             | 4,964          | : 3,661  | 4,262   | 6,758             | 3,718   | 4,046   |
| 1970-----:             | 5,182          | : 3,909  | 4,500   | 7,281             | 4,216   | 4,242   |
| 1971-----:             | 5,516          | : 4,148  | 5,033   | 8,421             | 3,998   | 4,473   |
| 1972-----:             | 5,293          | : 4,430  | 5,034   | 8,640             | 4,293   | 4,723   |
| 1973-----:             | 5,577          | : 4,515  | 5,206   | 8,984             | 4,599   | 4,859   |
| 1974-----:             | 6,799          | : 4,687  | 5,394   | 9,574             | 4,760   | 5,193   |
| 1975-----:             | 7,701          | : 5,480  | 6,469   | 11,082            | 5,575   | 5,905   |
| 1976-----:             | 7,790          | : 5,613  | 6,528   | 11,060            | 5,761   | 5,869   |

Table 43.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for United States-Canadian-type vehicles assembled in the United States or Canada for sale in the United States, by manufacturers and makes, model years 1965-76--Continued

| (In U.S. dollars) |                        |                       |                  |                                      |          |  |
|-------------------|------------------------|-----------------------|------------------|--------------------------------------|----------|--|
| Model year        | Chrysler Corp.         | American Motors Corp. | Studebaker Corp. | United States-Canadian-type vehicles | All      |  |
|                   | Chrysler               | Ambassador            | Other            |                                      |          |  |
|                   | Imperial               | Other                 |                  |                                      |          |  |
| :                 |                        |                       |                  |                                      |          |  |
| :                 | Lowest price for line  |                       |                  |                                      |          |  |
| 1965---           | \$ 5,795 : \$3,024 :   | \$ 2,512 : \$1,979 :  | \$ 2,125 :       |                                      | \$ 1,979 |  |
| 1966---           | 5,733 : 3,052 :        | 2,404 : 2,017 :       | - :              |                                      | 2,017    |  |
| 1967---           | 5,374 : 3,159 :        | 2,515 : 1,839 :       | - :              |                                      | 1,839    |  |
| 1968---           | 5,654 : 3,306 :        | 2,820 : 1,946 :       | - :              |                                      | 1,946    |  |
| 1969---           | 5,592 : 3,414 :        | 2,914 : 1,998 :       | - :              |                                      | 1,995    |  |
| 1970---           | 5,779 : 3,514 :        | 3,020 : 1,879 :       | - :              |                                      | 1,879    |  |
| 1971---           | 6,632 : 4,078 :        | 3,616 : 1,899 :       | - :              |                                      | 1,899    |  |
| 1972---           | 6,534 : 4,035 :        | 3,885 : 1,999 :       | - :              |                                      | 1,960    |  |
| 1973---           | 6,829 : 4,181 :        | 4,461 : 2,098 :       | - :              |                                      | 2,021    |  |
| 1974---           | 7,329 : 4,320 :        | 4,559 : 2,409 :       | - :              |                                      | 2,380    |  |
| 1975---           | 8,698 : 4,854 :        | - : 2,798 :           | - :              |                                      | 2,786    |  |
| 1976---           | - : 4,993 :            | - : 2,889 :           | - :              |                                      | 2,889    |  |
| :                 | Highest price for line |                       |                  |                                      |          |  |
| 1965---           | \$ 5,619 : \$4,842 :   | \$ 2,970 : \$2,727 :  | \$ 2,890 :       | 1/                                   | \$ 6,938 |  |
| 1966---           | 6,540 : 4,157 :        | 2,880 : 2,629 :       | - :              | 1/                                   | 6,540    |  |
| 1967---           | 6,661 : 4,289 :        | 2,978 : 2,859 :       | - :              | 1/                                   | 6,739    |  |
| 1968---           | 6,940 : 4,523 :        | 3,207 : 3,245 :       | - :              | 1/                                   | 6,940    |  |
| 1969---           | 6,131 : 4,669 :        | 3,998 : 3,297 :       | - :              | 1/                                   | 7,110    |  |
| 1970---           | 6,328 : 4,824 :        | 4,122 : 3,475 :       | - :              | 1/                                   | 7,284    |  |
| 1971---           | 6,864 : 5,041 :        | 4,430 : 3,432 :       | - :              | 1/                                   | 8,421    |  |
| 1972---           | 6,762 : 5,334 :        | 4,437 : 3,140 :       | - :              | 1/                                   | 8,640    |  |
| 1973---           | 7,057 : 5,492 :        | 4,861 : 3,191 :       | - :              | 1/                                   | 8,984    |  |
| 1974---           | 7,457 : 5,764 :        | 4,960 : 3,599 :       | - :              | 1/                                   | 9,574    |  |
| 1975---           | 8,844 : 6,424 :        | - : 3,844 :           | - :              | 1/                                   | 11,082   |  |
| 1976---           | - : 6,737 :            | - : 4,373 :           | - :              | 1/                                   | 12,479   |  |

1/ Excludes limousines.

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. They do not include any shipping costs (except Canadian shipping costs to the U.S. port of entry), or State or local taxes. They do include U.S. excise taxes for the years in which excise taxes were in effect. The cost of optional equipment is not included in any of the prices; dealers' preparation fees are included.

Table 44.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from Japan for sale in the United States, by makes and models, model years, 1965-76

| Model year | (In U.S. dollars)        |                    |         |         |         |         |         | All imports<br>from Japan |
|------------|--------------------------|--------------------|---------|---------|---------|---------|---------|---------------------------|
|            | Dodge, Plymouth,<br>Colt | Plymouth,<br>Arrow | Toyota  | Datsun  | Mazda   | Honda   | Subaru  |                           |
|            | Lowest price for line    |                    |         |         |         |         |         |                           |
| 1965-----  | -                        | -                  | \$1,616 | \$1,696 | -       | -       | -       | \$1,616                   |
| 1966-----  | -                        | -                  | 1,760   | 1,666   | -       | -       | -       | 1,666                     |
| 1967-----  | -                        | -                  | 1,760   | 1,666   | -       | -       | -       | 1,666                     |
| 1968-----  | -                        | -                  | 1,870   | 1,996   | -       | -       | -       | 1,870                     |
| 1969-----  | -                        | -                  | 1,686   | 1,896   | -       | \$1,398 | \$1,297 | 1,297                     |
| 1970-----  | -                        | -                  | 1,726   | 1,935   | -       | 1,398   | 1,297   | 1,297                     |
| 1971-----  | \$1,924                  | -                  | 1,798   | 1,736   | \$1,745 | 1,395   | 1,749   | 1,395                     |
| 1972-----  | 2,095                    | -                  | 1,956   | 1,976   | 2,295   | 1,473   | 1,852   | 1,473                     |
| 1973-----  | 2,264                    | -                  | 1,998   | 2,195   | 2,595   | 2,150   | 2,199   | 1,998                     |
| 1974-----  | 2,585                    | -                  | 2,199   | 2,579   | 2,995   | 2,450   | 2,790   | 2,199                     |
| 1975-----  | 2,948                    | -                  | 2,711   | 2,849   | 2,997   | 2,649   | 2,999   | 2,649                     |
| 1976-----  | 3,175                    | \$3,175            | 2,789   | 2,794   | 2,895   | 2,729   | 2,899   | 2,729                     |
|            |                          |                    |         |         |         |         |         |                           |
|            | Highest price for line   |                    |         |         |         |         |         |                           |
| 1965-----  | -                        | -                  | \$3,495 | \$2,995 | -       | -       | -       | \$3,495                   |
| 1966-----  | -                        | -                  | 3,430   | 2,932   | -       | -       | -       | 3,430                     |
| 1967-----  | -                        | -                  | 3,430   | 2,932   | -       | -       | -       | 3,430                     |
| 1968-----  | -                        | -                  | 3,585   | 2,998   | -       | -       | -       | 3,585                     |
| 1969-----  | -                        | -                  | 3,583   | 3,120   | -       | \$1,398 | \$1,366 | 3,583                     |
| 1970-----  | -                        | -                  | 3,583   | 3,526   | -       | 1,398   | 1,899   | 3,583                     |
| 1971-----  | \$2,225                  | -                  | 3,810   | 3,596   | \$2,530 | 1,395   | 1,949   | 3,810                     |
| 1972-----  | 2,451                    | -                  | 4,199   | 4,106   | 3,095   | 1,610   | 2,158   | 4,199                     |
| 1973-----  | 2,675                    | -                  | 4,335   | 4,106   | 3,495   | 2,250   | 2,479   | 4,335                     |
| 1974-----  | 3,271                    | -                  | 5,043   | 5,289   | 4,295   | 2,620   | 3,190   | 5,289                     |
| 1975-----  | 3,628                    | -                  | 6,138   | 7,084   | 4,697   | 3,369   | 3,999   | 7,084                     |
| 1976-----  | 3,748                    | \$3,748            | 6,483   | 7,394   | 5,945   | 3,419   | 4,149   | 7,394                     |

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 45.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from West Germany or Belgium for sale in the United States, by makes and models, model years 1965-76

| Model year             | Ford,<br>Capri | Buick,<br>Opel | Volkswagen |          |       | NSU     | Audi-<br>Type I | Porsche<br>Other | Mercedes              |          | BMW      | All imports<br>from West<br>Germany and<br>Belgium |           |  |  |  |  |
|------------------------|----------------|----------------|------------|----------|-------|---------|-----------------|------------------|-----------------------|----------|----------|--|-----------|--|--|--|--|
|                        |                |                |            |          |       |         |                 |                  | Limousine             |          |          |  |           |  |  |  |  |
|                        |                |                |            |          |       |         |                 |                  | Lowest price for line |          |          |  |           |  |  |  |  |
| (In U.S. dollars)      |                |                |            |          |       |         |                 |                  |                       |          |          |  |           |  |  |  |  |
| 1965--                 |                |                | \$1,655    | \$1,595  | \$1   | \$2,385 | \$1             | \$1,598          | \$4,195               | \$-      | \$3,844  | \$1,648  | \$1,595   |  |  |  |  |
| 1966--                 |                |                | 1,627      | 1,585    | -     | 2,143   | -               | 1,511            | 4,690                 | \$22,299 | -        | 3,955  | 2,477     |  |  |  |  |
| 1967--                 |                |                | 1,665      | 1,639    | -     | 2,148   | -               | 1,598            | 4,790                 | 22,299   | -        | 4,044  | 2,477     |  |  |  |  |
| 1968--                 |                |                | 1,766      | 1,699    | -     | 2,179   | -               | 1,708            | 4,950                 | 22,299   | -        | 4,360  | 2,597     |  |  |  |  |
| 1969--                 |                |                | 1,832      | 1,799    | -     | 2,295   | -               | 1,879            | 5,195                 | 23,500   | -        | 4,560  | 2,727     |  |  |  |  |
| 1970--                 |                |                | 1,925      | 1,839    | -     | 2,339   | -               | 1,979            | 5,395                 | 24,600   | -        | 4,961  | 2,899     |  |  |  |  |
| 1971--                 |                |                | 2,395      | 1,878    | -     | 2,450   | -               | 1,979            | 3,595                 | 26,350   | -        | 5,312  | 3,015     |  |  |  |  |
| 1972--                 |                |                | 2,476      | 2,175    | 1,999 | -       | 2,549           | 3,085            | 3,900                 | 32,695   | -        | 6,020  | 3,571     |  |  |  |  |
| 1973--                 |                |                | 2,660      | 2,849    | 2,199 | -       | 2,650           | 4,150            | 4,499                 | -        | 6,662    | 4,498  | 2,199     |  |  |  |  |
| 1974--                 |                |                | 3,566      | 3,274    | 2,625 | -       | 3,775           | 3,975            | 5,400                 | -        | 7,400    | 4,975  | 2,025     |  |  |  |  |
| 1975--                 |                |                | 4,117      | 3,174    | 2,895 | \$2,999 | 4,295           | 4,450            | 6,300                 | -        | 9,172    | 5,940  | 2,895     |  |  |  |  |
| 1976--                 |                |                | 4,117      | 1/ 3,232 | 3,499 | 3,499   | 4,995           | 5,100            | 7,250                 | -        | 9,930    | 6,570  | 1/ 3,499  |  |  |  |  |
| Highest price for line |                |                |            |          |       |         |                 |                  |                       |          |          |  |           |  |  |  |  |
| 1965--                 |                |                | \$1,818    | \$2,495  | -     | \$2,765 | \$2,979         | \$4,385          | \$-                   | \$12,573 | \$10,995 | \$2/ \$12,573                                      |           |  |  |  |  |
| 1966--                 |                |                | 1,868      | 2,445    | -     | 2,595   | 2,497           | 6,490            | \$25,582              | 12,379   | 4,985    | 2/ 12,379  |           |  |  |  |  |
| 1967--                 |                |                | 1,950      | 2,445    | -     | 2,595   | 3,198           | 7,390            | 25,582                | 12,591   | 5,100    | 2/ 12,591  |           |  |  |  |  |
| 1968--                 |                |                | 2,95       | 2,449    | -     | 2,499   | 4,995           | 7,190            | 25,582                | 9,400    | 2,847    | 2/ 9,400   |           |  |  |  |  |
| 1969--                 |                |                | 3,365      | 2,575    | -     | 2,775   | 2,152           | 8,420            | 26,953                | 14,410   | 7,480    | 2/ 14,410  |           |  |  |  |  |
| 1970--                 |                |                | 3,440      | 2,609    | -     | 2,875   | 3,795           | 9,350            | 28,120                | 15,122   | 7,973    | 2/ 15,122  |           |  |  |  |  |
| 1971--                 |                |                | \$2,395    | 3,339    | 2,750 | -       | 3,122           | 3,595            | 9,650                 | 30,120   | 16,275   | 8,089  | 2/ 16,275 |  |  |  |  |
| 1972--                 |                |                | 2,821      | 3,332    | 3,099 | -       | 3,329           | 4,245            | 10,380                | 37,928   | 10,634   | 8,712  | 2/ 10,634 |  |  |  |  |
| 1973--                 |                |                | 3,261      | 3,712    | 3,299 | -       | 3,825           | 4,760            | 10,860                | -        | 16,498   | 10,634   | 2/ 16,498 |  |  |  |  |
| 1974--                 |                |                | 3,807      | 3,511    | 3,935 | -       | 4,440           | 5,110            | 14,425                | -        | 19,450   | 11,739   | 2/ 19,450 |  |  |  |  |
| 1975--                 |                |                | 4,699      | 3,511    | 3,995 | \$3,435 | 4,850           | 5,845            | 14,325                | -        | 22,053   | 13,752   | 2/ 22,053 |  |  |  |  |
| 1976--                 |                |                | 4,740      | 1/ 3,595 | 4,545 | 4,315   | 5,545           | 7,100            | 25,850                | -        | 23,976   | 14,640   | 2/ 25,850 |  |  |  |  |

1/ During the 1976 model year, production of the Opel was shifted from West Germany and Belgium to Japan for export to the U.S. market.

2/ Excludes Limousines.

