

# **CERTAIN AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS FROM THE UNITED KINGDOM**

**Determination of "A Reasonable  
Indication of Injury" in  
Inquiry No. AA1921-Inq.-19,  
Under the Antidumping Act,  
1921, as Amended**

**USITC PUBLICATION 913**

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# UNITED STATES INTERNATIONAL TRADE COMMISSION

## COMMISSIONERS

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Bill Alberger, Vice Chairman  
George M. Moore  
Catherine Bedell  
Italo H. Ablondi  
Daniel Minchew

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Washington, D.C. 20436



# NEWS

UNITED STATES INTERNATIONAL TRADE COMMISSION • Office of the Secretary • Washington, D.C. 20436

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## USITC REPORTS ON DUMPING INQUIRY ON AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS FROM THE UNITED KINGDOM

### Treasury Investigation To Continue

The United States International Trade Commission today notified the Secretary of the Treasury that the pending Treasury Department inquiry on automotive and motorcycle repair manuals from the United Kingdom under the Antidumping Act, 1921, should not be terminated.

The Commission had been asked to determine if there was no reasonable indication of injury or the likelihood of injury to an industry in the United States from imports of such merchandise. The Commission determined that there was a reasonable indication of injury or the likelihood thereof.

Chairman Joseph O. Parker and Commissioners George M. Moore and Catherine Bedell concurred in the determination. Vice Chairman Bill Alberger and Commissioner Italo H. Ablondi dissented. Commissioner Daniel Minchew did not participate.

As a result of the determination, the Treasury Department will continue its investigation, which it instituted under the Antidumping Act upon receipt of a complaint from Clymer Publications

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USITC REPORTS ON DUMPING INQUIRY ON AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS  
FROM THE UNITED KINGDOM

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of Los Angeles, Calif. The Commission inquiry began on August 10, 1978, and a public hearing in connection with the inquiry was held on August 24, 1978, in Washington, D.C.

Automotive and motorcycle repair manuals are technical, illustrated, "do-it-yourself" work manuals used to maintain, tune up, troubleshoot, and repair motor vehicles and their parts. The manuals are predominantly paperback, although in some cases they may be hardbound.

At least six U.S. firms publish automotive and motorcycle manuals. The two leading publishers of these manuals are Clymer Publications and Chilton Books, of Philadelphia, Pa. Other producers of the manuals are Hearst Corp. and Crown Publications, Inc., both of New York; Bentley, Inc., Cambridge, Mass.; and Contemporary Books, Inc., Chicago, Ill. Production of these types of manuals by four of these firms represents a significant share of their total output of all types of books.

Apparent U.S. consumption of automotive and motorcycle manuals increased by more than a quarter during 1975-77. U.S. production of the manuals has increased annually since 1975: production in 1977 was higher than in either 1975 or 1976. U.S. producers' shipments of manuals declined slightly in 1976 from the 1975 level, but rose sharply in 1977. U.S. exports of the manuals are small in relation to domestic production, and exports

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USITC REPORTS ON DUMPING INQUIRY ON AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS  
FROM THE UNITED KINGDOM

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never exceeded imports in volume at any time during the period. Yearend inventories for U.S. producers indicate that as a share of shipments, inventories increased slightly from 1974 to 1976, but declined sharply in 1977.

All known U.S. imports of these types of manuals are from the United Kingdom. These imports increased annually from 1974 through 1977, and again between January-June 1977 and January-June 1978. Overall, imports nearly quadrupled between 1974 and 1977, and increased by more than a quarter in January-June 1978 compared with the corresponding period of 1977.

The Commission's report, Certain Automotive and Motorcycle Repair Manuals From the United Kingdom (USITC Publication 913), contains the views of the Commissioners and information developed during the inquiry (No. AA1921-Inq.-19). Copies may be obtained by calling (202) 523-5178 or from the Office of the Secretary, 701 E Street NW., Washington, D.C. 20436.

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UNITED STATES INTERNATIONAL TRADE COMMISSION  
Washington, D.C.

[AA1921-Inq.-19]

AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS FROM THE UNITED KINGDOM

Commission Determines "A Reasonable  
Indication of Injury"

On August 7, 1978, the United States International Trade Commission received advice from the Department of the Treasury that, in accordance with section 201(c)(1) of the Antidumping Act of 1921, as amended, an antidumping investigation was being initiated with respect to automotive and motorcycle repair manuals from the United Kingdom and that, pursuant to section 201(c)(2) of the act, information developed during Treasury's preliminary investigation led to the conclusion that there is substantial doubt that an industry in the United States is being or is likely to be injured by reason of the importation of such merchandise into the United States. Accordingly, the Commission, on August 10, 1978, instituted inquiry No. AA1921-Inq.-19 under section 201(c)(2) of the act to determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

A public hearing was held on August 24, 1978, in Washington, D.C. Public notice of both the institution of the inquiry and of the hearing was duly given by posting copies of the notice at the Secretary's office in the Commission in Washington, D.C., and at the Commission's office in New York City, and by publishing the original notice in the Federal Register of August 16, 1978 (43 F.R. 36335).

The Treasury Department instituted its investigation after receiving a properly filed complaint on June 30, 1978, from counsel acting on behalf of Clymer Publications Inc., Los Angeles, Calif. Treasury's notice of its antidumping proceeding was published in the Federal Register of August 8, 1978 (43 F.R. 35139).

On the basis of information developed during the course of the inquiry the Commission determines that there is a reasonable indication that an industry in the United States is being or is likely to be injured by reason of the importation of automotive and motorcycle repair manuals into the United States from the United Kingdom allegedly sold at less than fair value as indicated by the Department of the Treasury. 1/

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1/ Commissioners George M. Moore and Catherine Bedell determine that, on the basis of information developed during the course of this inquiry, there is a reasonable indication that an industry in the United States is being, or is likely to be injured by reason of the importation of automotive and motorcycle repair manuals from the United Kingdom, allegedly sold at less than fair value, as indicated by the Department of the Treasury. Chairman Joseph O. Parker, voting to continue the investigation, does not determine that there is no reasonable indication that an industry in the United States is being or is likely to be injured by reason of the importation of automotive and motorcycle repair manuals from the United Kingdom, allegedly sold at less than fair value, as indicated by the Department of the Treasury. Vice Chairman Bill Alberger and Commissioner Italo H. Ablondi determine that there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of automotive and motorcycle repair manuals from the United Kingdom, allegedly sold at less than fair value as indicated by the Department of the Treasury. Commissioner Daniel Minchew did not participate in the determination.

Views of Chairman Joseph O. Parker and  
Commissioners George M. Moore and Catherine Bedell

On August 7, 1978, the United States International Trade Commission received advice from the Secretary of the Treasury that, during the course of a preliminary investigation with respect to automotive and motorcycle repair manuals from the United Kingdom, he had concluded on the basis of the information available that there is substantial doubt whether an industry in the United States is being, or is likely to be, injured by reason of the importation of this merchandise into the United States. Acting upon this advice, the Commission, on August 10, 1978, instituted inquiry No. AA1921-Inq.-19 under section 201(c)(2) of the Antidumping Act, 1921, as amended, to determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States allegedly sold at less than fair value (LTFV). Inquiries involving issues under this section of the Antidumping Act are required to be completed within 30 days.

Determination

On the basis of information developed during the course of this inquiry, we determine that the standards set forth in section 201(c)(2) of the Antidumping Act, 1921, as amended, for continuing the investigation have been met.

Discussion

The petition to the Department of the Treasury which resulted in the advice from the Secretary of the Treasury which was the basis for this inquiry was filed by Clymer Publications, Los Angeles, Calif. Clymer alleges that the subject merchandise is being sold in the United States at LTFV margins ranging from approximately 27 to 29 percent. Information developed during the Commission's

inquiry indicates that U.S. imports of automotive and motorcycle repair manuals from the United Kingdom, all of which are alleged to be sold in the United States at LTFV, rose by 276 percent between 1974 and 1977. The ratio of such imports to apparent U.S. consumption rose by two-thirds during 1975-77 and continued to increase substantially during January-June 1978.

U.S. producers' shipments decreased 5 percent from January-June 1977, to January-June 1978, while the volume of imports from the United Kingdom increased 27 percent.

Although the value of U.S. producers' net sales of automotive and motorcycle repair manuals grew annually from 1975 to 1977, data submitted by the domestic producers indicate net operating profit on those sales in 1977 was about a third lower than operating profit in 1974 or 1975. The ratio of net operating profit to net sales in 1977 was only about half that experienced in 1975.

Specific pricing data for automotive and motorcycle repair manuals are not available. Data on average unit values of shipments, however, indicate that since 1976, imported manuals have been generally valued about 9 percent less than manuals produced in the United States. The LTFV margin alleged is large enough to account for the difference in value.

The suggested retail prices of the imported product and the U.S. produced product are virtually identical. Generally, U.S. producers provide a variety of discounts to their major customers, based on the volume of each title purchased. The U.S. producers' discounts range from 40 percent of the list price for the smallest customers to 65 percent for those purchasing more than 5,000 volumes. The importer, however, often offers discounts of 62½ percent on initial orders regardless of the volume purchased. Information was submitted to support the contention that a higher proportion of the importers' sales than of the U.S. producers' sales

are subject to discounts greater than 60 percent.

A continuation of discounting policies, as alleged, of LTFV automotive and motorcycle repair manuals from the United Kingdom may result in their making greater inroads into the U.S. market. Such LTFV pricing may result in the enhancement of the competitive position of imported manuals over domestically produced manuals and contribute to increased market penetration. In addition, there appears to be no limitation on the ability to produce the alleged LTFV merchandise for export to the United States.

#### Conclusion

We determine that, on the basis of the indications of injury described above, the investigation should be continued to determine whether the Antidumping Act is being violated.

Statement of Reasons of Commissioner Bill Alberger 1/Statutory criteria of section 201(c)(2)

If the Secretary of the Treasury concludes, during a preliminary investigation under the Antidumping Act, 1921, as amended, that there is substantial doubt regarding possible injury to an industry in the United States, he shall forward to the U.S. International Trade Commission (Commission) his reasons for such doubt. Within 30 days of receipt of the Secretary's reasons, the Commission shall determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, 2/ by reason of the importation of merchandise allegedly sold in the United States at less than fair value (LTFV). This inquiry, instituted on August 10, 1978, concerns automotive and motorcycle repair manuals from the United States.

Determination

On the basis of information developed during the course of this inquiry, I determine that there is no reasonable indication that an industry in the United States is being or is likely to be injured by reason of the importation of automotive and motorcycle repair manuals into the United States from the United Kingdom allegedly sold at less than fair value as indicated by the Department of the Treasury (Treasury).