Source: Compiled from data reported in the annual editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 46.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from Italy for sale in the United States, by makes and models, model years 1965-76

| (In U.S. dollars)      |         |         |         |                                    |         |         |
|------------------------|---------|---------|---------|------------------------------------|---------|---------|
| Model year             | Fiat    |         |         | Alfa Romeo :All imports from Italy |         |         |
|                        | Ford    | Pantera | 128     | X-19                               | Other   |         |
|                        |         |         |         |                                    |         |         |
|                        |         |         |         |                                    |         |         |
| Lowest price for line  |         |         |         |                                    |         |         |
| 1965-----:             | -       | -       | -       | \$1,262                            | \$2,995 | \$1,262 |
| 1966-----:             | -       | -       | -       | 1,237                              | 3,002   | 1,237   |
| 1967-----:             | -       | -       | -       | 1,237                              | 2,995   | 1,237   |
| 1968-----:             | -       | -       | -       | 1,427                              | 2,995   | 1,427   |
| 1969-----:             | -       | -       | -       | 1,467                              | 3,495   | 1,467   |
| 1970-----:             | -       | -       | -       | 1,504                              | 3,595   | 1,504   |
| 1971-----:             | -       | -       | -       | 1,555                              | 3,795   | 1,555   |
| 1972-----:             | \$9,995 | \$1,992 | -       | 2,305                              | 4,254   | 1,992   |
| 1973-----:             | 9,995   | 2,195   | -       | 2,539                              | 4,437   | 2,195   |
| 1974-----:             | 11,061  | 2,445   | \$3,917 | 2,795                              | 5,350   | 2,445   |
| 1975-----:             | 11,061  | 2,741   | 4,608   | 3,958                              | 5,925   | 2,741   |
| 1976-----:             | -       | 2,998   | 4,947   | 4,431                              | 7,235   | 2,998   |
| Highest price for line |         |         |         |                                    |         |         |
| 1965-----:             | -       | -       | -       | \$2,639                            | \$5,895 | \$5,895 |
| 1966-----:             | -       | -       | -       | 2,585                              | 5,835   | 5,835   |
| 1967-----:             | -       | -       | -       | 2,585                              | 5,550   | 5,550   |
| 1968-----:             | -       | -       | -       | 3,180                              | 4,200   | 4,200   |
| 1969-----:             | -       | -       | -       | 3,240                              | 4,446   | 4,446   |
| 1970-----:             | -       | -       | -       | 3,528                              | 4,546   | 4,546   |
| 1971-----:             | -       | -       | -       | 3,707                              | 4,795   | 4,795   |
| 1972-----:             | \$9,995 | \$2,255 | -       | 3,644                              | 5,249   | 9,995   |
| 1973-----:             | 9,995   | 2,795   | -       | 3,988                              | 5,474   | 9,995   |
| 1974-----:             | 11,061  | 2,890   | \$3,917 | 4,395                              | 6,550   | 11,061  |
| 1975-----:             | 11,061  | 3,357   | 4,608   | 5,129                              | 6,820   | 11,061  |
| 1976-----:             | -       | 3,768   | 4,947   | 5,759                              | 8,515   | 8,515   |

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 47.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from the United Kingdom for sale in the United States, by manufacturers or makes, and models, model years 1965-76

(In U.S. dollars)

| Model year             | Plymouth, | English | British Leyland |         |         |         |         |        |
|------------------------|-----------|---------|-----------------|---------|---------|---------|---------|--------|
|                        |           | Ford/   |                 |         |         |         |         |        |
|                        | Cricket   | Cortina | MG              | Triumph | Jaguar  | Austin  | Austin  |        |
|                        |           | :       | :               | :       | :       | :       | :       | Healey |
| Lowest price for line  |           |         |                 |         |         |         |         |        |
| 1965-----:             | -         | \$1,546 | \$1,898         | \$1,669 | \$5,105 | \$1,512 | \$1,925 |        |
| 1966-----:             | -         | 1,552   | 1,861           | 1,665   | 5,272   | 1,483   | 1,888   |        |
| 1967-----:             | -         | 1,552   | 1,995           | 1,909   | 4,490   | 1,483   | 1,995   |        |
| 1968-----:             | -         | 1,873   | 2,215           | 2,235   | 5,372   | 1,845   | 2,050   |        |
| 1969-----:             | -         | 1,849   | 2,252           | 2,295   | 5,534   | 1,765   | 2,081   |        |
| 1970-----:             | -         | 1,889   | 2,279           | 2,295   | 5,534   | 1,815   | 2,081   |        |
| 1971-----:             | \$1,915   | -       | 2,395           | 2,649   | 5,534   | 1,985   | -       |        |
| 1972-----:             | 2,017     | -       | 2,520           | 2,699   | 7,338   | -       | -       |        |
| 1973-----:             | 2,017     | -       | 2,795           | 2,995   | 8,475   | 2,625   | -       |        |
| 1974-----:             | -         | -       | 2,995           | 3,195   | 9,200   | 2,899   | -       |        |
| 1975-----:             | -         | -       | 3,549           | 3,745   | 9,200   | 2,499   | -       |        |
| 1976-----:             | -         | -       | 3,949           | 4,295   | 14,250  | -       | -       |        |
| Highest price for line |           |         |                 |         |         |         |         |        |
| 1965-----:             | -         | \$2,162 | \$3,016         | \$2,999 | \$5,725 | \$2,395 | \$3,635 |        |
| 1966-----:             | -         | 3,420   | 2,705           | 2,895   | 6,070   | 2,431   | 3,635   |        |
| 1967-----:             | -         | 2,995   | 3,095           | 3,046   | 5,870   | 2,431   | 3,565   |        |
| 1968-----:             | -         | 2,363   | 3,160           | 3,175   | 5,977   | 1,845   | 2,050   |        |
| 1969-----:             | -         | 2,430   | 3,715           | 3,495   | 6,465   | 1,899   | 2,081   |        |
| 1970-----:             | -         | 2,475   | 3,260           | 3,495   | 6,585   | 1,949   | 2,081   |        |
| 1971-----:             | \$1,915   | -       | 3,495           | 5,773   | 7,325   | 2,135   | -       |        |
| 1972-----:             | 2,399     | -       | 3,615           | 5,805   | 7,732   | -       | -       |        |
| 1973-----:             | 2,339     | -       | 4,070           | 6,699   | 11,025  | 2,675   | -       |        |
| 1974-----:             | -         | -       | 4,325           | 4,375   | 12,500  | 2,949   | -       |        |
| 1975-----:             | -         | -       | 4,649           | 5,100   | 13,100  | 2,549   | -       |        |
| 1976-----:             | -         | -       | 4,795           | 6,050   | 17,000  | -       | -       |        |

Table 47.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from the United Kingdom for sale in the United States, by manufacturers or makes, and models, model years 1965-76--Continued

|                        |                 |           |                 |             |            |                                     | (In U.S. dollars) |
|------------------------|-----------------|-----------|-----------------|-------------|------------|-------------------------------------|-------------------|
| Model year             | British Leyland | Lotus     | Rootes, Sunbeam | Rolls Royce | Bentley    | All imports from the United Kingdom |                   |
| Lowest price for line  |                 |           |                 |             |            |                                     |                   |
| :                      |                 |           |                 |             |            |                                     |                   |
| 1965---                | - : \$3,144     | : \$2,995 | : \$1,495       | : \$16,655  | : \$16,355 |                                     | \$1,495           |
| 1966---                | - : 3,202       | : 4,206   | : 1,500         | : 19,700    | : 19,550   |                                     | 1,483             |
| 1967---                | - : 3,202       | : 4,395   | : 1,550         | : 19,750    | : 19,550   |                                     | 1,483             |
| 1968---                | - : 2,748       | : 3,795   | : 1,489         | : 19,600    | : 19,450   |                                     | 1,489             |
| 1969---                | - : 3,295       | : 4,195   | : 1,995         | : 19,600    | : 19,450   |                                     | 1,765             |
| 1970---                | - : 3,295       | : 4,295   | : 1,995         | : 20,700    | : 20,500   |                                     | 1,815             |
| 1971---                | : \$13,500      | : 4,100   | : 4,520         | - : 23,800  | : 23,600   |                                     | 1,915             |
| 1972---                | : 13,970        | : 3,998   | : 4,495         | - : 25,200  | : 25,000   |                                     | 2,017             |
| 1973---                | : 4,995         | : 4,360   | : 5,995         | - : 27,900  | : 27,700   |                                     | 2,017             |
| 1974---                | : 5,990         | : 4,599   | : 6,595         | - : 30,700  |            | - :                                 | 2,899             |
| 1975---                | : 7,100         |           | - : 15,900      | - : 36,250  |            | - :                                 | 2,499             |
| 1976---                | : 9,975         |           | - : 12,900      | - : 38,750  |            | - :                                 | 3,949             |
| Highest price for line |                 |           |                 |             |            |                                     |                   |
| :                      |                 |           |                 |             |            |                                     |                   |
| 1965---                | - : \$5,896     | : \$4,294 | : \$3,499       | : \$16,655  | : \$16,355 |                                     | 1/ \$5,896        |
| 1966---                | - : 6,497       | : 4,850   | : 3,571         | : 19,700    | : 19,550   |                                     | 1/ 6,497          |
| 1967---                | - : 6,064       | : 4,395   | : 3,634         | : 19,750    | : 19,550   |                                     | 1/ 6,064          |
| 1968---                | - : 4,221       | : 4,605   | : 3,548         | : 31,600    | : 29,000   |                                     | 1/ 5,977          |
| 1969---                | - : 4,198       | : 5,995   | : 2,475         | : 31,600    | : 31,400   |                                     | 1/ 6,465          |
| 1970---                | - : 5,398       | : 5,995   | : 2,475         | : 31,600    | : 31,400   |                                     | 1/ 6,585          |
| 1971---                | : \$13,500      | : 5,398   | : 5,495         | - : 34,600  | : 34,000   |                                     | 1/ 7,325          |
| 1972---                | : 13,970        | : 3,998   | : 6,895         | - : 35,600  | : 35,400   |                                     | 1/ 7,732          |
| 1973---                | : 15,000        | : 4,360   | : 5,995         | - : 42,100  | : 41,900   |                                     | 1/ 11,025         |
| 1974---                | : 16,200        | : 4,599   | : 7,725         | - : 47,800  |            | - :                                 | 1/ 12,500         |
| 1975---                | : 22,500        |           | - : 15,900      | - : 60,200  |            | - :                                 | 1/ 15,900         |
| 1976---                | : 26,450        |           | - : 17,500      | - : 63,800  |            | - :                                 | 1/ 17,500         |
| :                      |                 |           |                 |             |            |                                     |                   |

1/ Excludes Rolls Royces, Bentleys, and Jensens.

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 48.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from Sweden for sale in the United States, by makes and models, model years 1965-76

| Model year               | (In U.S. dollars)       |          |         |         |          |                                |
|--------------------------|-------------------------|----------|---------|---------|----------|--------------------------------|
|                          | Volvo                   |          | Saab    |         |          | : All imports<br>from Sweden : |
|                          | 164                     | Other    | 99 LE   | 99 EMS  | Other    |                                |
|                          | : Lowest price for line |          |         |         |          |                                |
| 1965-----:               | -                       | :\$2,330 | -       | -       | -\$1,985 | \$1,985                        |
| 1966-----:               | -                       | 2,565    | -       | -       | 2,011    | 2,011                          |
| 1967-----:               | -                       | 2,655    | -       | -       | 1,795    | 1,795                          |
| 1968-----:               | -                       | 2,775    | -       | -       | 1,995    | 1,995                          |
| 1969-----:               | -                       | 3,020    | -       | -       | 2,249    | 2,249                          |
| 1970-----:               | \$4,070                 | 3,095    | -       | -       | 2,545    | 2,545                          |
| 1971-----:               | 4,175                   | 3,270    | -       | -       | 2,532    | 2,532                          |
| 1972-----:               | 4,400                   | 3,520    | -       | -       | 2,595    | 2,595                          |
| 1973-----:               | 5,875                   | 4,160    | \$4,145 | \$4,445 | 2,995    | 2,995                          |
| 1974-----:               | 6,695                   | 4,750    | 4,848   | 5,198   | 4,448    | 4,448                          |
| 1975-----:               | 7,950                   | 5,625    | 5,198   | 5,798   | -        | 5,198                          |
| 1976-----:               | -                       | 6,295    | -       | 6,798   | 6,298    | 6,295                          |
| : Highest price for line |                         |          |         |         |          |                                |
| 1965-----:               | -                       | :\$4,140 | -       | -       | -\$2,790 | \$4,140                        |
| 1966-----:               | -                       | 4,115    | -       | -       | 2,913    | 4,115                          |
| 1967-----:               | -                       | 4,115    | -       | -       | 2,770    | 4,115                          |
| 1968-----:               | -                       | 4,115    | -       | -       | 3,695    | 4,115                          |
| 1969-----:               | -                       | 4,140    | -       | -       | 3,725    | 4,140                          |
| 1970-----:               | \$4,070                 | 4,495    | -       | -       | 3,265    | 4,495                          |
| 1971-----:               | 4,145                   | 4,670    | -       | -       | 3,495    | 4,670                          |
| 1972-----:               | 4,880                   | 5,180    | -       | -       | 3,895    | 5,180                          |
| 1973-----:               | 5,875                   | 5,945    | \$4,095 | \$4,445 | 3,745    | 5,945                          |
| 1974-----:               | 6,895                   | 5,655    | 5,248   | 5,198   | 4,898    | 6,895                          |
| 1975-----:               | 7,950                   | 6,995    | 5,748   | 5,798   | -        | 7,950                          |
| 1976-----:               | -                       | 9,895    | -       | 6,798   | 6,648    | 9,895                          |

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 49.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles imported from France for sale in the United States, by makes and models, model years 1965-76

| (In U.S. dollars)      |             |             |             |         |                         |         |
|------------------------|-------------|-------------|-------------|---------|-------------------------|---------|
| Model year             | Chrysler    | Peugeot     | Renault     | Citroen | All imports from France |         |
|                        | : Simca     | : Diesel    | : Other     | : R-12  | : Other                 |         |
| Lowest price for line  |             |             |             |         |                         |         |
| 1965-----:             | \$1,595     | - : \$2,295 | - : \$1,515 | \$1,595 |                         | \$1,515 |
| 1966-----:             | 1,564       | - : 2,215   | - : 1,409   | 1,703   |                         | 1,409   |
| 1967-----:             | 1,614       | - : 2,215   | - : 1,409   | 1,703   |                         | 1,409   |
| 1968-----:             | 1,655       | - : 2,699   | - : 1,745   | 2,898   |                         | 1,655   |
| 1969-----:             | 1,715       | - : 2,699   | - : 1,775   | 3,165   |                         | 1,715   |
| 1970-----:             | 1,875       | - : 2,995   | - : 1,725   | 3,375   |                         | 1,725   |
| 1971-----:             | 1,947       | - : 2,479   | - : 1,799   | 3,550   |                         | 1,799   |
| 1972-----:             | -           | - : 2,560   | \$2,295     | 2,825   | 3,750                   | 2,295   |
| 1973-----:             | -           | - : 4,230   | 2,598       | 3,498   | 13,350                  | 2,598   |
| 1974-----:             | - : \$5,800 | 4,830       | 2,795       | 3,897   | 13,350                  | 2,795   |
| 1975-----:             | - : 6,630   | 5,610       | 3,129       | 4,319   | -                       | 3,129   |
| 1976-----:             | - : 8,020   | 6,470       | 3,899       | 3,295   | -                       | 3,295   |
| Highest price for line |             |             |             |         |                         |         |
| 1965-----:             | \$2,635     | - : \$2,795 | - : \$2,295 | \$3,810 |                         | \$3,810 |
| 1966-----:             | 2,578       | - : 3,899   | - : 2,345   | 5,699   |                         | 5,699   |
| 1967-----:             | 2,575       | - : 3,899   | - : 2,199   | 4,210   |                         | 4,210   |
| 1968-----:             | 1,805       | - : 2,799   | - : 1,919   | 4,056   |                         | 4,056   |
| 1969-----:             | 2,159       | - : 2,899   | - : 2,445   | 4,170   |                         | 4,170   |
| 1970-----:             | 2,145       | - : 3,195   | - : 2,395   | 4,329   |                         | 4,329   |
| 1971-----:             | 2,032       | - : 3,369   | - : 2,495   | 4,644   |                         | 4,644   |
| 1972-----:             | -           | - : 3,990   | \$2,695     | 2,825   | 11,700                  | 11,700  |
| 1973-----:             | -           | - : 4,670   | 3,048       | 4,348   | 13,350                  | 13,350  |
| 1974-----:             | - : \$6,350 | 5,380       | 3,498       | 5,310   | 13,350                  | 13,350  |
| 1975-----:             | - : 7,240   | 6,220       | 3,969       | 5,929   | -                       | 7,240   |
| 1976-----:             | - : 8,470   | 7,420       | 4,498       | 6,665   | -                       | 8,470   |

Source: Compiled from data reported in the annual almanac editions of Automotive News.

Note.--All prices are manufacturers' suggested retail prices in effect in the spring of the model years listed. The prices are port-of-entry prices on the east coast of the United States and do not include surface transportation costs in the United States. U.S. excise taxes and import duties are included, but State and local taxes and the cost of optional equipment are not. Dealers' preparation fees are not included.