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1/ Commissioner Italo H. Ablondi concurs in the result.

2/ Prevention of establishment of and industry in this inquiry is not in question and will not be discussed further in these views.

The imported article and the domestic industry

Automotive and motorcycle repair manuals are technical, illustrated "do it yourself" type work manuals used to maintain and repair machines. In this inquiry, the majority are paperback publications. There are currently six firms publishing automotive repair manuals in the United States, with two of the firms accounting for the majority of publications.

Information regarding alleged margins of LTFV sales

Treasury advised the Commission that the petition alleged margins of LTFV sales of 26.9 to 28.6 percent of the prices in the home market.

A reasonable indication of injury

Imports from the United Kingdom -- Since 1974, U.S. imports of automotive and motorcycle repair manuals have nearly quadrupled. For the first six months of 1978, imports increased 27 percent over the corresponding period for 1977.

U.S. production and shipments -- Since 1975, U.S. production of automotive and motorcycle repair manuals has increased annually. For January-June 1978, production is up 10 percent over the same period in 1977. Shipments by U.S. producers declined very slightly from 1975 to 1976 before climbing nearly 30 percent in 1977. The value of shipments rose by nearly 20 percent from 1975 to 1977.

Inventories -- Year end inventories for U.S. producers rose slightly from 1975 to 1976, but dropped sharply during 1977.

Profitability -- The value of net sales of reporting U.S. producers automotive and motorcycle repair manuals rose annually from 1974 through 1977, with an overall increase of 18 percent, most of the increase occurring between 1976 and 1977, the year of the greatest increase in imports from the United Kingdom. Net profits on sales of automotive and motorcycle repair manuals increased by nearly half between 1976 and 1977, resulting in a substantial increase in the ratio of profits to sales. Profit margins for reporting U.S. producers, in the aggregate, have been above the level for most U.S. industries throughout the period covered by the inquiry. One U.S. producer that responded to the Commission's questionnaires appeared to be in substantial financial difficulty in 1974, 1975, and 1976, but has improved its financial position significantly in 1977 and in January-June 1978, the period when the alleged LTFV imports were increasing most rapidly.

Prices -- Comparative price data are available only for the first two quarters of 1978. These data indicate that, for the three leading customers of the U.S. importer, the weighted average price of automotive and motorcycle repair manuals was about 15 percent higher than the reporting U.S. producers' prices to their three leading customers. The differential between U.S. producers' and the U.S. importers' prices arises from variations in their discount policy to similar classes of customers. The greatest discount offered by the leading U.S. importer of alleged LTFV automotive and motorcycle repair manuals is 62½ percent, whereas the greatest discount offered by the U.S. producer is 65 percent. In addition, the importer of alleged LTFV manuals concentrates on smaller customers that may not be eligible for the maximum 62½ percent discount.

Likelihood of injury -- In view of the current health of the domestic industry -- with production and profits increasing, and inventories declining -- concurrent with increasing imports of alleged LTFV automotive and motorcycle repair manuals from the United Kingdom, we find no indication of injury to the domestic industry in the foreseeable future as a result of the alleged LTFV imports.

Employment -- This category is difficult to measure since printing is contracted out by the publishing houses and, therefore, the publishers' number of employees do not necessarily reflect changes in production levels. The small number of employees in the publishing houses has slightly increased in the 1975-77 period.

#### Conclusion

Based on increased production and shipments by U.S. producers, reduced inventories, good profits and prices by domestic producers below those of the imported product, I find no reasonable indication of injury to the domestic industry that may be attributed to imports of automotive and motorcycle repair manuals from Great Britain.



## INFORMATION OBTAINED IN THE INQUIRY

## Summary

On August 7, 1978, the United States International Trade Commission received advice from the Department of the Treasury (Treasury) that, in accordance with section 201(c) of the Antidumping Act, 1921, as amended, an antidumping investigation was being initiated with respect to Automotive and Motorcycle Repair Manuals from the United Kingdom, and that information developed from its preliminary investigation led to the conclusion that there is substantial doubt that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States. Accordingly, the Commission, on August 10, 1978, instituted inquiry No. AA1921-Inq.-19 under section 201(c)(2) of the Antidumping Act, to determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States. An affirmative determination by the Commission will result in Treasury's terminating its investigation of less than fair value sales, while a negative determination will result in Treasury's continuing its investigation.

This inquiry resulted from a petition filed on June 30, 1978, by Clymer Publications, Los Angeles, California, alleging that automotive and motorcycle repair manuals are being, or are likely to be, imported from the United Kingdom and sold in the United States at less than fair value within the meaning of the Antidumping Act, 1921, as amended. The margins of dumping alleged range from 26.9 to 28.6 percent of the prices in the home market.

Automotive and motorcycle repair manuals are technical, illustrated, "do it yourself" work manuals used to maintain, tune up, troubleshoot, and repair motor vehicles and their parts. The manuals are predominantly softcovered although in some cases they may be hardcovered.

The publication of these manuals requires the researching, writing and editing of manuscript material as well as the printing of the completed manuscript. The printing is usually subcontracted to printing establishments located, in most cases, in the general geographical area of distribution.

At least six firms currently publish automotive and motorcycle repair manuals in the United States. Production of these types of manuals by four of these firms represents a significant share of their total output of all types of books.

U.S. production, inventories, and profit and loss data are shown in the following tabulation.

Item	1974	1975	1976	1977	Jan.-June--	
					1977	1978
U.S. production-----1,000 units ---	<u>1/</u> ***	***	***	***	***	***
U.S. producers' inventories						
1,000 units---	<u>1/</u> ***	***	***	***	<u>2/</u>	<u>2/</u>
U.S. producers' net sales of						
automotive and motorcycle repair						
manuals <u>1/</u> -----1,000 dollars--	***	***	***	***	***	<u>2/</u>
U.S. producers' net operating						
profit on automotive and motor-						
cycle manuals <u>1/</u> ----1,000 dollars--	***	***	***	***	***	<u>2/</u>
Ratio of U.S. producers' net						
operating profits on automotive						
and motorcycle repair manuals						
to net sales <u>1/</u> -----percent--	***	***	***	***	***	<u>2/</u>

1/ Does not include Chilton, which accounts for \* \* \* percent of U.S. production.

2/ Not available.

Data on U.S. producers' shipments, U.S. exports, U.S. shipments of imports, and apparent U.S. consumption are shown in the following tabulation.

(In thousands of units)

Period	Producers' shipments	Exports	Domestic shipments of imports <u>1/</u>	Apparent consumption	Ratio of imports to consumption
1974-----	<u>2/</u> ***	***	***	<u>2/</u> ***	<u>2/</u> ***
1975-----	***	***	***	***	***
1976-----	***	***	***	***	***
1977-----	***	***	***	***	***
January-June--					
1977-----	***	***	***	***	***
1978-----	***	***	***	***	***

1/ All known imports are from the United Kingdom and all are alleged to have been sold in the United States at less than fair value.

2/ Does not include Chilton, which accounts for \* \* \* percent of U.S. producers' shipments.

## Introduction

On August 7, 1978, the United States International Trade Commission received advice from the Department of the Treasury (Treasury) that, in accordance with section 201(c) of the Antidumping Act, 1921, as amended, an antidumping investigation was being initiated with respect to automotive and motorcycle repair manuals from the United Kingdom and that, pursuant to section 201(c)(2) of the act, information developed during Treasury's preliminary investigation led to the conclusion that there is substantial doubt that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States. 1/ Treasury defined the merchandise in question as automotive and motorcycle repair manuals provided for in item 270.25 of the Tariff Schedules of the United States (TSUS). Accordingly, the Commission, on August 10, 1978, instituted inquiry No. AA1921-Inq.-19 under section 201(c)(2) of the Antidumping Act to determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

A public hearing was held in connection with the inquiry on August 24, 1978, in Washington, D.C. Notice of the institution of the inquiry and the hearing was duly given by posting copies of the notice at the Office of the Secretary, U.S. International Trade Commission, Washington, D.C., and at the Commission's office in New York City, and by publishing the original notice in the Federal Register of August 16, 1978 (43 F.R. 36335).

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1/ Treasury's letter is presented in app. A.

2/ A copy of the Commission's notice of inquiry and hearing is presented in app. B.

Treasury instituted its investigation after receiving a petition in proper form on June 30, 1978, from Clymer Publications, Los Angeles, Calif. 1/ Treasury's advice to the Commission was published in the Federal Register on August 8, 1978 (43 F.R. 35139).

An affirmative determination by the Commission--that there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of automotive and motorcycle repair manuals from the United Kingdom--will result in Treasury's terminating its investigation of sales at less than fair value (LTFV). A negative determination will result in Treasury's continuing its investigation. The Commission's determination in this inquiry is to be reported to the Secretary of the Treasury no later than Wednesday, September 6, 1978.

### The Product

#### Description and uses

Automotive and motorcycle repair manuals are technical, illustrated, "do it yourself" work manuals used in order to maintain, tune up, troubleshoot, and repair motor vehicles and their parts. The manuals as defined in this report are predominantly softcovered, but may be hardcovered. The printing of these manuals is similar to that of other mass produced books which, although covering different subject matter, are generally similar in appearance.

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1/ A copy of Treasury's notice of its antidumping proceeding is presented in app. C.

The automotive and motorcycle repair manuals described here are specific copyright titles supplied to publishing houses, and contain technical information on specific series, models, and model year(s) of automobiles or motorcycles. Certain other types of manuals, although covering automotive or motorcycle subject matter, are either more general in coverage and do not contain title reference to a specific automobile or motorcycle, or do contain specific titles, but are highly technical work manuals and service type publications. The latter are published by the automobile and motorcycle manufacturers with limited distribution, primarily to authorized dealerships, garages, and other institutions for professional use. They receive relatively limited distribution to the domestic consumer except by mail order or special order through dealerships.

#### Manufacturing process

The production (publication) of automotive and motorcycle manuals is similar to the publication of other mass produced books. The initial tasks involved in the preparation of such a manual include deciding on the subject and title; assigning a writer; researching the contents; disassembling and photographing the automobile or motorcycle involved; text preparation; editing the manuscript; laying out each page; designing the cover, and finally delivering the materials, "camera ready," to the printer. The printing may be done by a large publishing firm as a continuing process, or it may be subcontracted to various printing establishments, as the small domestic publishers do. The printing usually takes place in the geographical area of distribution. Since nonprinting costs are fixed at the outset, the cost of production per book declines as the number of books sold increases.

U.S. tariff treatment

Automotive and motorcycle repair manuals enter the United States duty-free under TSUS item 270.25. Included under this general category are all other books not specially provided for under other provisions for books in the TSUS. This provision became effective February 1, 1967, by virtue of Public Law 89-651 and Presidential Proclamation 3754, which implemented the United Nations Agreement on the Importation of Educational, Scientific and Cultural Materials (commonly referred to as the Florence Agreement). The duty-free status for item 270.25 was bound as a concession granted under the General Agreement on Tariffs and Trade (GATT) in the sixth (Kennedy) round of trade negotiations.

Nature and Extent of Alleged LTFV Sales

According to Clymer, in its petition to Treasury, the home-market price for standard automotive repair manuals in the United Kingdom is \$2.70 per manual, the exporters' sales price to the U.S. market is \$1.975 per manual; the LTFV margin is therefore \$0.725 per manual. As calculated by Treasury, the alleged LTFV margin (when divided by the price to the U.S. market) would be 36.7 percent; as calculated by the U.S. International Trade Commission, the LTFV margin (when divided by the home-market price) would be 26.9 percent. According to Clymer, the home-market price for standard motorcycle repair manuals in the United Kingdom is \$2.025 per manual, the exporters' sales price to the U.S. market is \$1.445 per manual, and the LTFV margin is, therefore, \$0.58 per manual. As calculated by Treasury, the alleged LTFV margin would be 40.1 percent; as calculated by the U.S. International Trade Commission, it would be 28.6 percent.

The home-market price for automotive repair manuals is based by Clymer on the U.K. list price of \$6.83 per manual less a 60-percent wholesale discount, or \$2.70 per manual, including freight to the customer. The home-market price for motorcycle repair manuals is based on the list price of \$4.55 per manual less a 55-percent

wholesale discount, or \$2.025 per manual, including freight to the customer. The exporters' sales price to the U.S. market is based on the price at which the exporter sells the manuals plus costs of packing less (1) costs of shipping and U.S. import duties, (2) commissions for selling in the United States, (3) expenses incurred by the exporter in selling in the United States, (4) export taxes imposed, (5) the amount of increased value resulting from manufacture or assembly after importation before sale, and (6) tax adjustments. Base prices are based on invoices. Deductions are estimated by Clymer on the basis of its own business experience. All prices compared are for J.H. Haynes and Co. Ltd. (United Kingdom), and its wholly owned U.S. subsidiary, Haynes Publications, Inc. (U.S.). All of Haynes sales to the United States are alleged to be at LTFV prices. All sales by Haynes to the United States are alleged to be made through Haynes Publications, Inc. (U.S.), Newbury Park, Calif.

#### The Domestic Industry

At least six U.S. firms currently publish automotive and motorcycle repair manuals. The \* \* \* publisher of such manuals, Clymer Publications -- the complainant in the instant inquiry -- is located in Los Angeles, Calif. Clymer accounts for \* \* \* percent of the manuals published in the United States. The other leading producer, Chilton Books, Inc., is located near Philadelphia, Pennsylvania. Chilton accounts for \* \* \* percent of the manuals produced in the United States. 1/

The other U.S. producers of automotive and motorcycle repair manuals include: Hearst Corp. and Crown Publications, Inc., both of New York City; Bentley, Inc. of Cambridge, Mass.; and Contemporary Books, Inc., of Chicago, Ill. Only Chilton, Inc., and Hearst Corp. are large corporations producing a wide variety of publications in addition to automotive and motorcycle repair manuals. The other firms are smaller in physical structure and in terms of sales and employment.

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1/ See letter from Chilton in app. G.

## Channels of Distribution

An estimated \* \* \* percent of domestic shipments of automotive and motorcycle repair manuals are distributed through wholesaler-distributors; \* \* \* percent are sold directly to mass merchandisers; \* \* \* percent are sold directly to independent outlets, and the remaining \* \* \* percent are sold by the publishers through mail order.

Generally, U.S. publishers maintain inventories of completed manuals in their warehouses ready for shipment to their prospective customers. In addition to completed manuals, a copy of each title is held in storage in a ready to print format for immediate delivery to a printer in case there is a need for additional copies.

Wholesaler-distributors maintain inventories of the more popular titles and receive shipments of additional manuals from publishers. Mass merchandisers and independent outlets usually order manuals in smaller quantities and do not maintain standard inventories. Distribution through mass merchandisers and independent outlets results in higher costs for both the publishers and the customers than distribution through wholesaler-distributors. Distribution by mail order outlet is relatively small and requires no special labor handling other than that required for procedural documentation.

## U.S. Consumption

Apparent U.S. consumption of automotive and motorcycle repair manuals increased from \* \* \* manuals in 1975 to \* \* \* manuals in 1977. Consumption increased further in January-June 1978 to a level slightly above that reached in the first half of 1977, as shown below and in table 1.

<u>Period</u>	<u>Apparent consumption</u> (1,000 units)
1975-----	***
1976-----	***
1977-----	***
January-June--	
1977-----	***
1978-----	***

## U.S. Production

U.S. production of automotive and motorcycle repair manuals has increased annually since 1975. Production in 1977 was \* \* \* percent above the 1976 level and \* \* \* percent above the 1975 level; during the first six months of 1978, production was \* \* \* percent above the level reached in the corresponding period of 1977, as shown below.

<u>Period</u>	<u>U.S. production</u> (1,000 units)
1975-----	***
1976-----	***
1977-----	***
January-June--	
1977-----	***
1978-----	***

A-11

## U.S. Producers' Shipments

U.S. producers' shipments of automotive and motorcycle repair manuals declined slightly in 1976 from the 1975 level, rising sharply thereafter, to a level in 1977 \* \* \* percent higher than the 1976 level, as shown below and in table 1.

<u>Period</u>	<u>U.S. producers'</u> <u>shipments</u> <u>(1,000 units)</u>
1975-----	***
1976-----	***
1977-----	***
January-June--	
1977-----	***
1978-----	***

U.S. producers' shipments rose in value from \* \* \* in 1975 to \* \* \* in 1977.

## U.S. Exports

U.S. exports of automotive and motorcycle repair manuals are small in relation to U.S. production, amounting to less than \* \* \* percent of U.S. production in each of the years 1974-77. Exports never exceeded imports in volume at any time during the period. Export data are shown below and in table 1.

<u>Period</u>	<u>U.S. exports</u> <u>(1,000 units)</u>
1974-----	***
1975-----	***
1976-----	***
1977-----	***
January-June--	
1977-----	***
1978-----	***

Table 1.--Automotive and motorcycle repair manuals: U.S. producers' shipments, exports, domestic shipments of imports, and apparent consumption, 1974-77, January-June 1977, and January-June 1978.

Period	U.S. producers' shipments	U.S. exports	Domestic shipments of imports	Apparent U.S. consumption	Ratio (percent) of imports to consumption
Quantity (number of units)					
1974-----	<u>1/</u> ***	***	***	<u>1/</u> ***	<u>1/</u> ***
1975-----	***	***	***	***	***
1976-----	***	***	***	***	***
1977-----	***	***	***	***	***
Jan.-June--					
1977-----	***	***	***	***	***
1978-----	***	***	***	***	***
Value (1,000 dollars)					
1974-----	<u>1/</u> ***	***	<u>3/</u>	<u>3/</u>	<u>3/</u>
1975-----	***	***	<u>3/</u>	<u>3/</u>	<u>3/</u>
1976-----	***	***	***	***	***
1977-----	***	***	***	***	***
Jan.-June--					
1977-----	***	***	***	***	***
1978-----	***	***	***	***	***
Unit value (per unit)					
1974-----	***	***	<u>3/</u>	<u>3/</u>	-
1975-----	***	***	<u>3/</u>	<u>3/</u>	-
1976-----	***	***	***	***	-
1977-----	***	***	***	***	-
Jan.-June--					
1977-----	***	***	***	***	-
1978-----	***	***	***	***	-

1/ Does not include Chilton, which is estimated to account for \* \* \* percent of U.S. producers shipments.

2/ All imports are from the United Kingdom, and all are alleged to be sold at LTFV.

3/ Not available.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

## U.S. Producers' Inventories

The yearend inventories for U.S. producers of automotive and motorcycle repair manuals are shown in table 2. The data show that as a share of shipments, inventories increased slightly from 1974 to 1976, but declined sharply from 1976 to 1977.

Table 2.--Automotive and motorcycle repair manuals: U.S. producers' inventories as of December 31 of 1974-77, June 30, 1977, and June 30, 1978

Date	Inventories	Inventories as a share of shipments during the preceding 12-month or 6-month period
	<u>Number of units</u>	<u>Percent</u>
December 31 of --		
1974-----	<u>1/</u> ***	<u>1/</u> ***
1975-----	***	***
1976-----	***	***
1977-----	***	***
January-June--		
1977-----	<u>2/</u>	<u>2/</u>
1978-----	<u>2/</u>	<u>2/</u>

1/ Does not include Chilton, which accounts for \* \* \* of U.S. producers' inventories

2/ Not available.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

## U.S. Employment

Employment trends for the U.S. publishers do not generally reflect changes in production levels, since printing often is contracted out to other firms that print a wide variety of other publications for other firms. In addition, publishing operations for the six U.S. producers require a minimum number of workers to complete preliminary work before sending a finished manuscript (title) to the printer. In many cases free-lance writers often are employed to produce new titles. Free-lance writers may be employed on a part-time or full-time basis and are not physically located at the publishers' offices. They are considered to be production and related workers. Table 3 shows employment in the industry during the period under review.

Table 3.--Automotive and motorcycle repair manuals: Average employment in the publication of automotive and motorcycle repair manuals, 1974-77, January-June 1977, and January-June 1978

Period	: Production and related workers <u>1/</u>
	<u>Number of workers</u>
1974-----	***
1975-----	***
1976-----	***
1977-----	***
January-June--	
1977-----	***
1978-----	***

1/ Includes only those employed by the U.S. publishers. Does not include any workers connected with printing operations if publishing firms have printing facilities. Does not include data for Chilton, which accounts for \* \* \* percent of U.S. production.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

## U.S. Imports

All known U.S. imports of automotive and motorcycle repair manuals are from the United Kingdom. Such imports increased annually from 1974 through 1977, and increased again between January-June 1977 and January-June 1978. Overall, imports nearly \* \* \* between 1974 and 1977, and increased by \* \* \* percent in the first six months of 1978 as compared with imports in the corresponding period of 1977, as shown in Table 4.

Table 4.--Automotive and motorcycle repair manuals: U.S. imports for consumption, 1974-77, January-June 1977 and January-June 1978

Period	Quantity	Foreign value	Unit value
	(1,000 units)	(1,000 dollars)	(Per manual)
1974-----	***	***	***
1975-----	***	***	***
1976-----	***	***	***
1977-----	***	***	***
January-June--			
1977-----	***	***	***
1978-----	***	***	***

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

Note.--All U.S. imports for consumption of automotive and motorcycle repair manuals are from the United Kingdom.