Table 50.--New passenger automobiles: Ranges of manufacturers' suggested retail prices for vehicles assembled in the United States or Canada or imported into the United States for sale in the United States, by countries of origin, 1965-76

(In U.S. dollars)

| Model year    | Assembled in:               |          | Imported into the United States from-- |             |                       |            |                |         | All<br>vehicles |  |
|---------------|-----------------------------|----------|--|-------------|-----------------------|------------|----------------|---------|-----------------|--|
|               | the United States or Canada |          | West Germany: Japan and Belgium        |             | United Kingdom: Italy |            | Sweden: France |         |                 |  |
|               |                             |          |  |             |                       |            |                |         |                 |  |
| Lowest price  |                             |          |  |             |                       |            |                |         |                 |  |
| 1965-----:    | \$1,979                     | :\$1,616 | :                                      | \$1,595     | :\$1,262              | \$1,495    | \$1,985        | \$1,515 | \$1,262         |  |
| 1966-----:    | 2,017                       | : 1,666  | :                                      | 1,511       | : 1,237               | 1,483      | 2,011          | 1,409   | 1,237           |  |
| 1967-----:    | 1,839                       | : 1,666  | :                                      | 1,598       | : 1,237               | 1,483      | 1,795          | 1,409   | 1,237           |  |
| 1968-----:    | 1,946                       | : 1,870  | :                                      | 1,699       | : 1,427               | 1,489      | 1,995          | 1,655   | 1,427           |  |
| 1969-----:    | 1,995                       | : 1,297  | :                                      | 1,799       | : 1,467               | 1,765      | 2,249          | 1,715   | 1,297           |  |
| 1970-----:    | 1,879                       | : 1,297  | :                                      | 1,839       | : 1,504               | 1,815      | 2,545          | 1,725   | 1,297           |  |
| 1971-----:    | 1,899                       | : 1,395  | :                                      | 1,845       | : 1,555               | 1,915      | 2,532          | 1,799   | 1,395           |  |
| 1972-----:    | 1,960                       | : 1,473  | :                                      | 1,999       | : 1,992               | 2,017      | 2,595          | 2,295   | 1,473           |  |
| 1973-----:    | 2,021                       | : 1,998  | :                                      | 2,199       | : 2,195               | 2,017      | 2,995          | 2,598   | 1,998           |  |
| 1974-----:    | 2,380                       | : 2,199  | :                                      | 2,625       | : 2,445               | 2,899      | 4,448          | 2,795   | 2,199           |  |
| 1975-----:    | 2,786                       | : 2,649  | :                                      | 2,895       | : 2,741               | 2,499      | 5,198          | 3,129   | 2,499           |  |
| 1976-----:    | 2,889                       | : 2,729  | :                                      | 3,499       | : 2,998               | 3,949      | 6,295          | 3,295   | 2,729           |  |
| Highest price |                             |          |  |             |                       |            |                |         |                 |  |
| 1965-----:    | 1/ \$6,938                  | :\$3,495 | :                                      | 1/ \$12,573 | :\$5,895              | 1/ \$5,896 | \$4,140        | \$3,810 | \$12,573        |  |
| 1966-----:    | 1/ 6,540                    | : 3,430  | :                                      | 1/ 12,379   | : 5,835               | 1/ 6,497   | 4,115          | 5,699   | 12,379          |  |
| 1967-----:    | 1/ 6,739                    | : 3,430  | :                                      | 1/ 12,591   | : 5,550               | 1/ 6,064   | 4,115          | 4,210   | 12,591          |  |
| 1968-----:    | 1/ 6,940                    | : 3,585  | :                                      | 1/ 9,400    | : 4,200               | 1/ 5,977   | 4,115          | 4,056   | 9,400           |  |
| 1969-----:    | 1/ 7,110                    | : 3,583  | :                                      | 1/ 14,410   | : 4,446               | 1/ 6,465   | 4,140          | 4,170   | 14,410          |  |
| 1970-----:    | 1/ 7,284                    | : 3,583  | :                                      | 1/ 15,122   | : 4,546               | 1/ 6,585   | 4,495          | 4,329   | 15,122          |  |
| 1971-----:    | 1/ 8,421                    | : 3,810  | :                                      | 1/ 16,275   | : 4,795               | 1/ 7,325   | 4,670          | 4,644   | 16,275          |  |
| 1972-----:    | 1/ 8,640                    | : 4,199  | :                                      | 1/ 10,634   | : 9,995               | 1/ 7,732   | 5,180          | 11,700  | 11,700          |  |
| 1973-----:    | 1/ 8,984                    | : 4,335  | :                                      | 1/ 16,498   | : 9,995               | 1/ 11,025  | 5,945          | 13,350  | 16,498          |  |
| 1974-----:    | 1/ 9,574                    | : 5,289  | :                                      | 1/ 19,450   | : 11,061              | 1/ 12,500  | 6,895          | 13,350  | 19,450          |  |
| 1975-----:    | 1/ 11,082                   | : 7,084  | :                                      | 1/ 22,053   | : 11,061              | 1/ 15,900  | 7,950          | 7,240   | 22,053          |  |
| 1976-----:    | 1/ 12,479                   | : 7,394  | :                                      | 1/ 25,850   | : 8,515               | 1/ 17,500  | 9,895          | 8,470   | 25,850          |  |

1/ Excludes Rolls Royces, Bentleys, Jensens, and limousines.

Source: Compiled from data presented in tables 43-49 of this report.

Table 51.--New passenger automobiles: Amount by which the lowest manufacturers' suggested retail price of vehicles imported into the United States from all major sources except Canada is higher or lower than the lowest manufacturers' suggested retail price of United States- or Canadian-produced vehicles and ratio of the lowest price of each source to the lowest United States-Canadian price, model years 1965-76

| Model years   | Imported into the United States from-- |     |        |            |        |        | All<br>vehicles 1/ |        |
|---|--|-----|--------|------------|--------|--------|--------------------|--------|
|   | West Germany:                          |     | United |            |        |        |                    |        |
|   | Japan                                  | and | Italy  | Kingdom 1/ | Sweden | France |                    |        |
|   | Belgium 1/                             |     |        |            |        |        |                    |        |
| Amount by which lowest import prices are higher (+) or lower (-) than lowest United States-Canadian prices (U.S. dollars) |  |     |        |            |        |        |                    |        |
| 1965-----   | -\$363                                 |     | -\$384 | -\$717     | -\$484 | +\$6   | -\$464             | -\$717 |
| 1966-----   | -351                                   |     | -506   | -780       | -534   | -6     | -608               | -780   |
| 1967-----   | -173                                   |     | -241   | -602       | -356   | -44    | -430               | -602   |
| 1968-----   | -76                                    |     | -247   | -519       | -457   | +49    | -291               | -519   |
| 1969-----   | -698                                   |     | -196   | -528       | -230   | -254   | -280               | -698   |
| 1970-----   | -582                                   |     | -40    | -375       | -64    | +666   | -154               | -582   |
| 1971-----   | -504                                   |     | -54    | -344       | +16    | +633   | -100               | -504   |
| 1972-----   | -487                                   |     | +39    | +32        | +57    | +635   | +335               | -487   |
| 1973-----   | -23                                    |     | +178   | +174       | -4     | +974   | +577               | -23    |
| 1974-----   | -181                                   |     | +245   | +65        | +519   | +2,068 | +415               | -181   |
| 1975-----   | -137                                   |     | +109   | -45        | -287   | +2,412 | +343               | -287   |
| 1976-----   | -160                                   |     | +610   | +109       | +1,060 | +3,406 | +406               | -160   |
| Ratio of lowest import prices to lowest United States-Canadian prices (percent)   |  |     |        |            |        |        |                    |        |
| 1965-----   | 81.7                                   |     | 80.6   | 63.8       | 75.5   | 100.3  | 76.6               | 63.8   |
| 1966-----   | 82.6                                   |     | 74.9   | 61.3       | 73.5   | 99.7   | 69.9               | 61.3   |
| 1967-----   | 90.6                                   |     | 86.9   | 67.3       | 80.6   | 97.6   | 76.6               | 67.3   |
| 1968-----   | 96.1                                   |     | 87.3   | 73.3       | 76.5   | 102.5  | 85.0               | 73.3   |
| 1969-----   | 65.0                                   |     | 90.2   | 73.5       | 88.5   | 112.7  | 86.0               | 65.0   |
| 1970-----   | 69.0                                   |     | 97.9   | 80.0       | 96.6   | 135.4  | 91.8               | 69.0   |
| 1971-----   | 73.5                                   |     | 97.2   | 81.9       | 100.8  | 133.3  | 94.7               | 73.5   |
| 1972-----   | 75.2                                   |     | 102.0  | 101.6      | 102.9  | 132.4  | 117.1              | 75.2   |
| 1973-----   | 98.9                                   |     | 108.8  | 108.6      | 99.8   | 148.2  | 128.6              | 98.9   |
| 1974-----   | 92.4                                   |     | 110.3  | 102.7      | 121.8  | 186.9  | 117.4              | 92.4   |
| 1975-----   | 95.1                                   |     | 103.9  | 98.4       | 89.7   | 186.6  | 112.3              | 89.7   |
| 1976-----   | 94.5                                   |     | 121.1  | 103.8      | 136.7  | 217.9  | 114.1              | 94.5   |

1/ Excludes Rolls Royces, Bentleys, Jensens, and limousines.

Source: Compiled from data presented in table 50.

Table 52.--New passenger automobiles: Percentage change in price for the lowest priced line of vehicles assembled in the United States or Canada and for the lowest priced line of vehicles imported into the United States from all major sources except Canada, all for sale in the United States, by countries of origin, model years 1965-76

| Period          | Assembled in:                     |       | Imported into the United States from-- |        |                   |        |        |        | All<br>vehicles |
|-----------------|-----------------------------------|-------|--|--------|-------------------|--------|--------|--------|-----------------|
|                 | the United<br>States or<br>Canada | Japan | West Germany:<br>and<br>Belgium        | Italy  | United<br>Kingdom | Sweden | France |        |                 |
| 1-year change:  | :                                 | :     | :                                      | :      | :                 | :      | :      | :      | :               |
| 1965 to 1966--- | +1.9                              | +3.1  | -5.3                                   | -2.0   | +0.8              | +1.3   | -7.0   | -2.0   |                 |
| 1966 to 1967--- | -8.8                              | -     | +5.8                                   | -      | -                 | -10.7  | -      | -      |                 |
| 1967 to 1968--- | +5.8                              | +12.2 | +6.3                                   | +15.4  | +4.4              | +11.1  | +17.5  | +15.4  |                 |
| 1968 to 1969--- | +2.5                              | -30.6 | +5.9                                   | +2.8   | +18.5             | +12.7  | +3.6   | -9.1   |                 |
| 1969 to 1970--- | -5.8                              | -     | +2.2                                   | +2.5   | +2.8              | +13.2  | +6.6   | -      |                 |
| 1970 to 1971--- | +1.1                              | +7.6  | +3.3                                   | +3.4   | +5.5              | -4     | +4.3   | +7.6   |                 |
| 1971 to 1972--- | +3.2                              | +5.6  | +8.3                                   | +28.1  | +5.3              | +2.5   | +27.6  | +5.6   |                 |
| 1972 to 1973--- | +3.1                              | +35.6 | +10.0                                  | +10.2  | -                 | +15.4  | +13.2  | +35.6  |                 |
| 1973 to 1974--- | +17.8                             | +10.1 | +19.4                                  | +11.4  | +43.7             | +48.5  | +7.6   | +10.1  |                 |
| 1974 to 1975--- | +17.1                             | +20.5 | +10.3                                  | +12.1  | -13.8             | +16.9  | +11.9  | +13.6  |                 |
| 1975 to 1976--- | +3.7                              | +3.0  | +20.9                                  | +9.4   | +58.0             | +21.1  | +5.3   | +9.2   |                 |
| 5-year change:  | :                                 | :     | :                                      | :      | :                 | :      | :      | :      | :               |
| 1966 to 1971--- | -5.9                              | -16.3 | +22.1                                  | +25.7  | +29.1             | +25.9  | +27.7  | +12.8  |                 |
| 1971 to 1976--- | +52.1                             | +95.6 | +89.6                                  | +92.8  | +106.2            | +148.6 | +83.2  | +95.6  |                 |
| 10-year change: | :                                 | :     | :                                      | :      | :                 | :      | :      | :      |                 |
| 1966 to 1976--- | +43.2                             | +63.8 | +131.6                                 | +142.4 | +166.3            | +313.0 | +133.8 | +120.6 |                 |

Source: Compiled from data presented in table 50.

Table 53.--April rates of exchange for currencies of the 8 leading sources that export passenger automobiles to the United States, 1964-76

| Year       | (In U.S. cents per unit of foreign currency) |                |                           |                    |                 |                              |                   |                   |
|------------|--|----------------|---------------------------|--------------------|-----------------|------------------------------|-------------------|-------------------|
|            | Canada<br>(dollar)                           | Japan<br>(yen) | West<br>Germany<br>(mark) | Belgium<br>(franc) | Italy<br>(lira) | United<br>Kingdom<br>(pound) | Sweden<br>(krona) | France<br>(franc) |
| :          | :  | :              | :                         | :                  | :               | :                            | :                 | :                 |
| 1964-----: | 92.38  | .28            | 25.16                     | 2.01               | 0.16            | 280.06                       | 19.45             | 20.41             |
| 1965-----: | 92.67  | .28            | 25.13                     | 2.01               | .16             | 280.00                       | 19.37             | 20.40             |
| 1966-----: | 92.92  | .28            | 24.88                     | 2.01               | .16             | 279.44                       | 19.34             | 20.41             |
| 1967-----: | 92.38  | .28            | 25.16                     | 2.01               | .16             | 279.94                       | 19.36             | 20.27             |
| 1968-----: | 92.73  | .28            | 25.08                     | 2.01               | .16             | 239.81                       | 19.32             | 20.26             |
| 1969-----: | 92.97  | .28            | 25.17                     | 1.99               | .16             | 238.88                       | 19.33             | 20.10             |
| 1970-----: | 93.21  | .28            | 27.51                     | 2.01               | .16             | 240.62                       | 19.21             | 18.11             |
| 1971-----: | 99.10  | .28            | 28.17                     | 2.02               | .16             | 241.94                       | 19.35             | 18.14             |
| 1972-----: | 100.79                                       | .33            | 31.46                     | 2.27               | .17             | 261.10                       | 20.91             | 19.87             |
| 1973-----: | 99.70  | .38            | 35.25                     | 2.48               | .17             | 248.88                       | 22.05             | 21.88             |
| 1974-----: | 104.12                                       | .36            | 40.87                     | 2.66               | .16             | 243.28                       | 23.42             | 20.51             |
| 1975-----: | 98.91  | .33            | 42.11                     | 2.84               | .16             | 237.02                       | 25.16             | 23.83             |
| 1976-----: | 101.70                                       | .33            | 39.43                     | 2.57               | .11             | 184.80                       | 22.72             | 21.41             |
| :          | :  | :              | :                         | :                  | :               | :                            | :                 | :                 |

Source: Compiled from data published monthly by the International Monetary Fund in International Financial Statistics.

Table 54.--Rates of exchange: Percentage change in the April value of the currencies, in terms of the U.S. dollar, of the 8 leading sources that export passenger automobiles to the United States, 1964-76

| Period                 | Canada<br>(Dollar) | Japan<br>(Yen) | West<br>(Mark) | Belgium<br>(Franc) | Italy<br>(Lira) | United<br>(Pound) | Kingdom<br>(Krona) | Sweden<br>(Pound) | France<br>(Franc) |
|------------------------|--------------------|----------------|----------------|--------------------|-----------------|-------------------|--------------------|-------------------|-------------------|
| <b>1-year changes:</b> |                    |                |                |                    |                 |                   |                    |                   |                   |
| 1964 to 1965           | +0.3               | -              | -0.1           | -                  | -               | -                 | -                  | -0.4              | -                 |
| 1965 to 1966           | +.3                | -              | -1.0           | -                  | -               | -                 | -0.2               | -.2               | -                 |
| 1966 to 1967           | -.6                | -              | +1.1           | -                  | -               | -                 | +.2                | +.1               | -0.7              |
| 1967 to 1968           | +.4                | -              | -.3            | -                  | -               | -                 | -14.3              | -.2               | -                 |
| 1968 to 1969           | +.3                | -              | +.4            | -1.0               | -               | -                 | -.4                | +.1               | -.8               |
| 1969 to 1970           | +.3                | -              | +9.3           | +1.0               | -               | -                 | +.7                | -.6               | -9.9              |
| 1970 to 1971           | +6.3               | -              | +2.4           | +5.5               | -               | -                 | +.5                | +.7               | +.2               |
| 1971 to 1972           | +1.9               | +17.9          | +11.7          | +12.4              | +6.3            | +7.9              | +8.1               | +9.5              |                   |
| 1972 to 1973           | -1.1               | +15.2          | +12.0          | +9.3               | -               | -                 | -4.7               | +5.5              | +10.1             |
| 1973 to 1974           | +4.3               | -5.3           | +15.9          | +7.3               | -5.9            | -                 | -2.3               | +6.2              | -6.3              |
| 1974 to 1975           | -5.0               | -8.3           | +3.0           | +6.8               | -               | -                 | -2.6               | +7.4              | +16.2             |
| 1975 to 1976           | +2.8               | -              | -6.4           | -9.5               | -31.3           | -22.0             | -9.7               | -10.2             |                   |
| <b>5-year changes:</b> |                    |                |                |                    |                 |                   |                    |                   |                   |
| 1966 to 1971           | +6.7               | -              | +13.2          | +5.5               | -               | -                 | -13.4              | +.1               | -11.1             |
| 1971 to 1976           | +2.6               | +17.9          | +40.0          | +27.2              | -31.3           | -                 | -23.6              | +17.4             | +18.0             |
| <b>10-year change,</b> |                    |                |                |                    |                 |                   |                    |                   |                   |
| 1966 to 1976           | +9.4               | +17.9          | +58.5          | +27.9              | -31.3           | -                 | -33.9              | +17.5             | +4.9              |

Source: Compiled from data presented in table 53 of this report.

SECTION X

U.S. NEW-CAR REGISTRATION DATA, BY GEOGRAPHICAL  
REGIONS AND STATES (TABLES 55-60)

Table 55.--New passenger automobiles: Total U.S. new-car registrations and U.S. new-car registrations of imports (except from Canada), by geographical regions of the United States, 1964-75

| Year  | New     | Middle    | East      | North   | West      | South     | Atlantic  | Central | South     | West       | Mountain  | Pacific   | Total |
|---|---------|-----------|-----------|---------|-----------|-----------|-----------|---------|-----------|------------|-----------|-----------|-------|
|   | England | Atlantic  | States    | States  | States    | States    | States    | Central | States    | Central    | States    | States    | Total |
| Total U.S. new-car registrations (units)  |         |           |           |         |           |           |           |         |           |            |           |           |       |
| 1964  | 466,234 | 1,499,297 | :         | :       | 647,996   | 1,896,313 | 1,148,913 | 396,921 | 695,830   | 280,348    | 1,033,298 | 8,065,150 |       |
| 1965  | 527,177 | 1,763,736 | 2,287,795 | 745,248 | 1,295,861 | 464,177   | 804,503   | 300,578 | 1,111,827 | 9,296,902  |           |           |       |
| 1966  | 514,017 | 1,655,384 | 2,131,736 | 736,291 | 1,321,178 | 465,142   | 799,327   | 292,921 | 1,075,941 | 8,991,937  |           |           |       |
| 1967  | 476,214 | 1,561,906 | 1,940,337 | 670,681 | 1,204,135 | 422,904   | 756,590   | 273,536 | 1,035,250 | 8,345,353  |           |           |       |
| 1968  | 554,603 | 1,760,813 | 2,202,391 | 719,727 | 1,397,004 | 468,168   | 820,892   | 310,425 | 1,151,030 | 9,385,353  |           |           |       |
| 1969  | 534,573 | 1,714,067 | 2,192,190 | 748,948 | 1,450,268 | 467,234   | 799,423   | 334,014 | 1,184,295 | 9,425,012  |           |           |       |
| 1970  | 511,031 | 1,613,190 | 1,856,710 | 649,118 | 1,302,293 | 409,329   | 631,440   | 304,257 | 1,092,204 | 8,370,102  |           |           |       |
| 1971  | 456,796 | 1,809,874 | 2,296,286 | 731,708 | 1,568,945 | 516,863   | 769,380   | 356,410 | 1,197,032 | 9,703,294  |           |           |       |
| 1972  | 595,769 | 1,795,708 | 2,425,271 | 769,313 | 1,726,619 | 598,897   | 877,724   | 406,474 | 1,275,778 | 10,471,553 |           |           |       |
| 1973  | 646,411 | 1,923,225 | 2,571,824 | 852,220 | 1,962,028 | 623,526   | 932,831   | 425,196 | 1,397,836 | 11,333,197 |           |           |       |
| 1974  | 496,738 | 1,516,558 | 1,969,429 | 706,547 | 1,400,421 | 486,410   | 727,752   | 315,349 | 1,040,387 | 8,687,591  |           |           |       |
| 1975  | 467,373 | 1,402,039 | 1,887,003 | 647,236 | 1,310,280 | 468,393   | 756,581   | 323,143 | 991,350   | 8,253,398  |           |           |       |
| U.S. new-car registrations of imports, except from Canada (units)   |         |           |           |         |           |           |           |         |           |            |           |           |       |
| 1964  | 36,544  | 99,733    | :         | 73,355  | 23,781    | :         | 81,003    | 22,167  | 29,979    | 19,309     | :         | 103,173   |       |
| 1965  | 40,611  | 122,609   | :         | 87,190  | 27,268    | 94,459    | 27,452    | 35,986  | 23,056    | 129,166    | :         | 587,497   |       |
| 1966  | 48,708  | 132,019   | :         | 89,896  | 29,609    | 108,187   | 31,230    | 43,941  | 27,085    | 160,943    | :         | 671,518   |       |
| 1967  | 51,062  | 148,389   | :         | 101,978 | 35,527    | 120,071   | 35,717    | 55,994  | 33,282    | 199,240    | :         | 787,760   |       |
| 1968  | 71,976  | 183,363   | :         | 136,211 | 43,597    | 148,551   | 43,555    | 70,631  | 42,748    | 253,098    | :         | 993,730   |       |
| 1969  | 78,737  | 192,482   | :         | 142,040 | 49,514    | 159,542   | 43,967    | 65,536  | 45,529    | 327,024    | :         | 1,067,354 |       |
| 1970  | 97,144  | 227,266   | :         | 162,206 | 57,142    | 187,186   | 50,356    | 75,085  | 54,008    | 327,024    | :         | 1,237,417 |       |
| 1971  | 92,117  | 264,700   | :         | 191,806 | 67,849    | 237,564   | 61,431    | 95,463  | 74,077    | 385,312    | :         | 1,470,319 |       |
| 1972  | 110,640 | 219,750   | :         | 158,010 | 60,456    | 227,166   | 59,241    | 90,193  | 77,017    | 332,248    | :         | 1,334,721 |       |
| 1973  | 133,835 | 267,102   | :         | 218,341 | 90,143    | 297,371   | 75,806    | 122,728 | 97,188    | 423,389    | :         | 1,725,903 |       |
| 1974  | 107,618 | 233,771   | :         | 165,528 | 73,046    | 226,491   | 57,189    | 91,778  | 75,647    | 343,318    | :         | 1,374,386 |       |
| 1975  | 113,425 | 239,763   | :         | 178,107 | 83,046    | 243,477   | 66,442    | 107,247 | 87,769    | 385,093    | :         | 1,504,269 |       |
| Ratio of U.S. new-car registrations of imports, except from Canada, to total U.S. new-car registrations (percent) |         |           |           |         |           |           |           |         |           |            |           |           |       |
| 1964  | 7.84    | 6.65      | :         | 3.87    | 3.67      | :         | 7.05      | 5.58    | 4.31      | 6.89       | :         | 9.98      |       |
| 1965  | 7.70    | 6.95      | :         | 3.82    | 3.66      | :         | 7.29      | 5.91    | 4.44      | 7.67       | :         | 11.62     |       |
| 1966  | 9.48    | 7.98      | :         | 4.22    | 4.02      | :         | 8.19      | 6.71    | 5.48      | 9.25       | :         | 14.96     |       |
| 1967  | 11.98   | 9.54      | :         | 5.25    | 5.30      | :         | 9.97      | 8.45    | 7.40      | 12.17      | :         | 19.25     |       |
| 1968  | 12.98   | 10.41     | :         | 6.18    | 6.06      | :         | 10.63     | 9.30    | 8.60      | 13.77      | :         | 21.99     |       |
| 1969  | 14.73   | 11.23     | :         | 6.48    | 6.61      | :         | 11.00     | 9.41    | 8.20      | 13.63      | :         | 24.49     |       |
| 1970  | 14.09   | 14.09     | :         | 8.74    | 8.80      | :         | 14.37     | 12.29   | 11.89     | 17.75      | :         | 29.94     |       |
| 1971  | 20.17   | 14.63     | :         | 8.35    | 9.27      | :         | 15.14     | 11.89   | 12.41     | 20.78      | :         | 32.19     |       |
| 1972  | 18.57   | 12.24     | :         | 6.52    | 7.86      | :         | 13.16     | 9.89    | 10.28     | 18.95      | :         | 26.04     |       |
| 1973  | 20.70   | 13.89     | :         | 8.49    | 10.58     | :         | 15.16     | 12.16   | 13.16     | 22.86      | :         | 30.29     |       |
| 1974  | 21.66   | 15.41     | :         | 8.40    | 10.34     | :         | 16.17     | 11.76   | 12.61     | 22.56      | :         | 32.75     |       |
| 1975  | 24.27   | 17.10     | :         | 9.44    | 12.83     | :         | 18.58     | 14.19   | 14.18     | 27.16      | :         | 38.85     |       |

1/ Including the District of Columbia.

Source: Compiled from data presented in tables 56-60 of this report.

Note.—The data in this table do not include vehicles registered with the U.S. Government, vehicles registered during April-December 1971 in Connecticut, or vehicles registered after Apr. 1, 1969, in Oklahoma.

Table 56.--New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the New England and Middle Atlantic States by states, 1964-75

| Year  | New England States |               |         |               |              |             | Middle Atlantic States |            |            |              |       |         |           |         |
|---|--------------------|---------------|---------|---------------|--------------|-------------|------------------------|------------|------------|--------------|-------|---------|-----------|---------|
|   | Maine              | New Hampshire | Vermont | Massachusetts | Rhode Island | Connecticut | Total                  | New York   | New Jersey | Pennsylvania | Total |         |           |         |
| Total new-car registrations (units)   |                    |               |         |               |              |             |                        |            |            |              |       |         |           |         |
| 1964  | 36,216             | :             | :       | 30,022        | 18,474       | :           | 223,928                | 33,851     | :          | 123,743      | :     | 466,234 | 716,138   | 333,314 |
| 1965  | 40,250             | :             | 36,470  | 20,609        | 243,552      | 41,224      | 145,072                | 527,177    | 841,893    | 386,859      | :     | 449,845 | 1,499,297 |         |
| 1966  | 38,826             | :             | 36,005  | 21,545        | 238,895      | 38,145      | 140,601                | 514,017    | 776,136    | 359,594      | :     | 519,254 | 1,655,384 |         |
| 1967  | 36,264             | :             | 34,959  | 19,921        | 219,370      | 36,889      | 128,811                | 476,314    | 764,757    | 323,564      | :     | 473,585 | 1,561,906 |         |
| 1968  | 40,522             | :             | 39,677  | 22,717        | 256,970      | 40,483      | 154,234                | 554,603    | 856,537    | 377,274      | :     | 532,002 | 1,760,813 |         |
| 1969  | 38,445             | :             | 41,097  | 23,344        | 245,407      | 40,212      | 146,068                | 524,573    | 820,715    | 374,936      | :     | 518,416 | 1,714,067 |         |
| 1970  | 38,516             | :             | 38,236  | 23,160        | 239,201      | 37,516      | 134,402                | 511,031    | 777,726    | 337,564      | :     | 498,900 | 1,613,190 |         |
| 1971  | 44,066             | :             | 44,900  | 24,768        | 276,556      | 37,642      | 1/ 28,774              | 2/ 456,796 | 863,177    | 398,736      | :     | 547,961 | 1,809,874 |         |
| 1972  | 46,478             | :             | 49,190  | 25,633        | 280,444      | 44,328      | 149,696                | 595,769    | 819,090    | 416,229      | :     | 562,389 | 1,795,708 |         |
| 1973  | 47,954             | :             | 52,008  | 24,992        | 301,850      | 47,188      | 172,419                | 605,411    | 874,280    | 440,099      | :     | 608,846 | 1,923,225 |         |
| 1974  | 37,637             | :             | 39,162  | 20,785        | 231,732      | 36,332      | 131,090                | 496,738    | 670,349    | 344,140      | :     | 502,069 | 1,516,558 |         |
| 1975  | 36,657             | :             | 37,143  | 20,358        | 222,015      | 32,646      | 118,574                | 467,373    | 618,753    | 308,346      | :     | 474,940 | 1,402,039 |         |
| New-car registrations of imports, except from Canada (units)  |                    |               |         |               |              |             |                        |            |            |              |       |         |           |         |
| 1964  | 2,470              | :             | 2,554   | 1,891         | 15,905       | 2,659       | 11,065                 | 36,544     | 46,728     | 22,535       | :     | 30,470  | 99,733    |         |
| 1965  | 2,726              | :             | 3,396   | 1,835         | 17,017       | 3,096       | 12,541                 | 40,611     | 57,336     | 25,963       | :     | 38,910  | 122,009   |         |
| 1966  | 3,096              | :             | 3,850   | 2,363         | 20,604       | 3,325       | 15,470                 | 48,708     | 61,552     | 28,902       | :     | 41,565  | 132,019   |         |
| 1967  | 3,858              | :             | 4,871   | 2,883         | 24,177       | 3,860       | 17,413                 | 57,062     | 71,118     | 31,622       | :     | 46,249  | 148,389   |         |
| 1968  | 4,937              | :             | 5,552   | 3,653         | 29,927       | 5,048       | 22,859                 | 71,976     | 86,909     | 39,276       | :     | 57,178  | 183,363   |         |
| 1969  | 5,420              | :             | 6,560   | 3,907         | 31,761       | 5,406       | 25,683                 | 78,737     | 92,620     | 45,468       | :     | 54,394  | 192,482   |         |
| 1970  | 6,410              | :             | 7,683   | 4,863         | 41,391       | 7,107       | 29,690                 | 97,144     | 106,865    | 52,913       | :     | 67,488  | 227,266   |         |
| 1971  | 7,856              | :             | 9,734   | 5,598         | 53,334       | 8,572       | 1/ 7,023               | 2/ 92,117  | 122,998    | 62,908       | :     | 78,794  | 264,700   |         |
| 1972  | 8,467              | :             | 10,249  | 5,570         | 49,244       | 8,230       | 1/ 28,880              | 28,880     | 110,640    | 61,548       | :     | 61,625  | 219,750   |         |
| 1973  | 10,026             | :             | 12,268  | 6,445         | 58,422       | 8,929       | 37,745                 | 133,835    | 117,440    | 67,212       | :     | 82,450  | 267,102   |         |
| 1974  | 7,383              | :             | 9,126   | 5,454         | 46,597       | 7,233       | 31,825                 | 107,618    | 104,541    | 59,949       | :     | 69,281  | 233,771   |         |
| 1975  | 8,426              | :             | 9,915   | 5,885         | 48,765       | 7,175       | 33,259                 | 113,425    | 109,101    | 59,479       | :     | 71,183  | 239,763   |         |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent) |                    |               |         |               |              |             |                        |            |            |              |       |         |           |         |
| 1964  | 6.62               | :             | 8.51    | 10.24         | 7.10         | 8.96        | 8.94                   | 7.84       | 6.52       | 6.76         | :     | 6.77    | 6.65      |         |
| 1965  | 6.77               | :             | 9.31    | 8.90          | 6.99         | 7.51        | 8.64                   | 7.70       | 6.86       | 6.71         | :     | 7.27    | 6.95      |         |
| 1966  | 7.97               | :             | 10.69   | 10.97         | 8.62         | 8.72        | 11.02                  | 13.52      | 9.48       | 7.93         | :     | 8.03    | 7.98      |         |
| 1967  | 10.64              | :             | 13.93   | 14.47         | 11.02        | 10.46       | 11.45                  | 14.82      | 11.98      | 9.30         | :     | 9.77    | 9.54      |         |
| 1968  | 12.18              | :             | 13.99   | 16.08         | 11.65        | 12.47       | 13.44                  | 12.98      | 10.15      | 10.55        | :     | 10.75   | 10.41     |         |
| 1969  | 14.10              | :             | 15.96   | 16.74         | 12.94        | 13.44       | 17.58                  | 14.73      | 11.29      | 12.13        | :     | 10.49   | 11.23     |         |
| 1970  | 16.64              | :             | 20.09   | 21.00         | 17.30        | 18.94       | 22.09                  | 19.01      | 13.74      | 15.72        | :     | 13.53   | 14.09     |         |
| 1971  | 17.83              | :             | 21.64   | 22.60         | 19.29        | 22.77       | 1/ 24.41               | 2/ 20.77   | 14.25      | 15.78        | :     | 14.38   | 14.63     |         |
| 1972  | 18.22              | :             | 20.84   | 21.73         | 17.56        | 18.57       | 29.29                  | 18.57      | 12.40      | 13.65        | :     | 10.96   | 12.24     |         |
| 1973  | 20.91              | :             | 23.59   | 25.79         | 19.35        | 18.92       | 21.89                  | 20.70      | 13.43      | 15.27        | :     | 13.54   | 13.89     |         |
| 1974  | 19.61              | :             | 23.30   | 26.24         | 20.11        | 19.91       | 24.28                  | 21.66      | 15.60      | 17.42        | :     | 13.80   | 15.41     |         |
| 1975  | 23.00              | :             | 26.69   | 28.91         | 21.96        | 21.98       | 28.05                  | 24.27      | 17.63      | 19.29        | :     | 14.99   | 17.10     |         |

1/ Does not include April-December data.

2/ Does not include April-December data for Oklahoma.

Source: Compiled from data collected by R. L. Polk & Co. as published by Automotive News.

Table 57.—New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the East North Central and West North Central States, by states, 1964-75