Domestic Shipments of Alleged LTFV Imports and Market  
Penetration by Alleged LTFV Imports

Imports of automotive and motorcycle repair manuals from the United Kingdom that are not shipped to customers are returned to the United Kingdom and are not kept in inventory by the U.S. importer. The quantity of domestic shipments of imports, therefore, is the same as that of imports. Data on such shipments are presented in tables 1 and 5.

A-16

All known imports are from the United Kingdom, and all such imports are alleged to have been sold at LTFV prices.

Table 5.--Automotive and motorcycle repair manuals: Domestic shipments of imports and ratio of import shipments to apparent U.S. consumption, 1974-1977, January-June 1977 and January-June 1978

Period	Quantity	Value	Unit value	Ratio of quantity of imports to apparent U.S. consumption
	<u>1,000 units</u>	<u>1,000 dollars</u>	<u>Per manual</u>	<u>Percent</u>
1974-----	***	<u>1/</u>	<u>1/</u>	***
1975-----	***	<u>1/</u>	<u>1/</u>	***
1976-----	***	***	***	***
1977-----	***	***	***	***
January-June--				
1977-----	***	***	***	***
1978-----	***	***	***	***

1/ Not available.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

Note.--All U.S. imports of automotive and motorcycle repair manuals are from the United Kingdom and all are alleged to be sold in the United States at less than fair value.

#### Financial Performance of U.S. Producers

Selected financial data for two U.S. producers of automotive and motorcycle repair manuals on their automotive and motorcycle repair manual operations reveal diminishing net profits from 1975-76 but a slight increase in profits for 1977 (table 6). The two producers account for about \* \* \* of U.S. production and sales of automotive and motorcycle repair manuals.

Table 6.--U.S. producers' operations on automotive and motorcycle repair manuals:  
Selected financial data for two reporting U.S. producers, 1974-77, January-  
June 1977, and January-June 1978.

Period and firm	Net sales	Net operating profit (or loss)	Ratio of net operating profit (or loss) to net sales
	<u>1,000 dollars</u>	<u>1,000 dollars</u>	<u>Percent</u>
1974:			
Clymer-----	***	***	***
Bentley-----	***	***	***
Total-----	***	***	***
1975:			
Clymer-----	***	***	***
Bentley-----	***	***	***
Total-----	***	***	***
1976:			
Clymer-----	***	***	***
Bentley-----	***	***	***
Total-----	***	***	***
1977:			
Clymer-----	***	***	***
Bentley-----	***	***	***
Total-----	***	***	***
January-June 1977:			
Clymer-----	***	***	***
Bentley-----	***	***	***
Total-----	***	***	***
January-June 1978:			
Clymer-----	<u>1/</u>	<u>1/</u>	<u>1/</u>
Bentley-----	***	***	***
Total-----	<u>1/</u>	<u>1/</u>	<u>1/</u>

1/ Not available.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission.

## Prices

List prices for automotive and motorcycle repair manuals are maintained by the importer and by U.S. producers, but are heavily discounted at the wholesale level. Discounts offered by Clymer range upward to 65 percent of the publisher's list price, while discounts offered by Haynes reach only 62-1/2 percent of the list price. Clymer's discounts generally are dependent upon the volume of the order or orders, while Haynes may offer its largest discounts to some first-time customers in order to solicit new business.

The retail prices for automotive and motorcycle repair manuals for specific titles are nearly identical for the U.S. producers and the importer, however, the prices may vary from outlet to outlet.

U.S. producers and importers were requested to supply their prices to their three leading customers for each calendar quarter during the period January 1974-June 1978. The price data obtained is presented in table 7.

Table 7.--Automotive and motorcycle repair manuals: Prices received by U.S. producers and importers for their three leading customers, by quarter, by firm, January 1974-June 1978

Period	(Price per unit)			
	Clymer		U.S. importer's prices (Haynes)	
	Weighted average	Range	Weighted average	Range
1974:	:	:	:	:
January-March-----	***	***	1/	1/
April-June-----	***	***	1/	1/
July-September-----	***	***	1/	1/
October-December-----	***	***	1/	1/
1975:	:	:	:	:
January-March-----	***	***	1/	1/
April-June-----	***	***	1/	1/
July-September-----	***	***	1/	1/
October-December-----	***	***	1/	1/
1976:	:	:	:	:
January-March-----	***	***	1/	1/
April-June-----	***	***	1/	1/
July-September-----	***	***	1/	1/
October-December-----	***	***	1/	1/
1977:	:	:	:	:
January-March-----	***	***	1/	1/
April-June-----	***	***	1/	1/
July-September-----	***	***	1/	1/
October-December-----	***	***	1/	1/
1978:	:	:	:	:
January-March-----	***	***	***	***
April-June-----	***	***	***	***

1/ Not available.

Source: Compiled from data submitted in response to questionnaires of the U.S. International Trade Commission

Despite the lack of specific price data for imports prior to 1978, a comparison of the average unit values of import shipments with shipments by U.S. producers as shown in Table 1, indicates that in 1976 the average manual imported from the United Kingdom was valued at \* \* \* per manual, or \* \* \* percent below the average unit value of manuals shipped by U.S. producers (\* \* \* per manual). In 1977, the average unit value of the imported manuals fell to \* \* \* per manual, but the average unit value of the U.S. product fell to \* \* \* per manual, resulting in a \* \* \* percent differential favorable to the imports. During January-June 1978, both the imports and the domestic product rose substantially in average unit values, to \* \* \* and \* \* \* per manual, respectively. As a result the imported manuals were valued \* \* \* percent under the domestic product. In view of the alleged margins of sales at less than fair value (27-29 percent of the home market price, or \$0.58-\$0.72 per manual), virtually all of the underselling that may have occurred in the U.S. market could be accounted for by the alleged less-than-fair value pricing.

#### Evidence of Lost Sales

\* \* \* \* \*

Other Factors

\* \* \* \* \*

APPENDIX A

TREASURY DEPARTMENT'S LETTER OF NOTIFICATION TO  
THE U.S. INTERNATIONAL TRADE COMMISSION



A-22  
THE GENERAL COUNSEL OF THE TREASURY  
WASHINGTON, D.C. 20220

AUG 1 1978

Dear Mr. Chairman:

In accordance with section 201(c) of the Antidumping Act of 1921, as amended, an antidumping investigation is being initiated with respect to automotive and motorcycle repair manuals from the United Kingdom. Pursuant to section 201(c)(2) of the Act, you are hereby advised that the information developed during our preliminary investigation has led me to the conclusion that there is substantial doubt that an industry in the United States is being, or is likely to be, injured by reason of the importation of this merchandise into the United States.

The bases for my determination are summarized in the attached copy of the Antidumping Proceeding Notice in this case. Additional information will be provided by the U.S. Customs Service.

Some of the information involved in this case is regarded by Treasury to be of a confidential nature. It is therefore requested that the Commission consider all the information provided for its investigation to be for the official use of the ITC only and not to be disclosed to others without prior clearance from the Treasury Department.

Sincerely,



Robert H. Mundheim

The Honorable  
Joseph O. Parker, Chairman  
U.S. International Trade  
Commission  
Washington, D.C. 20436

Enclosure

LOCKET NUMBER
7531
Case No.
8-1-78
FILED IN 7531

APPENDIX B

NOTICE OF COMMISSION'S INQUIRY AND HEARING

A-24  
UNITED STATES INTERNATIONAL TRADE COMMISSION  
Washington, D.C.

[AA1921-Inq.-19]

CERTAIN AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS FROM THE UNITED KINGDOM

Notice of Inquiry and Hearing

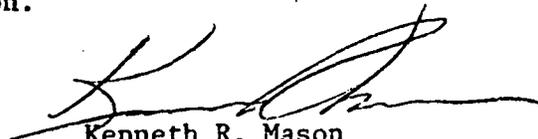
The United States International Trade Commission (Commission) received advice from the Department of the Treasury (Treasury) on August 7, 1978, that during the course of determining whether to institute an investigation with respect to automotive and motorcycle repair manuals provided for in item 270.25 of the Tariff Schedules of the United States from the United Kingdom in accordance with section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)), Treasury had concluded from the information developed during its preliminary investigation that there is substantial doubt that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of this merchandise into the United States. Therefore, the Commission on August 10, 1978, instituted inquiry AA1921-Inq.-19, under section 201(c)(2) of that act, to determine whether there is no reasonable indication that an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

Treasury's advice to the Commission was published in the Federal Register on August 8, 1978 (43 F.R. 35139).

Public Hearing. A public hearing in connection with the inquiry will be held in Washington, D.C. on Thursday, August 24, 1978, at 10:00 a.m., e.d.t. The hearing will be held in the Hearing Room, United States International Trade Commission Building, 701 E Street, NW., Washington, D.C. All parties will be given an opportunity to be present, to produce evidence, and to be heard at such hearing. Requests to appear at the public hearing should be received in writing in the office of the Secretary of the Commission not later than noon Monday, August 21, 1978.

Written statements. Interested parties may submit statements in writing in lieu of, and in addition to appearance at the public hearing. A signed original and nineteen true copies of such statements should be submitted. To be assured of their being given due consideration by the Commission, such statements should be received not later than August 24, 1978.

By order of the Commission.

  
Kenneth R. Mason  
Secretary

Issued: August 11, 1978



APPENDIX C

TREASURY DEPARTMENT'S NOTICE OF ANTIDUMPING PROCEEDING

4810-22

DEPARTMENT OF THE TREASURY  
OFFICE OF THE SECRETARY

AUTOMOTIVE AND MOTORCYCLE REPAIR MANUALS  
FROM THE UNITED KINGDOM

ANTIDUMPING PROCEEDING NOTICE

AGENCY: U.S. Treasury Department

ACTION: Initiation of Antidumping Investigation

SUMMARY:

This notice is to advise the public that a petition in proper form has been received and an antidumping investigation is being initiated for the purpose of determining whether imports of automotive and motorcycle repair manuals from the United Kingdom are being, or are likely to be, sold at less than fair value within the meaning of the Antidumping Act of 1921, as amended. There is substantial doubt that imports of the subject merchandise, allegedly at less than fair value, are the cause of present, or likely future, injury to an industry in the United States. Therefore, the case is being referred to the U.S. International Trade Commission for a determination as to whether there is no reasonable indication of injury.

EFFECTIVE DATE:

(Date of publication in the Federal Register).

FOR FURTHER INFORMATION CONTACT:

Mary S. Clapp, Duty Assessment Division, U.S. Customs Service, 1301 Constitution Avenue, N.W., Washington, D.C. 20229, telephone (202) 566-5492.