| Year  | East North Central |         |          |          | West North Central |            |           |         |          |              |              |         |         |
|---|--------------------|---------|----------|----------|--------------------|------------|-----------|---------|----------|--------------|--------------|---------|---------|
|   | Ohio               | Indiana | Illinois | Michigan | Wisconsin          | Total      | Minnesota | Iowa    | Missouri | North Dakota | South Dakota | Kansas  | Total   |
| Total new-car registrations (units)   |                    |         |          |          |                    |            |           |         |          |              |              |         |         |
| 1964  | 482,030            | 215,185 | 513,288  | 525,901  | 159,909            | 1,896,313  | 149,229   | 110,504 | 187,006  | 23,607       | 24,565       | 57,963  | 95,122  |
| 1965  | 564,534            | 262,942 | 624,664  | 636,211  | 195,444            | 2,283,795  | 175,363   | 130,086 | 217,355  | 25,718       | 66,495       | 103,638 | 647,996 |
| 1966  | 541,127            | 252,823 | 584,661  | 571,363  | 181,762            | 12,131,736 | 171,321   | 127,056 | 215,556  | 26,688       | 26,700       | 66,555  | 102,415 |
| 1967  | 480,835            | 225,128 | 545,680  | 515,692  | 173,002            | 1,940,337  | 163,809   | 112,687 | 194,521  | 22,511       | 23,944       | 61,299  | 91,910  |
| 1968  | 566,201            | 253,159 | 595,747  | 596,485  | 190,799            | 2,202,391  | 170,393   | 123,710 | 210,258  | 23,373       | 26,487       | 62,566  | 102,940 |
| 1969  | 559,534            | 261,836 | 593,106  | 587,689  | 190,025            | 2,192,190  | 175,334   | 119,628 | 235,197  | 23,254       | 24,908       | 67,548  | 103,079 |
| 1970  | 488,904            | 207,310 | 521,184  | 479,224  | 160,088            | 1,856,786  | 157,557   | 106,726 | 194,998  | 21,533       | 22,729       | 57,593  | 88,332  |
| 1971  | 565,414            | 253,265 | 644,674  | 633,963  | 198,970            | 2,296,286  | 174,934   | 123,131 | 218,562  | 23,969       | 22,839       | 65,760  | 102,513 |
| 1972  | 601,406            | 281,591 | 691,671  | 646,146  | 204,457            | 2,445,271  | 163,248   | 126,444 | 244,158  | 26,680       | 25,868       | 69,964  | 112,951 |
| 1973  | 663,163            | 297,477 | 727,750  | 664,505  | 218,929            | 2,571,824  | 201,056   | 146,487 | 250,404  | 29,334       | 26,920       | 74,288  | 123,731 |
| 1974  | 457,722            | 228,964 | 589,758  | 513,129  | 179,556            | 1,969,429  | 171,497   | 124,711 | 194,399  | 28,570       | 25,888       | 63,031  | 98,451  |
| 1975  | 479,497            | 210,829 | 527,693  | 496,476  | 172,508            | 1,887,003  | 158,942   | 118,748 | 174,575  | 25,728       | 21,143       | 57,896  | 90,204  |
| New-car registrations of imports, except from Canada (units)  |                    |         |          |          |                    |            |           |         |          |              |              |         |         |
| 1964  | 21,492             | 8,526   | 21,303   | 16,175   | 5,859              | 73,355     | 5,740     | 3,337   | 7,620    | 479          | 700          | 1,938   | 3,967   |
| 1965  | 26,340             | 9,953   | 25,077   | 18,635   | 7,185              | 87,190     | 6,665     | 3,768   | 8,674    | 564          | 733          | 2,339   | 4,525   |
| 1966  | 28,930             | 10,018  | 25,466   | 18,331   | 7,151              | 89,896     | 6,325     | 4,099   | 10,193   | 526          | 743          | 2,423   | 4,291   |
| 1967  | 32,857             | 11,299  | 27,909   | 21,790   | 8,023              | 101,878    | 7,857     | 4,762   | 12,645   | 647          | 851          | 2,591   | 6,170   |
| 1968  | 45,393             | 14,265  | 36,674   | 29,687   | 10,192             | 136,211    | 9,055     | 5,948   | 15,446   | 806          | 1,054        | 3,648   | 7,640   |
| 1969  | 45,903             | 16,046  | 39,501   | 29,481   | 11,109             | 142,040    | 10,685    | 5,923   | 18,435   | 872          | 1,084        | 4,505   | 8,010   |
| 1970  | 50,533             | 17,258  | 48,153   | 34,042   | 12,220             | 162,206    | 13,030    | 8,119   | 19,376   | 1,198        | 1,301        | 4,873   | 9,245   |
| 1971  | 55,525             | 21,183  | 60,452   | 39,918   | 14,728             | 191,806    | 14,389    | 10,143  | 21,478   | 1,565        | 1,648        | 5,553   | 11,573  |
| 1972  | 45,782             | 17,062  | 52,277   | 30,070   | 12,819             | 158,010    | 11,371    | 8,956   | 19,676   | 1,898        | 1,619        | 6,008   | 10,928  |
| 1973  | 62,815             | 24,733  | 69,396   | 43,643   | 17,754             | 218,341    | 18,512    | 14,090  | 27,336   | 2,413        | 2,388        | 9,080   | 16,324  |
| 1974  | 43,828             | 18,911  | 54,635   | 31,908   | 16,246             | 165,528    | 16,997    | 11,382  | 20,901   | 2,437        | 2,232        | 6,906   | 12,191  |
| 1975  | 50,800             | 20,265  | 55,236   | 31,955   | 19,851             | 178,107    | 21,215    | 12,563  | 21,908   | 3,093        | 2,718        | 8,141   | 13,408  |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent) |                    |         |          |          |                    |            |           |         |          |              |              |         |         |
| 1964  | 4.46               | 3.96    | 4.15     | 3.08     | 3.66               | 3.87       | 3.85      | 3.02    | 4.07     | 2.03         | 2.85         | 3.34    | 4.17    |
| 1965  | 4.67               | 3.79    | 4.01     | 2.93     | 3.68               | 3.82       | 3.80      | 3.20    | 3.99     | 2.14         | 2.85         | 3.52    | 4.37    |
| 1966  | 5.35               | 4.96    | 4.36     | 3.21     | 3.93               | 4.22       | 3.69      | 3.23    | 4.73     | 1.97         | 2.78         | 3.64    | 5.18    |
| 1967  | 6.83               | 5.02    | 5.11     | 4.23     | 4.64               | 5.25       | 4.80      | 4.23    | 6.50     | 2.87         | 3.55         | 4.23    | 6.71    |
| 1968  | 8.02               | 5.63    | 6.16     | 4.98     | 5.34               | 6.18       | 5.31      | 4.81    | 7.35     | 3.45         | 3.98         | 5.83    | 7.42    |
| 1969  | 8.20               | 6.13    | 6.66     | 5.02     | 5.85               | 6.43       | 6.09      | 4.95    | 7.84     | 3.75         | 4.35         | 6.67    | 7.77    |
| 1970  | 10.34              | 8.32    | 9.24     | 7.10     | 7.63               | 8.74       | 8.26      | 7.61    | 9.94     | 5.84         | 6.46         | 10.47   | 8.80    |
| 1971  | 9.82               | 8.36    | 9.38     | 6.30     | 7.40               | 8.35       | 8.51      | 8.24    | 9.83     | 6.53         | 7.22         | 9.96    | 11.29   |
| 1972  | 7.61               | 6.06    | 7.56     | 4.65     | 6.27               | 6.52       | 6.97      | 7.08    | 8.06     | 7.11         | 6.26         | 8.59    | 9.68    |
| 1973  | 9.47               | 8.31    | 9.54     | 6.57     | 8.11               | 8.49       | 9.21      | 9.62    | 10.92    | 8.23         | 8.87         | 12.22   | 13.19   |
| 1974  | 9.58               | 8.26    | 9.26     | 6.22     | 9.03               | 8.40       | 9.91      | 9.13    | 10.75    | 8.53         | 8.62         | 10.96   | 12.38   |
| 1975  | 10.59              | 9.61    | 10.47    | 6.44     | 11.51              | 9.44       | 13.35     | 10.58   | 12.55    | 12.02        | 12.86        | 14.06   | 12.83   |

Source: Compiled from data collected by R. L. Polk & Co. as published by Automotive News.

Table 58.—New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the South Atlantic States and the District of Columbia, by states, 1964-75

| Year  | Delaware | Maryland | District of Columbia | Virginia | West Virginia | North Carolina | South Carolina | Georgia | Florida | Total     |
|---|----------|----------|----------------------|----------|---------------|----------------|----------------|---------|---------|-----------|
| Total new-car registrations (units)   |          |          |                      |          |               |                |                |         |         |           |
| New-car registrations of imports, except from Canada (units)                                  |          |          |                      |          |               |                |                |         |         |           |
| 1964  | 24,461   | 168,412  | 42,576               | 174,262  | 55,472        | 163,746        | 80,290         | 165,039 | 274,655 | 1,148,913 |
| 1965  | 29,649   | 191,408  | 46,349               | 200,454  | 65,427        | 190,789        | 91,921         | 186,218 | 293,646 | 1,295,861 |
| 1966  | 27,622   | 185,106  | 41,774               | 200,415  | 63,355        | 196,040        | 96,381         | 186,216 | 329,716 | 1,321,178 |
| 1967  | 27,053   | 183,401  | 31,816               | 169,728  | 57,347        | 175,320        | 84,516         | 167,739 | 307,155 | 1,204,135 |
| 1968  | 30,565   | 209,738  | 32,090               | 198,389  | 64,953        | 189,933        | 102,112        | 202,452 | 366,670 | 1,397,004 |
| 1969  | 31,244   | 214,900  | 35,160               | 200,265  | 66,484        | 218,109        | 99,248         | 211,681 | 375,087 | 1,450,268 |
| 1970  | 28,373   | 197,230  | 28,328               | 180,545  | 65,665        | 174,544        | 89,262         | 187,995 | 350,351 | 1,302,293 |
| 1971  | 33,543   | 219,282  | 33,962               | 221,975  | 75,490        | 212,100        | 108,238        | 239,633 | 422,722 | 1,568,945 |
| 1972  | 33,382   | 233,905  | 34,797               | 247,680  | 80,865        | 260,582        | 125,817        | 266,900 | 442,691 | 1,726,619 |
| 1973  | 36,456   | 266,253  | 34,382               | 266,934  | 85,576        | 267,168        | 135,528        | 280,629 | 593,092 | 1,962,028 |
| 1974  | 27,471   | 198,403  | 25,928               | 191,236  | 68,040        | 196,350        | 98,574         | 197,576 | 396,843 | 1,400,421 |
| 1975  | 24,949   | 199,109  | 23,962               | 185,727  | 70,713        | 173,778        | 91,807         | 177,417 | 362,818 | 1,310,280 |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations |          |          |                      |          |               |                |                |         |         |           |
| 1964  | 1,731    | 10,489   | 3,521                | 14,511   | 3,348         | 8,420          | 4,73           | 10,564  | 23,696  | 81,003    |
| 1965  | 2,034    | 13,462   | 4,333                | 17,583   | 5,055         | 11,063         | 4,919          | 11,804  | 24,206  | 94,459    |
| 1966  | 2,154    | 15,175   | 3,773                | 18,543   | 5,322         | 12,554         | 6,413          | 13,161  | 31,292  | 108,187   |
| 1967  | 2,696    | 18,336   | 2,945                | 18,730   | 6,900         | 14,305         | 7,142          | 15,176  | 33,841  | 120,071   |
| 1968  | 3,349    | 21,147   | 3,361                | 22,477   | 9,132         | 16,226         | 9,054          | 19,921  | 43,884  | 148,551   |
| 1969  | 3,372    | 24,154   | 4,108                | 24,767   | 8,084         | 19,509         | 8,951          | 21,774  | 44,823  | 159,542   |
| 1970  | 4,083    | 27,680   | 4,284                | 28,157   | 9,406         | 22,843         | 10,983         | 26,554  | 53,196  | 187,186   |
| 1971  | 4,788    | 33,093   | 4,626                | 34,846   | 9,599         | 29,370         | 13,994         | 36,050  | 71,198  | 237,564   |
| 1972  | 4,166    | 30,717   | 5,450                | 33,135   | 7,577         | 32,302         | 14,249         | 34,357  | 65,213  | 227,166   |
| 1973  | 5,338    | 42,512   | 5,517                | 43,259   | 9,163         | 35,536         | 19,786         | 40,434  | 91,826  | 297,371   |
| 1974  | 4,104    | 36,089   | 4,307                | 34,012   | 7,216         | 31,537         | 16,044         | 30,268  | 62,914  | 226,491   |
| 1975  | 4,239    | 39,926   | 4,678                | 38,311   | 8,807         | 32,843         | 16,581         | 31,619  | 66,473  | 243,477   |

Source: Compiled from data collected by R. L. Polk & Co., as published by *Automotive News*.

Table 59.—New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the East South Central and West South Central States, by states, 1964-75

| Year  | East South Central States |           |         |             |         |          | West South Central States |           |         |         |       |       |
|---|---------------------------|-----------|---------|-------------|---------|----------|---------------------------|-----------|---------|---------|-------|-------|
|   | Kentucky                  | Tennessee | Alabama | Mississippi | Total   | Arkansas | Louisiana                 | Oklahoma  | Texas   | Total   | Texas | Total |
| Total new-car registrations (units)   |                           |           |         |             |         |          |                           |           |         |         |       |       |
| 1964  | 93,443                    | 131,610   | 115,347 | 56,521      | 396,921 | 58,622   | 118,358                   | 91,127    | 427,723 | 695,830 |       |       |
| 1965  | 110,231                   | 155,293   | 131,883 | 66,770      | 464,177 | 63,451   | 150,854                   | 103,591   | 486,607 | 804,503 |       |       |
| 1966  | 109,470                   | 155,617   | 129,693 | 70,362      | 465,142 | 64,889   | 154,074                   | 103,570   | 476,794 | 799,327 |       |       |
| 1967  | 100,731                   | 139,574   | 117,111 | 65,488      | 422,904 | 63,832   | 130,144                   | 96,995    | 465,619 | 756,590 |       |       |
| 1968  | 111,341                   | 162,204   | 122,850 | 72,033      | 468,468 | 65,557   | 144,683                   | 107,464   | 503,088 | 820,892 |       |       |
| 1969  | 107,267                   | 160,059   | 128,491 | 71,417      | 467,234 | 69,587   | 140,865                   | 1/ 27,559 | 561,412 | 799,423 |       |       |
| 1970  | 97,609                    | 139,191   | 112,530 | 60,499      | 409,529 | 57,908   | 121,612                   | 3/        | 451,920 | 631,440 |       |       |
| 1971  | 116,175                   | 180,213   | 143,751 | 76,724      | 516,863 | 77,339   | 154,979                   | 3/        | 536,962 | 769,380 |       |       |
| 1972  | 131,616                   | 206,729   | 166,928 | 93,624      | 598,897 | 87,440   | 175,922                   | 3/        | 614,362 | 877,724 |       |       |
| 1973  | 144,634                   | 212,621   | 171,153 | 95,218      | 623,626 | 91,924   | 174,339                   | 3/        | 666,562 | 932,831 |       |       |
| 1974  | 114,681                   | 165,423   | 129,291 | 70,015      | 486,410 | 72,060   | 146,068                   | 3/        | 509,024 | 727,752 |       |       |
| 1975  | 110,301                   | 157,343   | 128,860 | 71,889      | 468,393 | 70,594   | 150,289                   | 3/        | 535,698 | 756,581 |       |       |
| New-car registrations of imports, except from Canada (units)  |                           |           |         |             |         |          |                           |           |         |         |       |       |
| 1964  | 4,153                     | 7,702     | 7,216   | 3,096       | 22,167  | 2,825    | 5,163                     | 3,502     | 18,489  | 29,979  |       |       |
| 1965  | 5,287                     | 9,115     | 8,551   | 3,999       | 21,452  | 3,131    | 6,682                     | 4,003     | 20,870  | 35,686  |       |       |
| 1966  | 6,439                     | 10,396    | 9,529   | 4,866       | 31,230  | 3,935    | 9,227                     | 5,524     | 25,155  | 43,841  |       |       |
| 1967  | 7,285                     | 11,699    | 11,556  | 5,077       | 35,717  | 4,831    | 10,369                    | 7,897     | 32,897  | 55,994  |       |       |
| 1968  | 9,352                     | 15,194    | 12,814  | 6,195       | 43,555  | 5,316    | 13,780                    | 10,648    | 40,887  | 70,631  |       |       |
| 1969  | 9,596                     | 14,314    | 12,324  | 6,533       | 43,967  | 5,403    | 14,019                    | 1/ 2,249  | 43,865  | 65,536  |       |       |
| 1970  | 11,087                    | 17,339    | 14,556  | 7,374       | 50,356  | 6,355    | 16,211                    | 3/        | 52,519  | 75,085  |       |       |
| 1971  | 13,005                    | 21,543    | 17,857  | 9,026       | 61,431  | 8,538    | 20,410                    | 3/        | 66,515  | 95,463  |       |       |
| 1972  | 12,511                    | 21,318    | 15,643  | 9,769       | 59,241  | 8,229    | 18,420                    | 3/        | 63,544  | 90,193  |       |       |
| 1973  | 17,091                    | 25,519    | 21,100  | 12,096      | 75,806  | 11,715   | 21,420                    | 3/        | 89,593  | 122,728 |       |       |
| 1974  | 11,485                    | 19,711    | 16,624  | 9,369       | 57,189  | 8,284    | 17,382                    | 3/        | 66,112  | 91,778  |       |       |
| 1975  | 13,040                    | 22,634    | 20,362  | 10,406      | 66,442  | 9,884    | 18,714                    | 3/        | 78,649  | 110,247 |       |       |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent) |                           |           |         |             |         |          |                           |           |         |         |       |       |
| 1964  | 4.44                      | 5.85      | 6.26    | 5.48        | 5.58    | 4.82     | 4.36                      | 3.84      | 4.32    | 4.31    |       |       |
| 1965  | 4.80                      | 6.19      | 6.48    | 5.99        | 5.91    | 4.93     | 5.09                      | 3.86      | 4.29    | 4.44    |       |       |
| 1966  | 5.88                      | 6.68      | 7.35    | 6.92        | 6.71    | 6.06     | 5.99                      | 5.33      | 5.28    | 5.48    |       |       |
| 1967  | 7.23                      | 8.38      | 9.95    | 7.75        | 8.45    | 7.57     | 7.97                      | 8.14      | 7.07    | 7.40    |       |       |
| 1968  | 8.40                      | 9.37      | 10.43   | 8.60        | 9.30    | 8.10     | 9.52                      | 9.91      | 8.13    | 8.60    |       |       |
| 1969  | 8.95                      | 9.32      | 10.06   | 9.15        | 9.41    | 7.76     | 9.95                      | 1/ 8.16   | 7.81    | 8.20    |       |       |
| 1970  | 11.36                     | 12.46     | 12.94   | 12.19       | 12.29   | 10.97    | 13.33                     | 3/        | 11.62   | 11.89   |       |       |
| 1971  | 11.19                     | 11.95     | 12.42   | 11.76       | 11.89   | 11.03    | 13.17                     | 3/        | 12.39   | 12.41   |       |       |
| 1972  | 9.51                      | 10.31     | 9.37    | 10.43       | 9.89    | 9.41     | 10.47                     | 3/        | 10.34   | 10.28   |       |       |
| 1973  | 11.82                     | 12.00     | 12.33   | 12.70       | 12.16   | 12.74    | 12.29                     | 3/        | 13.44   | 13.16   |       |       |
| 1974  | 10.01                     | 11.92     | 12.86   | 12.17       | 11.76   | 11.40    | 11.90                     | 3/        | 12.99   | 12.61   |       |       |
| 1975  | 11.82                     | 14.39     | 15.80   | 14.48       | 14.19   | 14.00    | 12.45                     | 3/        | 14.68   | 14.18   |       |       |

1/ Does not include April-December data.

2/ Does not include April-December data for Oklahoma.

3/ Not available.