SUPPLEMENTARY INFORMATION:

On June 30, 1978, a petition in proper form was received pursuant to sections 153.26 and 153.27, Customs Regulations (19 CFR 153.26, 153.27), from counsel on behalf of Clymer Publications, Los Angeles, California, alleging that automotive and motorcycle repair manuals from the United Kingdom are being, or are likely to be, sold at less than fair value within the meaning of the Antidumping Act of 1921, as amended (19 U.S.C. 160 et seq.) (referred to in this notice as the "Act").

Automotive and motorcycle repair manuals are books which describe maintenance and repair procedures to be followed by the reader in connection with repairs to automobiles and motorcycles. They are classified under item number 270.25 of the Tariff Schedules of the United States, Annotated (TSUSA).

There appears to be a relationship between the exporter and a purchaser in the United States, which would require the use of exporter's sales price to establish the price of the merchandise in the U.S. market.

Margins of dumping alleged, based on a comparison of exporter's sales price with prices in the home market, range from 37 to 40 percent.

There is evidence on record concerning injury or likelihood of injury to the U.S. industry from the alleged less than fair value imports. Evidence of lost sales has been provided. The data given in the petition shows a decrease in sales of petitioner's motorcycle repair manuals, but also indicates an increase in sales of automotive repair manuals. Statements of earnings indicate no loss of total sales revenue in the last several years.

Clymer performs all the tasks related to the preparation of a book, but subcontracts the actual printing. Non-printing costs are fixed for books with a given title; therefore, petitioner's costs of production per book decline as the number of books printed increases. The petition asserts that the lower average press run (i.e., number of books printed) for motorcycle repair manuals due to sales of the alleged less than fair value imports has resulted in higher per unit production costs. This should lead to lower profit levels which, in fact, have been claimed by the petitioner. However, information contained in statements of earnings / <sup>does</sup> not permit equal comparison for all years and it is not evident that changes in profit figures are due to imports of the subject merchandise.

The petitioner is unable to provide information regarding market share or volume of imports on a year-by-year basis; figures that are provided for the most recent year appear to be based on conjecture. No data are presented that indicate levels of capital investment, price suppression, or margins of underselling.

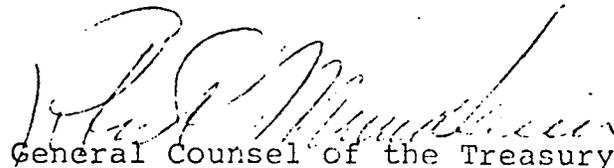
Moreover, the petitioner, a small private company, has increased the number of its employees over the past several years.

On the basis of such evidence, it has been concluded that there is substantial doubt of injury or likelihood of injury to an industry in the United States by virtue of such imports from the United Kingdom. Accordingly, the U.S. International Trade Commission is being advised of such doubt pursuant to section 201(c)(2) of the Act (19 U.S.C. 160(c)(2)).

Having conducted a summary investigation as required by section 153.29 of the Customs Regulations (19 CFR 153.29), and having determined as a result thereof that there are grounds for so doing, the U.S. Customs Service is instituting an inquiry to verify the information submitted and to obtain the facts necessary to enable the Secretary of the Treasury to reach a determination as to the fact or

likelihood of sales at less than fair value. Should the International Trade Commission, within 30 days of receipt of the information cited in the preceding paragraph, advise the Secretary that there is no reasonable indication that an industry in the United States is being or is likely to be injured by reason of the importation of such merchandise into the United States, this investigation will be terminated. Otherwise, the investigation will continue to conclusion.

This notice is published pursuant to section 153.30 of the Customs Regulations (19 CFR 153.30).



General Counsel of the Treasury  
Robert H. Mundheim

AUG 1 1978

APPENDIX D

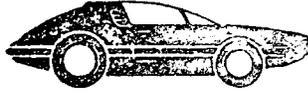
TREASURY DEPARTMENT'S LETTER TO PETITIONER'S LEGAL COUNSEL

\* \* \* \* \*

APPENDIX E

FRONT AND BACK COVERS OF A TYPICAL AUTOMOTIVE  
REPAIR MANUAL

A-36

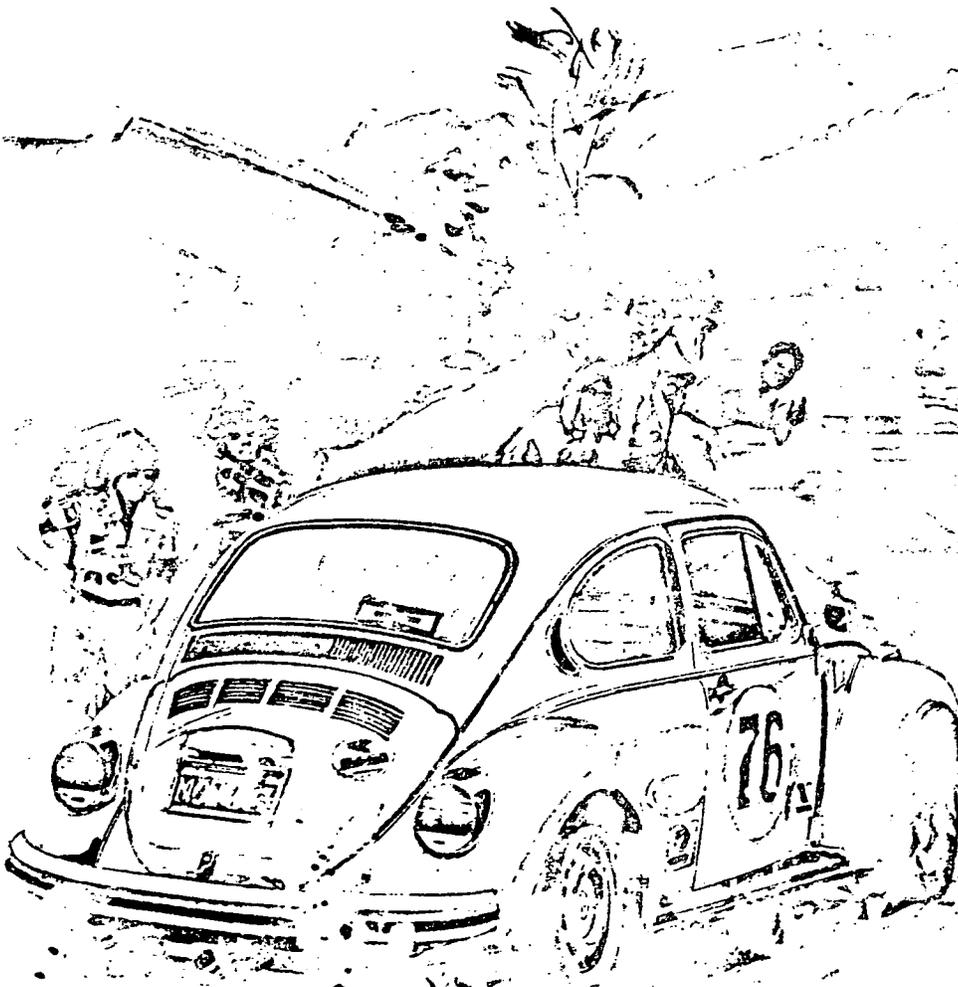


CLYMER  
PUBLICATIONS

# VOLKSWAGEN

SERVICE • REPAIR HANDBOOK

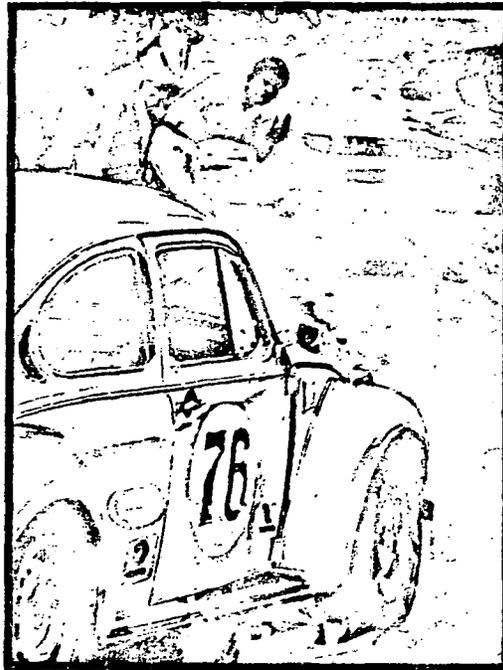
Beetle, Super Beetle, Karmann Ghia • 1961-1977



# VOLKSWAGEN SERVICE • REPAIR HANDBOOK

**BEETLE, SUPER BEETLE, KARMANN GHIA • 1961-1977**

**COMPLETE MAINTENANCE • REPAIR • TROUBLESHOOTING**



This newly revised and updated handbook gives complete maintenance, troubleshooting, and repair information for the millions of Beetles and Karmann Ghias on the road. All models from 1961 through 1977 are covered in detail. Like the VW itself, this new edition delivers more, at lower cost, than anything else in its class.

This is Clymer's 16th edition devoted to the VW Type I. Detailed procedures by an expert technical writer are illustrated by hundreds of photos and drawings, all keyed to the appropriate operation. Even the cover painting is special—done just for this book by Walter Gotschke, one of the world's leading automotive artists.

All operations are covered in thorough step-by-step sequence. Wherever year-to-year changes apply, a full explanation is given. The use of special tools and test equipment is avoided wherever possible. When necessary, these items are illustrated either in actual use or alone.

**Major headings include: Lubrication and Maintenance; Troubleshooting; Engine; Cooling, Heating, and Exhaust Systems; Fuel Systems; Electrical System; Clutch; Transaxles; Rear Axle and Suspension; Front Suspension and Steering; Brakes; and Body.**

Where repairs are practical for the owner / mechanic, complete procedures are given. Equally important, difficult jobs are pointed out. Such operations are usually more economically performed by a dealer or service center.

As in all Clymer service handbooks, the goal has been to help owners understand their equipment, lower repair costs, and generally improve operating satisfaction. Clymer auto, motorcycle, and marine maintenance books are sold worldwide. Look for them at your local auto supplier, motorcycle shop, marine outlet, or bookstore.

**CLYMER PUBLICATIONS • LOS ANGELES**



APPENDIX F

CHILTON BOOK COMPANY LETTER TO C. B. STAHMER  
OF THE COMMISSION STAFF

\*

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APPENDIX G

PROBABLE ECONOMIC EFFECTS OF TARIFF CHANGES UNDER TITLE I  
AND TITLE V OF THE TRADE ACT OF 1974 FOR TRADE  
AGREEMENT DIGEST NO. 20124, JULY 1975

\*

\*

\*

\*

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\*

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Library Cataloging Data

U.S. International Trade Commission.

Certain automotive and motorcycle repair manuals from the United Kingdom. Determination of "a reasonable indication of injury" in inquiry no. AA1921-Inq.-19 under the Antidumping act, 1921, as amended. Washington, 1978.

9, A-42 p. illus. 28 cm. (USITC Publication 913)

1. Automobiles--Maintenance and repair--Technical manuals. 2. Motorcycles--Maintenance and repair--Technical manuals. I. Title.

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

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U.S. International Trade Commission



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  - Change as Shown
- Please detach address label and mail to address shown above.

# AUTOMOTIVE TRADE STATISTICS 1964-77

U.S. Factory Sales, Retail Sales,  
Imports, Exports, Apparent Consumption,  
Suggested Retail Prices, and  
U.S. Bilateral Trade Balances With  
the Eight Major Producing Countries

(Series B: Passenger Automobiles)



USITC PUBLICATION 913 - B  
SEPTEMBER 1978

# UNITED STATES INTERNATIONAL TRADE COMMISSION

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---

Kenneth R. Mason, Secretary to the Commission

---

This report was principally prepared by  
James R. McElroy of the  
Machinery and Equipment Division,  
Office of Industries

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Office of Industries  
Norris A. Lynch, Director

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Address all communications to  
Office of the Secretary  
United States International Trade Commission  
Washington, D.C. 20436



# NEWS

UNITED STATES INTERNATIONAL TRADE COMMISSION • Office of the Secretary • Washington, D.C. 20436

FOR RELEASE AT WILL  
September 15, 1978

CONTACT: J.R. McElroy  
(202) 523-0258

USITC 78-100

## U.S. INTERNATIONAL TRADE COMMISSION RELEASES REPORT ON AUTOMOBILE TRADE DATA

The United States International Trade Commission today announced its release of a statistical report on automotive trade data. This report, entitled Automotive Trade Statistics, 1964-77: U.S. Factory Sales, Retail Sales, Imports, Exports, Apparent Consumption, Suggested Retail Prices, and U.S. Bilateral Trade Balances with the Eight Major Producing Countries, is the fourth annual compilation of automobile trade statistics.

The material presented in this report provides information on U.S. factory sales, imports, exports, apparent consumption, retail sales, manufacturers' suggested retail list prices, registrations, and bilateral trade balances for new passenger automobiles in 1964-77.

In May 1978 the Commission released Automotive Trade Statistics, 1964-77: U.S. Factory Sales, Imports, Exports, Apparent Consumption, and U.S. Trade Balances with Canada and All Other Countries. That report is the Commission's most recent 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.

Either of the cited reports (USITC Publications 887 and 913) can be obtained by calling (202) 523-5178 or from the Office of the Secretary, U.S. International Trade Commission, 701 E Street NW., Washington, D.C. 20436.



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## Preface

The material presented in this report provides information on U.S. 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 1964-77. Most of the vehicles covered in this report 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 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 are for the calendar year, and dollar amounts are in U.S. dollars.

Virtually all of the material in this report was obtained from 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.

Some of the material is derived from the United States International Trade Commission's annual report on U.S. foreign trade and trade balances (primarily 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 1978, and was entitled Automotive Trade Statistics, 1964-77: U.S. factory sales, imports, exports, apparent consumption and U.S. trade balances with Canada and all other countries.

SECTION I

U.S. FACTORY SALES, 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 1-4)

Table 1.--New passenger automobiles: Factory sales from U.S. plants, imports for consumption, exports of domestic merchandise, and apparent consumption, 1947-77

(Quantity in units; value in thousands of dollars)						
Period	U.S. factory sales	U.S. imports	U.S. exports	Apparent U.S. consumption	Ratio (percent) of imports to apparent 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	
1976	8,497,603	2,536,749	680,666	10,353,686	24.5	
1977	9,198,956	2,790,144	697,925	11,291,175	24.7	
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, 1947-77--continued

Period	U.S. factory sales	U.S. imports	U.S. exports	Apparent U.S. consumption	Ratio (percent) of imports to apparent consumption
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
1976-----	<u>1/</u>	9,399,494	3,010,310	<u>2/</u>	<u>2/</u>
1977-----	<u>1/</u>	11,076,745	3,401,778	<u>2/</u>	<u>2/</u>

1/ Data no longer published by Motor Vehicle Manufacturers Association, Inc.

2/ Not available.

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.

Table 2.--New passenger automobiles: U.S. imports for consumption, by principal sources, 1964-77

Period	Canada			Other principal sources								Total, 8 principal sources	All other	Total
	APTA	Non- APTA	Total	Japan	West Germany	Italy	United Kingdom	Sweden	Belgium	France	Total			
Quantity (units)														
1964-----	-	9,201	9,201	16,023	364,683	10,843	77,548	18,562	7	39,532	527,198	536,399	326	536,725
1965-----	1/ 33,378	1/ -	33,378	25,538	376,950	9,509	66,565	26,010	332	24,941	529,845	563,223	450	563,673
1966-----	1/ 152,043	1/ 290	152,333	56,050	527,137	14,110	81,870	34,632	117	33,122	747,038	899,371	524	899,895
1967-----	323,555	83	323,638	70,304	472,360	16,793	67,928	43,371	356	25,454	696,566	1,020,204	414	1,020,618
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	238	1,620,452
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	289	1,846,717
1970-----	690,913	1,870	692,783	381,338	674,945	42,523	76,257	57,844	50,602	37,114	1,320,623	2,013,406	14	2,013,420
1971-----	800,176	2,105	802,281	703,672	770,807	51,469	106,710	61,925	67,250	23,316	1,785,149	2,587,430	54	2,587,484
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	28	2,485,901
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	4,947	2,437,345
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	5,175	2,572,557
1975-----	726,739	7,027	733,766	695,573	370,012	102,344	67,106	51,993	38,176	15,647	1,340,851	2,074,617	36	2,074,653
1976-----	820,893	4,697	825,590	1,128,936	349,804	82,500	77,190	37,466	12,894	21,916	1,710,706	2,536,296	453	2,536,749
1977-----	847,226	2,588	849,814	1,341,530	423,492	55,437	36,889	39,370	3,510	19,215	1,939,443	2,789,257	887	2,790,144
Value (1,000 dollars)														
1964-----	-	18,703	18,703	15,343	368,732	15,595	98,618	28,313	11	33,365	559,977	578,680	312	578,992
1965-----	1/ 76,999	1/ -	76,999	25,302	387,651	13,535	90,449	40,909	347	21,539	579,732	656,731	508	657,239
1966-----	1/ 364,594	1/ 429	365,023	56,231	591,939	18,097	114,549	53,892	409	30,170	865,287	1,230,310	627	1,230,937
1967-----	817,715	164	817,879	73,214	579,483	23,651	103,388	73,243	459	23,116	876,554	1,694,433	526	1,694,959
1968-----	1,348,308	312	1,348,620	193,875	903,838	50,437	124,581	92,034	28,319	39,840	1,432,924	2,781,544	301	2,781,845
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	556	3,355,386
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	67	3,719,388
1971-----	2,393,114	3,694	2,396,808	928,784	1,275,270	82,385	151,659	134,970	134,678	29,095	2,736,841	5,133,649	94	5,133,743
1972-----	2,591,430	1,867	2,593,297	1,138,216	1,414,716	128,296	124,207	166,235	109,180	30,159	3,111,009	5,704,306	141	5,704,447
1973-----	2,759,058	3,865	2,762,923	1,244,128	1,802,780	122,538	132,842	189,716	192,227	22,487	3,706,718	6,469,641	9,760	6,479,401
1974-----	3,089,961	127	3,090,088	1,686,255	1,871,320	239,850	155,314	227,478	216,663	45,516	4,443,396	7,533,484	10,927	7,544,411
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	110	7,483,199
1976-----	4,047,440	24,710	4,072,150	2,855,297	1,600,659	251,214	296,782	194,380	68,858	59,135	5,326,325	9,398,475	1,019	9,399,494
1977-----	4,272,794	12,574	4,285,368	3,859,566	2,227,558	187,126	238,557	198,938	15,573	60,765	6,788,083	11,073,451	3,294	11,076,745

1/ Estimated.

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

Table 3.--New passenger automobiles: Ratios of U.S. imports for consumption to total apparent U.S. consumption, by principal sources, 1964-77

Period	Canada			Other principal sources							Total, 8 principal sources	All other	Total	
	APTA	Non-APTA	Total	Japan	West Germany	Italy	United Kingdom	Sweden	Belgium	France				Total
Percent based on quantity														
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
1976-----	7.93	.05	7.97	10.90	3.38	.80	.75	.36	.12	.21	16.52	24.50	1/	24.50
1977-----	7.50	.03	7.53	11.88	3.75	.49	.50	.35	.03	.17	17.18	24.70	.01	24.71
Percent based on value														
1964-----	-	0.12	0.12	0.10	2.28	0.10	0.61	0.18	1/	0.21	3.48	3.60	1/	3.60
1965-----	0.35	-	.35	.12	1.77	.06	.41	.19	1/	.10	2.65	3.00	1/	3.00
1966-----	1.72	1/	1.72	.27	2.80	.09	.54	.25	1/	.14	4.09	5.81	1/	5.81
1967-----	4.27	1/	4.27	.38	3.04	.12	.54	.38	1/	.12	4.58	8.85	1/	8.85
1968-----	5.46	1/	5.46	.78	3.68	.20	.50	.37	0.11	.16	5.80	11.26	1/	11.26
1969-----	7.34	.01	7.35	1.21	3.46	.26	.55	.31	.24	.11	6.14	13.49	1/	13.49
1970-----	8.91	.02	8.93	2.26	5.24	.31	.52	.53	.41	.20	9.47	18.40	1/	18.40
1971-----	8.36	.01	8.37	3.24	4.45	.29	.53	.47	.47	.10	9.55	17.92	1/	17.92
1972-----	8.29	.01	8.30	3.64	4.53	.41	.40	.53	.35	.10	9.96	18.26	1/	18.26
1973-----	7.80	.01	7.81	3.52	5.09	.35	.38	.54	.54	.06	10.48	18.29	0.03	18.32
1974-----	10.25	1/	10.25	5.59	6.21	.80	.52	.75	.72	.15	14.74	24.99	.04	25.03
1975-----	10.25	.10	10.35	5.50	4.75	1.02	.55	.74	.52	.14	13.23	23.58	1/	23.58
1976-----	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/
1977-----	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/	2/

1/ Less than 0.005 percent.

2/ Not available.

Source: Compiled from data presented in tables 1 and 2.