4/ Does not include data for Oklahoma.

Source: Compiled from data collected by R. L. Polk & Co. as published by Automotive News.

Table 60.--New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the Mountain and Pacific States, by States, 1964-75

| Year  | Mountain States                     |        |         |          |            |         |        |
|---|-------------------------------------|--------|---------|----------|------------|---------|--------|
|   | Montana                             | Idaho  | Wyoming | Colorado | New Mexico | Arizona | Utah   |
|   | Total new-car registrations (units) |        |         |          |            |         |        |
| 1964-----:  | 25,278                              | 24,858 | 14,741  | 74,215   | 33,663     | 54,200  | 34,157 |
| 1965-----:  | 27,245                              | 27,350 | 13,823  | 79,115   | 36,552     | 58,815  | 36,109 |
| 1966-----:  | 27,147                              | 24,670 | 12,783  | 80,157   | 36,207     | 57,058  | 35,547 |
| 1967-----:  | 25,647                              | 23,157 | 11,641  | 74,608   | 33,797     | 52,821  | 33,181 |
| 1968-----:  | 26,404                              | 25,563 | 13,500  | 89,030   | 37,779     | 60,720  | 35,978 |
| 1969-----:  | 25,911                              | 24,467 | 14,131  | 92,967   | 39,447     | 74,643  | 36,999 |
| 1970-----:  | 24,239                              | 21,931 | 11,920  | 87,636   | 36,237     | 68,378  | 31,988 |
| 1971-----:  | 26,358                              | 24,059 | 13,482  | 104,648  | 42,620     | 80,309  | 40,404 |
| 1972-----:  | 28,200                              | 26,276 | 14,528  | 121,995  | 50,222     | 89,835  | 45,122 |
| 1973-----:  | 30,118                              | 29,788 | 15,647  | 123,843  | 49,308     | 96,801  | 47,113 |
| 1974-----:  | 23,764                              | 23,385 | 13,330  | 99,135   | 41,609     | 70,543  | 37,980 |
| 1975-----:  | 23,025                              | 22,922 | 13,907  | 92,751   | 40,341     | 64,051  | 39,785 |
| New-car registrations of imports, except from Canada (units)                                  |                                     |        |         |          |            |         |        |
| 1964-----:  | 1,278                               | 1,629  | 958     | 4,592    | 2,326      | 4,341   | 3,044  |
| 1965-----:  | 1,879                               | 2,139  | 951     | 5,388    | 2,825      | 5,105   | 3,179  |
| 1966-----:  | 2,158                               | 2,341  | 807     | 7,325    | 3,809      | 5,896   | 3,208  |
| 1967-----:  | 2,652                               | 2,972  | 881     | 9,293    | 4,388      | 6,908   | 3,679  |
| 1968-----:  | 2,928                               | 3,333  | 1,258   | 12,618   | 5,459      | 9,134   | 4,809  |
| 1969-----:  | 2,922                               | 3,374  | 1,208   | 14,010   | 5,139      | 10,481  | 5,074  |
| 1970-----:  | 3,450                               | 3,841  | 1,496   | 17,943   | 6,136      | 12,116  | 6,169  |
| 1971-----:  | 5,350                               | 5,753  | 2,075   | 23,813   | 7,902      | 16,656  | 8,077  |
| 1972-----:  | 4,849                               | 5,432  | 1,796   | 26,304   | 8,549      | 15,697  | 8,066  |
| 1973-----:  | 6,531                               | 7,650  | 2,848   | 32,415   | 9,579      | 20,157  | 10,645 |
| 1974-----:  | 4,503                               | 5,572  | 2,574   | 26,245   | 7,950      | 14,259  | 8,897  |
| 1975-----:  | 5,806                               | 6,681  | 3,155   | 29,132   | 8,845      | 16,121  | 11,517 |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations |                                     |        |         |          |            |         |        |
| 1964-----:  | 5.06                                | 6.55   | 6.50    | 6.19     | 6.91       | 8.01    | 8.91   |
| 1965-----:  | 6.90                                | 7.82   | 6.88    | 6.81     | 7.73       | 8.68    | 8.80   |
| 1966-----:  | 7.95                                | 9.49   | 6.31    | 9.14     | 10.52      | 10.33   | 9.02   |
| 1967-----:  | 10.34                               | 12.83  | 7.57    | 12.46    | 12.98      | 13.08   | 11.09  |
| 1968-----:  | 11.09                               | 13.04  | 9.32    | 14.17    | 14.45      | 15.04   | 13.37  |
| 1969-----:  | 11.28                               | 13.79  | 8.55    | 15.07    | 13.03      | 14.04   | 13.71  |
| 1970-----:  | 14.23                               | 17.51  | 12.55   | 20.47    | 16.93      | 17.72   | 19.29  |
| 1971-----:  | 20.30                               | 23.91  | 15.39   | 22.76    | 18.54      | 20.74   | 19.99  |
| 1972-----:  | 17.20                               | 20.67  | 12.36   | 21.56    | 17.02      | 17.47   | 17.88  |
| 1973-----:  | 21.68                               | 25.68  | 18.20   | 26.17    | 19.43      | 20.82   | 22.59  |
| 1974-----:  | 18.95                               | 23.83  | 19.31   | 26.47    | 19.11      | 20.21   | 23.43  |
| 1975-----:  | 25.22                               | 29.15  | 22.69   | 31.41    | 21.93      | 25.17   | 28.95  |

Table 60.--New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the Mountain and Pacific States, by States, 1964-75--  
Continued

| Year  | Mountain States                     |         |            | Pacific States |            |        |        |           |
|---|-------------------------------------|---------|------------|----------------|------------|--------|--------|-----------|
|   | Nevada                              | Total   | Washington | Oregon         | California | Alaska | Hawaii | Total     |
|   | Total new-car registrations (units) |         |            |                |            |        |        |           |
| 1964-----   | 19,236                              | 280,348 | 88,591     | 84,932         | 829,042    | 6,835  | 23,898 | 1,033,298 |
| 1965-----   | 21,569                              | 300,578 | 97,506     | 90,606         | 887,306    | 8,980  | 27,429 | 1,111,827 |
| 1966-----   | 19,352                              | 292,921 | 116,010    | 91,960         | 832,338    | 7,131  | 28,502 | 1,075,941 |
| 1967-----   | 18,684                              | 273,536 | 112,114    | 78,478         | 809,217    | 6,833  | 28,608 | 1,035,250 |
| 1968-----   | 21,451                              | 310,425 | 118,521    | 93,369         | 897,211    | 8,012  | 33,917 | 1,151,030 |
| 1969-----   | 25,449                              | 334,014 | 124,148    | 93,739         | 918,458    | 8,802  | 39,148 | 1,184,295 |
| 1970-----   | 21,958                              | 304,287 | 97,615     | 80,858         | 868,402    | 8,702  | 36,627 | 1,092,204 |
| 1971-----   | 24,530                              | 356,410 | 117,307    | 96,165         | 937,987    | 9,589  | 35,984 | 1,197,032 |
| 1972-----   | 30,296                              | 406,474 | 130,616    | 101,156        | 995,824    | 10,698 | 37,484 | 1,275,778 |
| 1973-----   | 32,578                              | 425,196 | 137,985    | 103,678        | 1,104,689  | 9,565  | 41,919 | 1,397,836 |
| 1974-----   | 25,603                              | 335,349 | 109,256    | 80,871         | 817,583    | 9,745  | 30,932 | 1,048,387 |
| 1975-----   | 26,361                              | 323,143 | 114,709    | 84,870         | 742,697    | 15,381 | 33,693 | 991,350   |
| New-car registrations of imports, except from Canada (units)  |                                     |         |            |                |            |        |        |           |
| 1964-----   | 1,141                               | 19,309  | 7,055      | 8,003          | 83,764     | 1,009  | 3,342  | 103,173   |
| 1965-----   | 1,590                               | 23,056  | 8,555      | 9,147          | 105,565    | 1,326  | 4,573  | 129,166   |
| 1966-----   | 1,541                               | 27,085  | 12,938     | 11,347         | 129,823    | 1,240  | 5,595  | 160,943   |
| 1967-----   | 2,509                               | 33,282  | 16,459     | 12,450         | 161,161    | 1,335  | 7,835  | 199,240   |
| 1968-----   | 3,209                               | 42,748  | 19,668     | 16,544         | 204,077    | 1,754  | 11,055 | 253,098   |
| 1969-----   | 3,321                               | 45,529  | 23,673     | 19,938         | 231,533    | 1,763  | 13,100 | 290,007   |
| 1970-----   | 2,857                               | 54,008  | 24,513     | 21,823         | 264,341    | 2,324  | 14,023 | 327,024   |
| 1971-----   | 4,451                               | 74,077  | 33,710     | 29,492         | 301,326    | 2,870  | 17,914 | 385,312   |
| 1972-----   | 6,324                               | 77,017  | 30,163     | 25,762         | 258,363    | 2,723  | 15,237 | 332,248   |
| 1973-----   | 7,363                               | 97,188  | 39,036     | 31,704         | 333,296    | 2,672  | 16,681 | 423,389   |
| 1974-----   | 5,647                               | 75,647  | 33,195     | 26,757         | 265,632    | 3,023  | 14,711 | 343,318   |
| 1975-----   | 6,512                               | 87,769  | 42,733     | 31,679         | 288,724    | 5,793  | 16,164 | 385,093   |
| Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent) |                                     |         |            |                |            |        |        |           |
| 1964-----   | 5.93                                | 6.89    | 7.96       | 9.42           | 10.10      | 14.76  | 13.98  | 9.98      |
| 1965-----   | 7.37                                | 7.67    | 8.77       | 10.10          | 11.90      | 14.77  | 16.67  | 11.62     |
| 1966-----   | 7.96                                | 9.25    | 11.15      | 12.34          | 15.60      | 17.39  | 19.63  | 14.96     |
| 1967-----   | 13.43                               | 12.17   | 14.68      | 15.86          | 19.92      | 19.54  | 27.39  | 19.25     |
| 1968-----   | 14.96                               | 13.77   | 16.59      | 17.72          | 22.75      | 21.89  | 32.59  | 21.99     |
| 1969-----   | 13.05                               | 13.63   | 19.07      | 21.27          | 25.21      | 20.03  | 33.46  | 24.49     |
| 1970-----   | 13.01                               | 17.75   | 25.11      | 26.99          | 30.44      | 26.71  | 38.29  | 29.94     |
| 1971-----   | 18.15                               | 20.78   | 28.74      | 30.67          | 32.12      | 29.93  | 49.78  | 32.19     |
| 1972-----   | 20.87                               | 18.95   | 23.09      | 25.47          | 25.94      | 25.45  | 40.65  | 26.04     |
| 1973-----   | 22.60                               | 22.86   | 28.29      | 30.58          | 30.17      | 27.94  | 39.79  | 30.29     |
| 1974-----   | 22.06                               | 22.56   | 30.38      | 33.09          | 32.49      | 31.02  | 47.56  | 32.75     |
| 1975-----   | 24.70                               | 27.16   | 37.25      | 37.33          | 38.88      | 37.66  | 47.97  | 38.85     |

Source: Compiled from data collected by R. L. Polk & Co. as published by Automotive News.

SECTION XI

1975 DUTIES AND FEES APPLICABLE TO TYPICAL VEHICLES  
IN TRADE AMONG DEVELOPED COUNTRIES (TABLES 61-69)

Table 61.--New passenger automobiles: Duties and fees applicable to typical vehicles in international trade, as a percentage of ex-factory prices, 1/ 1975

| Country of origin      | Duties and fees applicable to passenger automobiles sold in-- |            |        |                 |                 |       |               |  |
|------------------------|---|------------|--------|-----------------|-----------------|-------|---------------|--|
|                        | West  | Italy      | France | Sweden          | United Kingdom  | Japan | United States |  |
|                        | Germany   |            |        |                 |                 |       |               |  |
| Duties                 |   |            |        |                 |                 |       |               |  |
| West Germany-----:     | -   | -          | -      | 4.4             | 4.8             | 7.0   | 3.0           |  |
| Italy-----:            | -   | -          | -      | 4.4             | 4.8             | 7.0   | 3.0           |  |
| France-----:           | -   | -          | -      | 4.4             | 4.8             | 7.0   | 3.0           |  |
| Sweden-----:           | 4.8   | 5.0        | 4.8    | -               | -               | 7.0   | 3.0           |  |
| United Kingdom-----:   | 4.8   | 5.0        | 4.8    | -               | -               | 7.0   | 3.0           |  |
| Japan-----:            | 12.1  | 12.4       | 12.1   | 11.0            | 12.1            | -     | 3.0           |  |
| United States-----:    | 12.1  | 12.4       | 12.1   | 11.0            | 12.1            | 7.0   | -             |  |
| All fees except duties |   |            |        |                 |                 |       |               |  |
| West Germany-----:     | 12.6-13.9   | :28.2-41.4 | :      | 36.7 :27.6-34.4 | 23.0 :25.8-31.9 | :     | 7.3-8.1       |  |
| Italy-----:            | 14.7-15.1   | :43.2-44.0 | :      | 36.7 :26.2-34.4 | 23.0 :27.4-34.4 | :     | 7.9-9.6       |  |
| France-----:           | 13.8-14.7   | :31.5-45.4 | :      | 33.3 :26.2-34.4 | 23.0 :27.3-33.3 | :     | 7.2-8.7       |  |
| Sweden-----:           | 15.1-15.7   | :43.2-50.6 | :      | 38.4 :28.5-32.2 | 22.0 :27.5-35.2 | :     | 7.4-7.9       |  |
| United Kingdom-----:   | 15.1-15.3   | :37.1-44.8 | :      | 38.4 :29.7-33.4 | 21.0 :27.9-32.0 | :     | 7.3-8.0       |  |
| Japan-----:            | 15.2-16.9   | :22.7-28.6 | :      | 40.9 :33.1-38.4 | 24.4 :24.8-31.1 | :     | 7.4-9.0       |  |
| United States-----:    | 16.6-21.8   | :46.4-74.6 | :      | 40.9 :31.4-49.4 | 24.4 :28.4-43.4 | :     | 7.1-8.2       |  |
| All duties and fees    |   |            |        |                 |                 |       |               |  |
| West Germany-----:     | 12.6-13.9   | :28.2-41.4 | :      | 36.7 :32.0-38.8 | 27.8 :32.8-38.9 | :     | 10.3-11.1     |  |
| Italy-----:            | 14.7-15.1   | :43.2-44.0 | :      | 36.7 :30.6-38.8 | 27.8 :34.4-41.4 | :     | 10.9-12.6     |  |
| France-----:           | 13.8-14.7   | :31.5-45.4 | :      | 33.3 :30.6-38.4 | 27.8 :34.3-40.3 | :     | 10.2-11.7     |  |
| Sweden-----:           | 19.9-20.5   | :48.2-55.6 | :      | 43.2 :28.5-32.2 | 22.0 :34.5-42.2 | :     | 10.4-10.9     |  |
| United Kingdom-----:   | 19.9-20.1   | :42.1-49.8 | :      | 43.2 :29.7-33.4 | 21.0 :34.9-39.0 | :     | 10.3-11.0     |  |
| Japan-----:            | 27.3-29.0   | :35.1-41.0 | :      | 53.0 :44.1-49.4 | 36.5 :24.8-31.1 | :     | 10.4-12.0     |  |
| United States-----:    | 28.7-33.9   | :58.8-87.0 | :      | 53.0 :42.4-60.4 | 36.5 :35.4-50.4 | :     | 07.1-08.2     |  |

1/ For the purposes of this table and tables 62-68, value-added taxes are not included in ex-factory prices. Such taxes are included in the category "All fees except duties." In countries in which value-added taxes are imposed, the taxes are assessed at every step of manufacture on the value added by each step of manufacture. If an article is exported from such a country, the value-added tax is refunded to the exporter. If an article is imported into such a country, the article is subjected to assessments on the duty-paid c.i.f. value of the article roughly equal to the amount that would have been assessed in value-added taxes had the article been produced in that country. The United States and Japan do not have value-added taxes. For the other countries under consideration the value-added tax is as follows: West Germany, 11 percent; Italy, 18 percent on passenger automobiles over 2,000 cc displacement; 12 percent on other articles; France, 33-1/3 percent; Sweden, 17.65 percent; and the United Kingdom, 10 percent.

Table 62.--West Germany: Duties and fees applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300 cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in West Germany: \$3,210. Exchange rate, January-March 1975: 2.345 DM/U.S. dollar.)

| Item                    | Rate   | Ratio of duties              |                  |                |
|-------------------------|--|------------------------------|------------------|----------------|
|                         |  | Duties: <u>and fees to--</u> |                  |                |
|                         |  | or fees: Ex-factory: C.i.f.  |                  |                |
|                         |  | : price : value              |                  |                |
|                         |  | : <u>U.S.</u> :              | :                |                |
|                         |  | : <u>dollars</u> :           | <u>Percent</u> : | <u>Percent</u> |
|                         |  | :                            | :                | :              |
| Duty 1/-----            | 11% on c.i.f. value-----                     | \$352                        | 12.1             | 11.0           |
|                         | :  | :                            | :                | :              |
| Value-added tax 2/---   | 11% on duty-paid value---                    | 392                          | 13.4             | 12.2           |
|                         | :  | :                            | :                | :              |
| Annual road-use tax. 2/ | \$6.14 per 100 cm <sup>3</sup> displacement. | 141                          | 4.8              | 4.4            |
| Total-----              | -----:                                       | 885                          | <u>3/</u> 30.3   | 27.6           |
|                         | :  | :                            | :                | :              |

1/ Imports from other European Community members entered free; the rate of duty applicable to imports from Sweden and the United Kingdom (a new European Community member) was 4.4 percent.

2/ Applicable to West-German-made passenger automobiles also.

3/ For representative U.S. exports to West Germany, the lowest ratio of duties and fees to the ex-factory price was 28.7 percent (Chevette); the highest was 33.9 percent (Torino). For representative exports to West Germany from other countries, the lowest ratio of duties and fees to the ex-factory price was 13.8 percent (Citroen 2cv4); the highest was 29.5 percent (Honda Civic). Fees applicable to representative vehicles made in West Germany ranged from 12.6 percent (Mercedes 280S) to 13.9 percent (Volks-wagen 1200) of the ex-factory price. The ex-factory price did not include value-added taxes; such taxes were included as fees.

Table 63.--Italy: Duties and fees applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300 cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in Italy: \$3,210. Exchange rate, January-March 1975: 632.03 Lit/U.S. dollar.)

| Item                  | Rate   | Ratio of duties |                   |         |
|-----------------------|--|-----------------|-------------------|---------|
|                       |  | Duties:         | and fees to--     |         |
|                       |  | or fees:        | Ex-factory:C.i.f. |         |
|                       |  | :               | price             | value   |
|                       |  | U.S.            | :                 | :       |
|                       |  | dollars         | Percent           | Percent |
|                       |  | :               | :                 | :       |
| Duty 1/-----          | 11% on c.i.f. value + 3%<br>: uplift.  | \$387           | 13.3              | 12.1    |
| Value-added tax 2/--- | Cars over 2,000 cm <sup>3</sup> , 18%,<br>: other cars, 12% based on<br>: duty-paid value. | 647             | 22.2              | 20.2    |
| Annual road tax 2/--- | \$14 per horsepower;<br>: maximum on cars under<br>: 45 hp, \$384.                         | 1,162           | 39.8              | 36.2    |
| Stamp tax 2/-----     | 0.2% of duties and fees,<br>: including road tax.  | 4               | .1                | .1      |
| Total-----            |  | 2,200           | 3/ 75.4           | 68.6    |
|                       |  | :               | :                 | :       |

1/ Imports from other European Community members entered free; the rate of duty applicable to imports from Sweden and the United Kingdom (a new European Community member) was 4.4 percent on c.i.f. value plus 3-percent uplift.

2/ Applicable to Italian-made passenger automobiles also.

3/ For representative U.S. exports to Italy, the lowest ratio of duties and fees to the ex-factory price was 58.8 percent (Continental Mark IV); the highest ratio was 87.0 percent (Torino). For representative exports to Italy from other countries, the lowest ratio of duties and fees to the ex-factory price was 28.2 percent (Volkswagen 1200); the highest ratio was 80.9 percent (Datsun 1600 deluxe). Fees applicable to representative vehicles made in Italy ranged from 43.2 percent (Fiat 500 Berlina) to 44.0 percent (Fiat 131 Mirafiori Special) of the ex-factory price. The ex-factory price did not include value-added taxes; such taxes were counted as fees.

Table 64.--France: Duties and fees applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300 cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in France: \$3,210. Exchange rate, January-March 1975: 4.2155 F/U.S. dollar)

| Item                  | Rate                        | Ratio of duties and fees to-- |                |                      |
|-----------------------|-----------------------------|-------------------------------|----------------|----------------------|
|                       |                             | Duties or fees                | Ex-factory     | C.i.f. price : value |
|                       |                             | U.S. dollars                  | Percent        | Percent              |
| Duty 1/-----          | 11% on c.i.f. value-----    | \$352                         | 12.1           | 11.0                 |
| Value-added tax 2/--- | 33-1/3% on duty-paid value. | 1,187                         | 40.7           | 37.0                 |
| Customs stamp duty--- | 2% of import duty-----      | 7                             | .2             | .2                   |
| Total-----            |                             | 1,546                         | <u>3/</u> 53.0 | 48.2                 |

1/ Imports from other European Community members entered free; the rate of duty applicable to imports from Sweden and the United Kingdom (a new European Community member) was 4.4 percent.

2/ Applicable to French-made passenger automobiles also.

3/ For all U.S. and Japanese exports of passenger automobiles, duties and fees were equivalent to 53.0 percent of the ex-factory value of the vehicles. For imports from the United Kingdom and Sweden, duties and fees were equivalent to 43.2 percent of the ex-factory cost of the vehicles. For imports from other European Community members, duties and fees were equivalent to 36.7 percent of the ex-factory cost of the vehicles. French-made vehicles were subject to fees amounting to 33-1/3 percent of the ex-factory price of all vehicles. The ex-factory price did not include value-added taxes; such taxes were counted as fees.

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Table 65.--Sweden: Duties and fees applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300 cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in Sweden: \$3,210. Exchange rate, January-March 1975: 3.9420 skr/U.S. dollar)

| Item                  | Rate   | Ratio of duties and fees to-- |                  |              |  |
|-----------------------|--|-------------------------------|------------------|--------------|--|
|                       |  | Duties or fees                | Ex-factory price | C.i.f. value |  |
|                       |  | U.S. dollars                  | Percent          | Percent      |  |
| Duty 1/-----          | 10% on c.i.f. value-----   | \$321                         | 11.0             | 10.0         |  |
| Value-added tax 2/--- | 17.65% on duty-paid value.   | 623                           | 21.3             | 19.4         |  |
| Transaction tax 2/--- | \$0.48 per kg of weight +:<br>\$61 each full 50 kg<br>over 1,600 kg, up to<br>1800 kg. | 542                           | 18.6             | 16.9         |  |
| Total-----            | -----:   | 1,486                         | <u>3/</u> 50.9   | 46.3         |  |

1/ Imports from the United Kingdom entered free; the rate of duty applicable to imports from European Community countries was 4 percent.

2/ Applicable to Swedish-made passenger automobiles also.

3/ For representative U.S. exports to Sweden, the lowest ratio of duties and fees to the ex-factory price was 42.4 percent (Continental Mark IV); the highest was 60.4 percent (Torino). For representative exports to Sweden from other countries, the lowest ratio of duties and fees to the ex-factory price was 29.7 percent (Jaguar 4.2 Litre Saloon); the highest was 49.4 percent (Datsun 1600 deluxe). Swedish-made vehicles were subject to fees equivalent to 28.5 percent (Volvo 244 GL) and 32.2 percent (Saab 96V4) of the ex-factory price. The ex-factory price did not include value-added taxes; such taxes were counted as fees.

Table 66.--United Kingdom: Duties and fees applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300 cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in the United Kingdom, \$3,210. Exchange rate, January-March 1975: 2.409 US\$/pound sterling)

| Item                  | Rate                     | Duties or fees |         | Ex-factory price | Ratio of duties and fees to-- C.i.f. value |
|-----------------------|--------------------------|----------------|---------|------------------|--|
|                       |                          | U.S. dollars   | Percent | Percent          |  |
| Duty 1/-----          | 11% on c.i.f. value----- | \$352          | 12.1    | 11.0             |  |
| Special tax 2/-----   | 10% on duty-paid value-- | 356            | 12.2    | 11.1             |  |
| Value-added tax 2/--- | 10% on duty-paid value-- | 356            | 12.2    | 11.1             |  |
| Total-----            | -----                    | 1,064          | 3/ 36.5 | 33.2             |  |
|                       |                          |                |         |                  |  |

1/ Imports from Sweden entered free; the rate of duty applicable to imports from other European Community countries was 4 percent.

2/ Applicable to passenger automobiles made in the United Kingdom also.

3/ For all U.S. and Japanese exports of passenger automobiles, duties and fees were equivalent to 36.5 percent of the ex-factory cost of the vehicles. For all imports from Sweden, duties and fees were equivalent to 22 percent of the ex-factory price of the vehicles. Fees applicable to United Kingdom-made vehicles were equivalent to 21 percent of the ex-factory price. For all imports from European Community member countries, duties and fees were equivalent to 27.8 percent of the ex-factory cost of the vehicles. The ex-factory price did not include value-added taxes; such taxes were counted as fees.

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Table 67.--Japan: Duties, fees, and other restrictions applicable to a typical U.S.-made passenger automobile valued at about \$3,000, 1975

(Example: 1975 Pinto. Specifications according to World Cars: Engine displacement, 2,300cm<sup>3</sup> (140 in<sup>3</sup>); wheelbase, 239 cm (94 in); overall length, 430 cm (169 in); overall width, 176 cm (69.4 in); service weight, 1,130 kg (2,493 lb); horsepower, 83 hp. Price ex-factory: \$2,919. Estimated c.i.f. value in Japan: \$3,210. Exchange rate, January-March 1975: 293.8 ¥/U.S. dollar).

| Item                 | Rate  | Ratio of duties and fees to-- |                  |         |
|----------------------|---|-------------------------------|------------------|---------|
|                      |   | Duties or fees                | Ex-factory price | value   |
|                      |   | U.S. dollars                  | Percent          | Percent |
| Duty 1/-----         | 6.4% on c.i.f. value-----   | \$205                         | 7.0              | 6.4     |
| Automotive tax 2/--- | Based on displacement and : wheelbase. 3/   | 184                           | 6.3              | 5.7     |
| Commodity tax 2/---  | Vehicles with wheelbase : over 270 cm and displacement of over 2,000 : cm <sup>3</sup> , 20%; other vehicles: 15% on duty-paid value. | 682                           | 23.4             | 21.2    |
| Purchase tax 2/----  | 3% on duty- and tax-paid : value.   | 127                           | 4.4              | 4.0     |
| Tonnage tax 2/----   | \$17 per 0.5 metric ton----   | 51                            | 1.7              | 1.6     |
| Annual road tax 2/-- | Based on displacement and : wheelbase. 3/   | 184                           | 6.3              | 5.7     |
| Total-----           |   | 1,433                         | 4/ 49.1          | 44.6    |

1/ Duty applicable to all most-favored nations is 6.4 percent.

2/ Applicable to Japanese-made passenger automobiles also.

3/ The automotive tax (payable when the vehicle is registered for the first time) and the annual road tax (payable each year for the life of the vehicle) are identical in coverage. The criteria for each tax is shown below.

| Item  | Automotive tax | Annual road tax |
|---|----------------|-----------------|
|   | (U.S. dollars) | (U.S. dollars)  |
| <b>Cylinder capacity over 2,000 cm<sup>3</sup>:</b> |                |                 |
| Wheelbase over 304.8 cm-----                        | \$306          | \$306           |
| Wheelbase not over 304.8 cm-----                    | 184            | 184             |
| Cylinder capacity 1,501-2,000 cm <sup>3</sup> ----- | 82             | 82              |
| Cylinder capacity 1,001-1,500 cm <sup>3</sup> ----- | 71             | 71              |
| Cylinder capacity 361-1,000 cm <sup>3</sup> -----   | 61             | 61              |
| Cylinder capacity 360 cm <sup>3</sup> or less-----  | 15             | 15              |

4/ For representative U.S. exports to Japan, the lowest ratio of duties and fees to the ex-factory price is 35.4 percent (Chevette); the highest ratio was 50.4 percent (BelAir). For representative exports to Japan from other countries, the lowest ratio of duties and fees to the ex-factory price was 32.8 percent (Opel Manta SR); the highest ratio was 42.2 percent (Volvo 244GL). Ratios of fees to ex-factory prices for representative Japanese-made cars ranged from 24.8 percent (Mitsubishi Minica F4) to 31.1 percent. The ex-factory price does not include value-added taxes.

Table 68.--United States: Duties and fees applicable to a typical foreign-made passenger automobile valued at about \$3,000, 1975

(Example: Datsun 1600 deluxe. Specifications according to World Cars: Engine displacement, 1595 cm<sup>3</sup> (97.3 in<sup>3</sup>); wheelbase, 250 cm (98.4 in); overall length, 421 cm (165.9 in); overall width, 160 cm (63 in); service weight, 990 kg (2,183 lb.); horsepower, 100 hp. Price ex-factory: \$2,781. Estimated c.i.f. value in United States: \$3,059. Exchange rate, January-March 1975: 293.8 ¥/U.S. dollar.)

| Item                                  | Rate  | Duties  | Ratio of duties |        |
|---------------------------------------|---|---------|-----------------|--------|
|                                       |   | or fees | Ex-factory      | C.i.f. |
|                                       |   | U.S.    | price           | value  |
| Duty <u>1/</u> -----                  | 3% based on foreign (cost-<br>of-production) value.                                       | \$83    | 3.0             | 2.7    |
| Sales tax <u>2/</u> -----             | 6% of duty-paid value-----  | 189     | 6.8             | 6.2    |
| Title fee <u>2/</u> -----             | \$5 per vehicle-----  | 5       | .2              | .2     |
| Annual registration<br>fee. <u>2/</u> | \$30.50 for vehicles under<br>3,400 pounds; \$50.50 for<br>vehicles over 3,400<br>pounds. | 30      | 1.1             | 1.0    |
| Total-----                            | -----   | 307     | 3/ 11.1         | 10.1   |
|                                       |   | :       | :               | :      |

1/ Imports from Canada that are Canadian articles enter free; the rate of duty applicable to imports from other most-favored nations is 3 percent.

2/ Applicable to U.S.-made passenger automobiles also.

Each State levies its own series of taxes on passenger automobiles. District of Columbia taxes were taken as a representative example.

3/ For representative imports into the United States, except imports from Canada, the lowest ratio of duties and fees to the ex-factory price was 10.3 percent (Mercedes 280S and Jaguar 4.2 litre Saloon); the highest ratio was 12.6 percent (Fiat 500 Berlina). For representative U.S.-made passenger automobiles the ratios ranged from 7.1 percent (Continental Mark IV) to 8.2 percent (Malibu, Fury, and Matador). The ex-factory prices did not include value-added taxes.

Table 69.--Changes in U.S. rates of duty applicable to passenger automobiles in the period 1930 to 1976

| (Percent ad valorem)          |                                     |
|-------------------------------|-------------------------------------|
| Effective date of rate change | : Most-favored-nation rates of duty |
| :                             |                                     |
| June 18, 1930-----:           | 10                                  |
| June 30, 1956-----:           | 9.5                                 |
| June 30, 1957-----:           | 9                                   |
| June 30, 1958-----:           | 8.5                                 |
| July 1, 1962-----:            | 7.5                                 |
| July 1, 1963-----:            | 6.5                                 |
| Jan. 1, 1968-----:            | 5.5                                 |
| Jan. 1, 1969-----:            | 5.0                                 |
| Jan. 1, 1970-----:            | 4.5                                 |
| Jan. 1, 1971-----:            | <u>1/</u> 3.5                       |
| Jan. 1, 1972-----:            | <u>2/</u> 3                         |
| :                             |                                     |

1/ From Aug. 16 to Dec. 19, 1971, U.S. imports of passenger automobiles from most-favored nations were subject to a temporary surcharge of 6.5 percent, resulting in an effective rate of duty of 10 percent ad valorem.

2/ This duty continues in effect.

Note.--Passenger automobiles imported from certain designated Communist-dominated countries are dutiable at 10 percent ad valorem. Such imports were unaffected by the Aug. 16-Dec. 19, 1971, temporary surcharge applicable to most-favored-nation imports.

Passenger automobiles that are Canadian articles have been imported into the United States duty free since Jan. 18, 1965, in accordance with the United States-Canadian automotive agreement and the Automotive Products Trade Act of 1965. Such imports were also unaffected by the temporary surcharge.