Table 4.--New passenger automobiles: Percentage distribution of U.S. imports for consumption, by principal sources, 1964-77

Period	Canada			7 other principal sources							Total, 8 principal sources	All other	Total	
	APTA	Non-APTA	Total	Japan	West Germany	Italy	United Kingdom	Sweden	Belgium	France				
Quantity														
1964-----	-	1.71	1.71	2.99	67.94	2.02	14.45	3.46	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	100.00
1976-----	32.36	.19	32.56	44.50	13.79	3.25	3.04	1.48	.51	.86	67.44	100.00	<u>1/</u>	100.00
1977-----	30.36	.09	30.46	48.08	15.18	1.99	2.04	1.41	.13	.69	69.51	99.97	.03	100.00
Value														
1964-----	-	3.23	3.23	2.65	63.70	2.69	17.03	4.89	<u>1/</u>	5.76	96.72	99.95	0.05	100.00
1965-----	11.72	-	11.72	3.85	58.98	2.06	13.76	6.22	0.05	3.28	88.20	99.92	.08	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	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	<u>1/</u>	100.00
1976-----	43.06	.26	43.32	30.38	17.03	2.67	3.16	2.07	.73	.63	56.67	100.00	<u>1/</u>	100.00
1977-----	38.57	.11	38.69	34.84	20.11	1.69	2.15	1.80	.14	.55	61.28	99.97	.03	100.00

1/ Less than 0.005 percent.

Source: Compiled from data presented in table 2.

## SECTION II

U.S. RETAIL NEW CAR SALES OF U.S.-MADE AND IMPORTED PASSENGER  
AUTOMOBILES, BY COUNTRIES OF ORIGIN (TABLES 5-8)

Table 5.--New passenger automobiles: U.S. retail new car sales, by dealers, of U.S.-made and imported passenger automobiles, and apparent U.S. consumption, 1964-77

Period	U.S.-made	Sales of imported		Total	Apparent	Ratio to apparent U.S. consumption of import sales from--		
	vehicles <u>1/</u>	Canada <u>2/</u>	All other	sales of	U.S.	Canada	All other:	All
	Units	Units	Units	Units	Units	Percent	Percent	Percent
1964	7,572,046	12,159	448,547	460,706	8,032,752	0.15	5.59	5.74
1965	8,712,769	33,088	501,737	534,825	9,247,594	.36	5.42	5.78
1966	8,189,905	161,068	608,787	769,855	8,959,760	1.80	6.79	8.59
1967	7,252,062	326,139	729,416	1,055,555	8,307,617	3.93	8.78	12.71
1968	7,937,832	480,254	960,097	1,440,351	9,378,183	5.12	10.24	15.36
1969	7,708,142	676,765	1,044,477	1,721,242	9,429,384	7.18	11.07	18.25
1970	6,475,351	681,872	1,261,038	1,942,911	8,418,262	8.10	14.98	23.08
1971	7,483,667	779,769	1,540,614	2,320,383	9,804,050	7.95	15.72	23.67
1972	8,121,762	836,630	1,591,581	2,428,211	10,549,973	7.93	15.09	23.02
1973	8,768,675	862,407	1,753,494	2,615,901	11,384,576	7.58	15.40	22.98
1974	6,529,575	802,371	1,408,947	2,211,318	8,740,886	9.18	16.12	25.30
1975	6,336,713	713,407	1,579,725	2,293,132	8,629,845	8.27	18.30	26.57
1976	7,797,785	808,788	1,499,063	2,307,851	10,105,636	8.00	14.84	22.84
1977	9,919,930	831,994	2,069,176	2,901,170	12,821,100	6.49	16.10	22.59

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 6.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from the 8 principal sources, by countries, 1964-77

(In units)								
Period	Canada <u>1/</u>	Japan	West Germany: and Belgium	Italy	United Kingdom	Sweden	France	Total
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
1976-----	808,788	937,643	354,576	71,622	65,164	53,742	16,316	2,307,851
1977-----	831,994	1,387,598	455,258	74,484	70,105	59,014	22,717	2,901,170

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 produced Opels for export to the United States during the 1964-76 period. 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 were produced in Mexico for export to the United States during the 1972-76 period; for the purpose of this table, however, the Thing was considered to be West German.

Table 7.--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, 1964-77

(In percent based on quantity)

Period	Canada	Japan	West Germany: and Belgium	Italy	United 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
1976-----	8.00	9.28	3.51	.71	.64	.53	.16	22.83
1977-----	6.49	10.82	3.55	.58	.55	.46	.18	22.63

Source: Compiled from data presented in tables 5 and 6.

Table 8.--New passenger automobiles: Percentage distribution of U.S. retail new car sales, by dealers, of imports from the 8 principal sources, by countries, 1964-77

(In percent based on quantity)

Period	Canada	Japan	West Germany: and Belgium	Italy	United Kingdom	Sweden	France	Total
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
1976-----	35.05	40.63	15.36	3.10	2.82	2.33	.71	100.00
1977-----	28.68	47.83	15.69	2.57	2.42	2.03	.78	100.00

Source: Compiled from data presented in table 6 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 9-15)

Table 9.--New passenger automobiles: Factory sales of imports from Canada, by manufacturers and makes, 1964-77

(In units)

Period	General Motors Corp.					Total	Ford Motor Co.			Total
	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac		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	33,837	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	9,849	9,911	9,778	-	265,513	307,854	3,086	-	310,940
1975-----	157,693	9,479	24,973	24,380	-	216,525	233,080	1,004	-	234,084
1976-----	206,911	33,890	18,890	20,955	-	280,646	260,311	20,545	-	280,856
1977-----	219,961	54,360	19,391	16,839	-	310,551	275,903	20,215	-	296,118

Table 9.--New passenger automobiles: Factory sales of imports from Canada, by manufacturers and makes, 1964-77

Period	(In units)				American Motors Corp.	Studebaker Corp.	Total
	Chrysler Corp.						
	Plymouth	Dodge	Chrysler	Total			
1964	-	-	-	-	-	10,327	12,159
1965	5	20,050	-	20,055	-	11,408	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	25,150	183,292	42,626	-	802,371
1975	11,594	42,586	171,365	225,545	37,253	-	713,407
1976	1/	37,507	1/177,513	215,020	32,266	-	808,788
1977	1/	46,359	1/144,604	190,963	34,362	-	831,994

1/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

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 10.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-77

(In units)

Period	U.S. manufacturers					Toyota					Total
	General	Chrysler Corp.			Total	Corolla	Celica	Corona	Cressida/ Mark II	Other	
	Motors	Buick	Dodge,	Plymouth,							
	Isuzu	Colt	Arrow	Total							
1964-----	-	-	-	-	-	1/	1/	1/	1/	1/	2,029
1965-----	-	-	-	-	-	1/	1/	1/	1/	1/	5,442
1966-----	-	-	-	-	-	1/	1/	1/	1/	1/	17,423
1967-----	-	-	-	-	-	1/	1/	1/	1/	1/	36,013
1968-----	-	-	-	-	-	1/	1/	1/	1/	1/	71,846
1969-----	-	-	-	-	-	1/	1/	1/	1/	1/	127,018
1970-----	-	-	-	-	-	1/	1/	1/	1/	1/	196,749
1971-----	-	28,381	-	28,381	28,381	1/	1/	1/	1/	1/	294,389
1972-----	-	34,057	-	34,057	34,057	1/	1/	1/	1/	1/	295,915
1973-----	-	35,523	-	35,523	35,523	116,905	59,600	61,305	25,293	26,275	289,378
1974-----	-	42,925	-	42,925	42,925	103,394	59,172	53,047	14,233	8,291	238,137
1975-----	-	60,356	-	60,356	60,356	151,177	64,922	44,156	8,736	14,918	283,909
1976-----	6,461	48,542	30,430	78,972	85,433	187,321	100,438	38,637	5,064	15,440	346,900
1977-----	28,758	72,511	48,751	121,262	150,020	259,344	163,714	50,259	2,526	17,205	493,048

See footnotes at end of table.

Table 10.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-77--Continued

(In units)

Period	Datsun											Total
	B-210	240-Z,	260-Z,	510	610	710	1200	F-10	200-SX	810	Other	
		280-Z										
1964	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	6,504
1965	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	12,625
1966	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	21,037
1967	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	33,275
1968	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	40,760
1969	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	60,872
1970	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	104,067
1971	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	185,270
1972	1/	1/	1/	1/	1/	1/	1/	-	-	-	1/	187,513
1973	15,133	52,556	30,688	75,511	-	57,241	-	-	-	-	4,320	235,449
1974	73,317	45,328	-	32,916	33,366	-	-	-	-	-	4,099	189,026
1975	140,039	50,142	-	18,527	50,914	-	-	-	-	-	3,570	263,192
1976	147,643	54,838	-	13,912	35,327	-	14,730	-	-	-	3,653	270,103
1977	173,281	69,517	9,881	3,693	24,192	-	37,772	38,152	28,244	3,651	388,383	

See footnotes at end of table.

Table 10.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-77

(In units)

Year	Mazda							Total
	RX-2	RX-3	RX-4	808	Mizer	GLC	Other	
1964	-	-	-	-	-	-	-	-
1965	-	-	-	-	-	-	-	-
1966	-	-	-	-	-	-	-	-
1967	-	-	-	-	-	-	-	-
1968	-	-	-	-	-	-	-	-
1969	-	-	-	-	-	-	-	-
1970	1/	1/	1/	1/	-	-	1/	2,083
1971	1/	1/	1/	1/	-	-	1/	20,472
1972	1/	1/	1/	1/	-	-	1/	52,969
1973	43,565	53,076	-	6,069	-	-	2,269	104,979
1974	20,984	17,111	18,590	4,295	-	-	210	61,190
1975	5,701	19,589	32,589	7,343	-	-	129	65,351
1976	101	4,309	10,137	6,340	11,644	-	2,819	35,350
1977	-	-	19,546	-	-	31,063	1,078	51,687

See footnotes at end of table.

Table 10.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Japan, by manufacturers or makes, and models, 1964-77--continued

(In units)

Period	Honda			Subaru	Total
	Civic	Accord	Total		
1964	1/	1/	-	-	8,533
1965	1/	1/	-	-	18,067
1966	1/	1/	-	-	38,460
1967	1/	1/	-	-	69,288
1968	1/	1/	-	-	112,606
1969	1/	1/	65	2,584	190,539
1970	1/	1/	4,159	5,591	312,649
1971	1/	1/	9,509	14,162	552,183
1972	1/	1/	20,500	24,056	615,010
1973	1/	1/	38,957	37,793	742,079
1974	1/	1/	43,119	22,980	597,377
1975	1/	1/	102,389	41,587	816,784
1976	132,286	18,643	150,929	48,928	937,643
1977	147,648	75,985	223,633	80,827	1,387,598

1/ Statistical breakdown by individual models not available.