SECTION XII

U.S. EXPORTS OF NEW PASSENGER AUTOMOBILES TO THE PRINCIPAL SOURCES OF  
U.S. IMPORTS OF NEW PASSENGER AUTOMOBILES AND U.S. BILATERAL TRADE  
IN PASSENGER AUTOMOBILES WITH THOSE COUNTRIES (TABLES 70 and 71)



Table 70.--New passenger automobiles: U.S. exports of domestic merchandise to the 8 principal sources of U.S. imports of new passenger automobiles and total U.S. exports of domestic merchandise, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976 1/

| Period           | Canada    | Other principal sources |        |         |       |                |
|------------------|-----------|-------------------------|--------|---------|-------|----------------|
|                  |           | Japan                   | West   | Germany | Italy | United Kingdom |
|                  |           | Quantity (units)        |        |         |       |                |
| 1964 <u>2/</u>   | 15,641    | 3,473                   | 2,769  | 278     | 278   | 5,159          |
| 1965             | 43,802    | 3,494                   | 4,329  | 244     | 374   | 2,971          |
| 1966             | 114,322   | 2,894                   | 2,654  | 213     | 385   | 3,374          |
| 1967             | 236,638   | 2,698                   | 2,359  | 257     | 480   | 1,842          |
| 1968             | 286,784   | 3,901                   | 2,025  | 172     | 411   | 1,257          |
| 1969             | 292,110   | 4,081                   | 2,476  | 117     | 417   | 767            |
| 1970             | 245,616   | 5,058                   | 2,476  | 159     | 434   | 1,091          |
| 1971             | 348,404   | 5,024                   | 2,867  | 113     | 639   | 729            |
| 1972             | 376,231   | 4,909                   | 2,669  | 86      | 909   | 334            |
| 1973             | 452,370   | 11,419                  | 3,885  | 206     | 743   | 542            |
| 1974             | 516,588   | 13,347                  | 4,577  | 201     | 542   | 835            |
| 1975             | 550,808   | 14,842                  | 5,540  | 80      | 479   | 1,605          |
| January-June--   | :         | :                       | :      | :       | :     | :              |
| 1975             | 268,813   | 8,080                   | 2,468  | 50      | 229   | 545            |
| 1976             | 315,314   | 8,582                   | 3,797  | 56      | 399   | 1,571          |
| January-August-- | :         | :                       | :      | :       | :     | :              |
| 1975             | 337,622   | 9,205                   | 2,895  | 58      | 289   | 898            |
| 1976             | 375,581   | 10,741                  | 3,797  | 98      | 399   | 1,571          |
|                  |           | Value (1,000 dollars)   |        |         |       |                |
| 1964 <u>2/</u>   | 45,214    | 9,039                   | 6,595  | 779     | 823   | 10,048         |
| 1965             | 112,709   | 9,678                   | 10,735 | 759     | 1,064 | 11,154         |
| 1966             | 273,994   | 8,482                   | 7,428  | 644     | 1,113 | 7,105          |
| 1967             | 561,784   | 8,455                   | 6,680  | 814     | 1,308 | 4,087          |
| 1968             | 702,519   | 13,418                  | 5,518  | 585     | 1,234 | 3,095          |
| 1969             | 748,096   | 14,384                  | 6,886  | 399     | 1,273 | 2,094          |
| 1970             | 625,101   | 19,772                  | 7,222  | 544     | 1,391 | 2,768          |
| 1971             | 945,932   | 20,717                  | 8,783  | 410     | 2,048 | 2,135          |
| 1972             | 1,076,254 | 23,130                  | 8,709  | 362     | 3,012 | 1,120          |
| 1973             | 1,411,835 | 54,218                  | 13,608 | 823     | 2,773 | 1,796          |
| 1974             | 1,769,409 | 66,465                  | 16,380 | 841     | 2,374 | 3,129          |
| 1975             | 2,198,259 | 79,575                  | 25,026 | 476     | 2,554 | 7,312          |
| January-June--   | :         | :                       | :      | :       | :     | :              |
| 1975             | 1,030,252 | 40,458                  | 10,535 | 275     | 1,151 | 2,521          |
| 1976             | 1,271,478 | 45,307                  | 17,751 | 360     | 2,357 | 7,489          |
| January-August-- | :         | :                       | :      | :       | :     | :              |
| 1975             | 1,284,656 | 46,637                  | 12,855 | 322     | 1,522 | 4,029          |
| 1976             | 1,517,474 | 56,621                  | 17,751 | 515     | 2,357 | 7,489          |

See footnotes at end of table.

Table 70.--New passenger automobiles: U.S. exports of domestic merchandise to the 8 principal sources of U.S. imports of new passenger automobiles and total U.S. exports of domestic merchandise, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976 1/--Continued

| Period                | Other principal sources |        |         | Total, 8<br>principal<br>sources | All other | Total     |
|-----------------------|-------------------------|--------|---------|----------------------------------|-----------|-----------|
|                       | Belgium                 | France | Total   |                                  |           |           |
|                       | :                       | :      | :       |                                  |           |           |
| Quantity (units)      |                         |        |         |                                  |           |           |
| 1964 <u>2/</u>        | 7,423                   | 1,520  | 20,900  | 36,541                           | 144,946   | 181,487   |
| 1965                  | 3,110                   | 1,816  | 16,338  | 60,140                           | 45,898    | 106,038   |
| 1966                  | 2,022                   | 1,403  | 12,945  | 127,267                          | 50,313    | 177,580   |
| 1967                  | 1,455                   | 1,142  | 10,233  | 246,871                          | 33,711    | 280,582   |
| 1968                  | 3,445                   | 528    | 11,739  | 298,523                          | 31,937    | 330,460   |
| 1969                  | 1,994                   | 375    | 10,227  | 302,337                          | 31,116    | 333,453   |
| 1970                  | 1,633                   | 394    | 11,245  | 256,861                          | 28,177    | 285,038   |
| 1971                  | 1,832                   | 305    | 11,509  | 359,913                          | 26,728    | 386,641   |
| 1972                  | 1,562                   | 395    | 10,864  | 387,095                          | 23,152    | 410,247   |
| 1973                  | 2,735                   | 365    | 19,895  | 472,265                          | 36,925    | 509,190   |
| 1974                  | 5,681                   | 451    | 25,634  | 542,222                          | 58,680    | 600,902   |
| 1975                  | 2,944                   | 588    | 26,078  | 576,886                          | 63,415    | 640,301   |
| January-June--        | :                       | :      | :       | :                                | :         | :         |
| 1975                  | 1,537                   | 232    | 13,141  | 281,954                          | 29,774    | 311,728   |
| 1976                  | 2,462                   | 520    | 17,387  | 332,701                          | 32,890    | 365,591   |
| January-August--      | :                       | :      | :       | :                                | :         | :         |
| 1975                  | 1,832                   | 313    | 15,490  | 353,112                          | 35,209    | 388,321   |
| 1976                  | 2,462                   | 520    | 19,588  | 395,169                          | 41,560    | 436,729   |
| Value (1,000 dollars) |                         |        |         |                                  |           |           |
| 1964 <u>2/</u>        | 14,003                  | 3,964  | 45,251  | 90,465                           | 224,151   | 314,616   |
| 1965                  | 7,299                   | 4,713  | 45,402  | 158,111                          | 99,082    | 257,193   |
| 1966                  | 5,150                   | 3,825  | 33,747  | 307,741                          | 113,815   | 421,556   |
| 1967                  | 3,824                   | 3,212  | 28,380  | 590,164                          | 84,633    | 674,797   |
| 1968                  | 8,968                   | 1,689  | 34,507  | 737,026                          | 83,770    | 820,796   |
| 1969                  | 5,333                   | 1,174  | 31,543  | 779,639                          | 84,666    | 864,305   |
| 1970                  | 4,275                   | 1,196  | 37,168  | 662,269                          | 77,123    | 739,392   |
| 1971                  | 5,163                   | 1,029  | 40,285  | 986,217                          | 83,795    | 1,070,012 |
| 1972                  | 4,650                   | 1,396  | 42,379  | 1,118,633                        | 79,425    | 1,198,058 |
| 1973                  | 8,853                   | 1,528  | 83,599  | 1,495,434                        | 131,556   | 1,626,990 |
| 1974                  | 19,900                  | 1,916  | 111,005 | 1,880,414                        | 235,806   | 2,116,220 |
| 1975                  | 12,321                  | 3,020  | 130,284 | 2,328,543                        | 296,695   | 2,625,238 |
| January-June--        | :                       | :      | :       | :                                | :         | :         |
| 1975                  | 6,343                   | 1,119  | 62,402  | 1,092,654                        | 132,077   | 1,224,731 |
| 1976                  | 10,720                  | 2,929  | 86,913  | 1,358,391                        | 169,928   | 1,528,319 |
| January-August--      | :                       | :      | :       | :                                | :         | :         |
| 1975                  | 7,599                   | 1,591  | 74,555  | 1,359,211                        | 158,299   | 1,517,510 |
| 1976                  | 10,720                  | 2,929  | 98,382  | 1,615,856                        | 213,616   | 1,829,472 |

1/ Excludes exports of military vehicles, which are included in data presented in tables 1 and 2 of this report.

2/ Includes chassis.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.--For the most part, with the exception of exports to Canada and Japan, U.S. exports of new passenger automobiles are primarily to the less developed countries. After Canada and Japan the largest U.S. export markets in recent years have been Kuwait, Saudi Arabia, Mexico, and Lebanon.

Table 71.--New passenger automobiles: Amount by which U.S. exports of domestic merchandise were larger (+) or smaller (-) than U.S. imports for consumption, by 8 principal sources of U.S. imports of new passenger automobiles and total, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976

| Period                | Canada | Other principal sources |            |            |                |          |          |
|-----------------------|--------|-------------------------|------------|------------|----------------|----------|----------|
|                       |        | Japan                   | West       | Italy      | United Kingdom | Sweden   |          |
|                       |        |                         |            |            |                |          |          |
| Quantity (units)      |        |                         |            |            |                |          |          |
| 1964                  |        | +6,440                  | -12,550    | -361,914   | -10,565        | -77,270  | -13,403  |
| 1965                  |        | +10,424                 | -22,044    | -372,621   | -9,265         | -66,191  | -23,039  |
| 1966                  |        | -38,011                 | -53,156    | -524,483   | -13,897        | -81,485  | -31,258  |
| 1967                  |        | -87,000                 | -67,606    | -470,001   | -16,536        | -67,448  | -41,529  |
| 1968                  |        | -214,097                | -165,948   | -705,947   | -33,671        | -96,376  | -51,258  |
| 1969                  |        | -399,036                | -255,924   | -639,681   | -41,452        | -103,633 | -40,241  |
| 1970                  |        | -447,167                | -376,280   | -672,469   | -42,364        | -75,823  | -56,753  |
| 1971                  |        | -453,877                | -698,648   | -767,940   | -51,356        | -106,071 | -61,196  |
| 1972                  |        | -466,069                | -692,879   | -674,298   | -64,528        | -71,129  | -64,207  |
| 1973                  |        | -419,187                | -613,386   | -673,580   | -55,896        | -63,397  | -58,084  |
| 1974                  |        | -300,971                | -778,444   | -615,180   | -106,870       | -71,970  | -59,982  |
| 1975                  |        | -182,958                | -680,731   | -364,472   | -102,264       | -66,627  | -50,388  |
| January-June--        |        |                         |            |            |                |          |          |
| 1975                  |        | -112,896                | -282,745   | -194,199   | -45,876        | -35,851  | -31,888  |
| 1976                  |        | -144,080                | -613,005   | -183,670   | -56,841        | -44,014  | -27,712  |
| January-August--      |        |                         |            |            |                |          |          |
| 1975                  |        | -137,639                | -431,715   | -249,107   | -62,937        | -48,113  | -38,424  |
| 1976                  |        | -178,826                | -778,973   | -230,111   | -68,697        | -56,296  | -33,035  |
| Value (1,000 dollars) |        |                         |            |            |                |          |          |
| 1964                  |        | +26,511                 | -6,304     | -362,137   | -14,816        | -97,795  | -18,265  |
| 1965                  |        | +35,710                 | -15,624    | -376,916   | -12,776        | -89,385  | -29,755  |
| 1966                  |        | -91,029                 | -47,749    | -584,511   | -17,453        | -113,436 | -46,787  |
| 1967                  |        | -256,095                | -64,759    | -572,803   | -22,837        | -102,080 | -69,156  |
| 1968                  |        | -646,101                | -180,457   | -898,320   | -49,852        | -123,347 | -88,939  |
| 1969                  |        | -1,079,233              | -286,171   | -853,753   | -64,899        | -135,895 | -74,442  |
| 1970                  |        | -1,180,935              | -436,199   | -1,050,779 | -63,089        | -103,083 | -104,962 |
| 1971                  |        | -1,450,876              | -908,067   | -1,266,487 | -81,975        | -149,611 | -132,835 |
| 1972                  |        | -1,517,043              | -1,115,086 | -1,406,007 | -127,934       | -121,195 | -165,115 |
| 1973                  |        | -1,351,088              | -1,189,910 | -1,789,172 | -121,715       | -130,069 | -187,920 |
| 1974                  |        | -1,320,679              | -1,619,790 | -1,854,940 | -239,009       | -153,940 | -224,349 |
| 1975                  |        | -1,087,326              | -1,661,979 | -1,483,603 | -324,236       | -175,710 | -227,036 |
| January-June--        |        |                         |            |            |                |          |          |
| 1975                  |        | -652,125                | -670,785   | -768,490   | -141,776       | -89,822  | -136,518 |
| 1976                  |        | -922,988                | -1,488,963 | -791,643   | -165,647       | -160,932 | -145,082 |
| January-August--      |        |                         |            |            |                |          |          |
| 1975                  |        | -815,485                | -1,037,541 | -1,007,328 | -199,265       | -123,487 | -167,656 |
| 1976                  |        | -1,156,357              | -1,904,616 | -1,024,366 | -203,228       | -213,061 | -172,763 |

Table 71.--New passenger automobiles: Amount by which U.S. exports of domestic merchandise were larger (+) or smaller (-) than U.S. imports for consumption, for 8 principal sources of U.S. imports of new passenger automobiles and total, 1964-75, January-June 1975, January-June 1976, January-August 1975, and January-August 1976--Continued

| Period                | Other principal sources |         |            | Total, 8<br>principal<br>sources | All other | Total      |
|-----------------------|-------------------------|---------|------------|----------------------------------|-----------|------------|
|                       | Belgium                 | France  | Total      |                                  |           |            |
|                       |                         |         |            |                                  |           |            |
| Quantity (units)      |                         |         |            |                                  |           |            |
| 1964                  | +7,416                  | -38,012 | -506,298   | -499,858                         | +144,620  | -355,238   |
| 1965                  | +2,778                  | -23,125 | -513,507   | -503,083                         | +45,448   | -457,635   |
| 1966                  | +1,905                  | -31,719 | -734,093   | -772,104                         | +49,789   | -722,315   |
| 1967                  | +1,099                  | -24,312 | -686,333   | -773,333                         | +33,297   | -740,036   |
| 1968                  | -15,371                 | -39,023 | -1,107,594 | -1,321,691                       | +31,699   | -1,289,992 |
| 1969                  | -40,042                 | -24,082 | -1,145,055 | -1,544,091                       | +30,827   | -1,513,264 |
| 1970                  | -48,969                 | -36,720 | -1,309,378 | -1,756,545                       | +28,163   | -1,728,382 |
| 1971                  | -65,418                 | -23,011 | -1,773,640 | -2,227,517                       | +26,674   | -2,200,843 |
| 1972                  | -51,350                 | -14,318 | -1,632,709 | -2,098,778                       | +23,124   | -2,075,654 |
| 1973                  | -68,749                 | -7,854  | -1,540,946 | -1,960,133                       | +31,978   | -1,928,155 |
| 1974                  | -70,863                 | -20,880 | -1,724,189 | -2,025,160                       | +53,505   | -1,971,655 |
| 1975                  | -35,232                 | -15,059 | -1,314,773 | -1,497,731                       | +63,379   | -1,434,352 |
| January-June--        |                         |         |            |                                  |           |            |
| 1975                  | -24,700                 | -5,958  | -621,217   | -734,113                         | +29,757   | -704,356   |
| 1976                  | -9,289                  | -15,532 | -950,063   | -1,094,143                       | +32,505   | -1,061,638 |
| January-August--      |                         |         |            |                                  |           |            |
| 1975                  | -30,933                 | -9,743  | -870,972   | -1,008,611                       | +35,178   | -973,433   |
| 1976                  | -9,762                  | -19,630 | -1,196,504 | -1,375,330                       | +41,138   | -1,334,192 |
| Value (1,000 dollars) |                         |         |            |                                  |           |            |
| 1964                  | +13,992                 | -29,401 | -514,726   | -488,215                         | +223,839  | -264,376   |
| 1965                  | +6,952                  | -16,826 | -534,330   | -498,620                         | +98,574   | -400,046   |
| 1966                  | +4,741                  | -26,345 | -831,540   | -922,569                         | +113,188  | -809,381   |
| 1967                  | +3,365                  | -19,904 | -848,174   | -1,104,269                       | +84,107   | -1,020,162 |
| 1968                  | -19,351                 | -38,151 | -1,398,417 | -2,044,518                       | +83,469   | -1,961,049 |
| 1969                  | -55,532                 | -24,266 | -1,495,958 | -2,575,191                       | +84,110   | -2,491,081 |
| 1970                  | -78,190                 | -39,815 | -1,876,117 | -3,057,052                       | +77,056   | -2,979,996 |
| 1971                  | -129,515                | -28,066 | -2,696,556 | -4,147,432                       | +83,701   | -4,063,731 |
| 1972                  | -104,530                | -28,763 | -3,068,630 | -4,585,673                       | +79,284   | -4,506,389 |
| 1973                  | -183,374                | -20,959 | -3,623,119 | -4,974,207                       | +121,796  | -4,852,411 |
| 1974                  | -196,763                | -43,600 | -4,332,391 | -5,653,070                       | +224,879  | -5,428,191 |
| 1975                  | -152,118                | -42,538 | -4,067,220 | -5,154,546                       | +296,585  | -4,857,961 |
| January-June--        |                         |         |            |                                  |           |            |
| 1975                  | -102,532                | -16,647 | -1,926,570 | -2,578,695                       | +132,020  | -2,446,675 |
| 1976                  | -52,843                 | -38,627 | -2,843,737 | -3,766,725                       | +169,037  | -3,597,688 |
| January-August--      |                         |         |            |                                  |           |            |
| 1975                  | -129,930                | -27,769 | -2,692,976 | -3,508,461                       | +158,204  | -3,350,257 |
| 1976                  | -55,043                 | -50,218 | -3,623,295 | -4,779,652                       | +212,667  | -4,566,985 |

Source: Compiled from data presented in tables 3 and 70 of this report.

Library Cataloging Data

U.S. International Trade Commission.

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statistical data relating to U.S. pro-  
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Statistics. I. Title.



UNITED STATES  
INTERNATIONAL TRADE COMMISSION  
WASHINGTON, D.C. 20436

OFFICIAL BUSINESS

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OF POSTAGE, \$300

**ADDRESS CHANGE**  
 Remove from List  
 Change as Shown  
Please detach address  
label and mail to address  
shown above.