2/ RX3 and RX4 are combined for Mazda after 1976 because data no longer reported separately.

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

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-77

(In units)

Year	U.S. manufacturers					Volkswagen							
	Ford			General Motors, Opel	Total	Type I 1/	Type II 2/	Type III 3/	Type IV 4/	Rabbit	Dasher	Scirocco	Total
	Fiesta	Capri	Total	Type I 1/		Type II 2/	Type III 3/	Type IV 4/	Rabbit	Dasher	Scirocco		
1964-----	-	-	-	14,788	14,788	5/	5/	5/	-	-	-	-	276,187
1965-----	-	-	-	17,378	17,378	5/	5/	5/	-	-	-	-	319,348
1966-----	-	-	-	32,044	32,404	5/	5/	5/	-	-	-	-	376,518
1967-----	-	-	-	51,693	51,693	5/	5/	5/	-	-	-	-	409,263
1968-----	-	-	-	84,680	84,680	5/	5/	5/	-	-	-	-	518,536
1969-----	-	-	-	93,520	93,520	364,451	47,862	8,252	-	-	-	-	498,656
1970-----		17,200	17,200	85,995	103,195	405,615	65,069	99,012	-	-	-	-	569,696
1971-----	-	56,118	56,118	88,534	144,652	354,574	63,025	80,186	24,870	-	-	-	522,655
1972-----	-	91,995	91,995	68,854	160,849	358,401	46,858	48,421	31,964	-	-	-	485,645
1973-----	-	113,069	113,069	68,400	181,097	371,097	42,656	32,069	30,473	-	-	-	476,295
1974-----	-	75,260	75,260	59,279	134,664	243,664	29,919	57	23,250	58	37,232	335	334,515
1975-----	-	54,586	54,586	39,730	94,316	92,034	21,547	-	6,543	-	33,271	16,108	267,718
1976-----	-	29,904	29,904	4,022	33,926	27,009	19,464	-	-	113,530	27,715	15,426	203,144
1977-----	40,549	22,458	63,007	309	63,316	19,245	26,108	-	-	164,706	25,857	24,786	260,702

See footnotes at end of the table.

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-77--Continued

Year	Audi-NSU					Porche				
	Fox	100 LS	5,000	NSU	Total	914	911	924/928	Other	Total
1964	-	-	-	6/ 425	425	5/	5/	-	-	4,693
1965	-	-	-	6/ 599	599	5/	5/	-	-	4,599
1966	-	-	-	6/ 644	644	5/	5/	-	-	5,638
1967	-	-	-	6/ 569	659	5/	5/	-	-	5,963
1968	-	-	-	6/ 340	340	5/	5/	-	-	6,827
1969	-	-	-	6/ 224	224	5/	5/	-	-	5,507
1970	5/	5/	-	6/ 363	8,054	5/	5/	-	-	13,653
1971	5/	5/	-	6/ 298	20,902	5/	5/	-	-	16,795
1972	5/	5/	-	6/ 28	28,630	5/	5/	-	-	20,210
1973	14,919	31,065	-	-	45,984	17,933	5,838	-	-	23,771
1974	26,457	23,978	-	-	50,435	16,161	4,868	-	-	21,029
1975	30,405	20,379	-	-	50,784	11,200	5,024	-	-	16,224
1976	21,763	11,553	-	-	33,316	3,181	4,300	4,534	2,461	14,476
1977	23,281	7,682	4,891	-	35,854	-	5,709	13,670	517	19,896

See footnotes at end of table.

Table 11.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from West Germany and Belgium, by manufacturers or makes, and models, 1964-77--Continued

Year	(In units)							BMW	Total	
	Mercedes-Benz						Total 7/			
	240 D	300 D	230	280	450	Other				
1964-----	5/	-	5/	5/	5/	5/	5/	7,000	5/	303,093
1965-----	5/	-	5/	5/	5/	5/	5/	8,037	5/	349,921
1966-----	5/	-	5/	5/	5/	5/	5/	11,761	5/	426,605
1967-----	5/	-	5/	5/	5/	5/	5/	15,366	5/	482,854
1968-----	5/	-	5/	5/	5/	5/	5/	20,200	9,778	640,361
1969-----	5/	-	5/	5/	5/	5/	5/	21,292	11,937	631,045
1970-----	5/	-	5/	5/	5/	5/	5/	25,055	14,584	734,237
1971-----	5/	-	5/	5/	5/	5/	5/	31,221	19,826	756,051
1972-----	5/	-	5/	5/	5/	5/	5/	36,578	21,728	753,640
1973-----	6,318	-	2,756	14,884	13,316	5,131		42,405	13,629	783,553
1974-----	9,668	660	2,485	9,357	10,444	6,212		38,826	15,007	594,351
1975-----	9,809	6,648	2,058	9,218	8,666	5,834		42,233	19,419	490,694
1976-----	7,359	9,544	1,248	6,834	14,089	4,131		43,205	26,509	354,576
1977-----	10,548	11,619	1,097	9,005	16,016	587		48,872	26,618	455,258

1/ Includes Beetle, Super Beetle, Kharman 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/ Includes Tourist deliveries.

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

Note.--Belgium 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.

Table 12.--New Passenger automobiles: U.S. retail new car sales, by dealers, of imports from Italy, by manufacturers or makes, and models, 1964-77

(In units)

Year	U.S. manufacturers		Fiat					Alfa Romeo	Total	
	Ford, Pantera	Total	124	128/X19	131	Lancia	Other	Total		
1964----	-	-	1/	1/	-	-	1/	2/ 8,910	2/ 1,180	10,090
1965----	-	-	1/	1/	-	-	1/	2/ 8,047	2/ 1,627	9,674
1966----	-	-	1/	1/	-	-	1/	9,246	2/ 1,567	10,813
1967----	-	-	1/	1/	-	-	1/	15,932	2/ 1,814	17,746
1968----	-	-	1/	1/	-	-	1/	30,521	2/ 1,075	31,596
1969----	-	-	1/	1/	-	-	1/	43,761	2/ 1,850	45,611
1970----	-	-	1/	1/	-	-	1/	38,095	2/ 1,417	39,512
1971----	130	130	1/	1/	-	-	1/	45,469	1,837	47,436
1972----	1,552	1,552	1/	1/	-	-	1/	58,375	2,270	62,197
1973----	1,831	1,831	26,476	19,463	-	-	12,508	58,447	2,595	62,873
1974----	1,230	1,230	32,128	38,413	-	-	70	70,611	3,139	74,980
1975----	526	526	32,238	55,487	12,786	-	1,011	101,522	5,342	107,390
1976----	-	-	11,721	31,243	18,576	3,710	1,045	66,295	5,327	71,622
1977----	-	-	12,935	27,708	22,836	5,500	-	68,979	5,505	74,484

1/ Statistical breakdown by individual models not available.

2/ 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.

Table 13.--New passenger automobiles: U.S. retail new car sales, by dealers of imports from the United Kingdom by manufacturers or makes, and models, 1964-77

Period	U.S. manufacturers			British Leyland								Jensen	Lotus	Rootes	Rolls Royce/Bentley	Total
	Chrysler/Cricket	Ford, Eng. Ford/Cortina	Total	MG	Triumph	Jaguar	Austin	Austin Healey	Morris/Minor	Rover	Total <sup>1/</sup>					
1964-----	-	4,100	4,100	24,282	20,840	3,956	2/ 650	2/ 8,339	2/ 209	2/ 446	2/ 58,722	-	2/ 188	7,467	2/ 301	70,778
1965-----	-	4,810	4,810	24,079	19,304	3,981	2/ 924	2/ 8,043	2/ 129	2/ 1,366	2/ 57,826	-	2/ 254	7,764	2/ 305	70,959
1966-----	-	8,189	8,189	21,619	15,374	5,196	2/ 1,375	2/ 8,575	2/ 107	2/ 2,067	2/ 54,313	-	2/ 325	8,518	2/ 178	71,523
1967-----	-	16,636	16,636	22,211	15,339	5,960	2/ 1,592	2/ 8,124	2/ 859	2/ 2,685	2/ 56,770	-	2/ 321	7,835	2/ 341	81,903
1968-----	-	24,187	24,187	24,246	18,339	5,180	2/ 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	2,980	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/ 750	3,160	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	356	2/ 462	94,395
1972-----	13,888	-	13,888	30,963	22,465	4,803	1,010	-	-	975	60,216	-	2/ 886	-	2/ 575	75,565
1973-----	4,819	-	4,819	31,703	21,090	6,523	4,691	-	-	1,018	65,025	2/ 1,368	2/ 958	-	2/ 585	72,755
1974-----	-	-	-	25,015	18,396	5,299	4,761	-	-	690	54,161	2/ 3,036	2/ 902	-	2/ 630	58,729
1975-----	-	-	-	27,946	22,803	6,799	13,262	-	-	29	70,839	2/ 2,255	2/ 427	-	2/ 756	74,277
1976-----	-	-	-	28,426	28,238	7,382	1,118	-	-	-	65,164	-	-	-	2/ 821	65,985
1977-----	-	-	-	34,794	29,258	4,349	75	-	-	-	68,476	-	2/ 500	-	2/ 1,129	70,105

<sup>1/</sup> Includes predecessor firms, such as British Motor Co., eventually absorbed by British Leyland  
<sup>2/</sup> 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.

Table 14.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from Sweden, by manufacturers or makes, and models, 1964-77

(In units)

Period	Volvo				LE	EMS	Other	Total	Total
	160/260	140/240	Other	Total					
1964-----	1/	1/	1/	17,326	1/	1/	1/	5,191	22,517
1965-----	1/	1/	1/	18,115	1/	1/	1/	5,462	23,577
1966-----	1/	1/	1/	25,126	1/	1/	1/	6,828	31,954
1967-----	1/	1/	1/	34,392	1/	1/	1/	10,775	45,167
1968-----	1/	1/	1/	38,600	1/	1/	1/	11,881	50,481
1969-----	1/	1/	1/	36,146	1/	1/	1/	10,899	47,045
1970-----	1/	1/	1/	44,513	1/	1/	1/	11,121	55,634
1971-----	1/	1/	1/	48,222	1/	1/	1/	13,343	61,565
1972-----	1/	1/	1/	51,821	1/	1/	1/	13,543	65,364
1973-----	15,190	41,925	3,646	60,761	7,920	1,040	8,058	17,018	77,779
1974-----	13,791	39,252	-	53,043	9,282	1,135	3,008	13,425	66,468
1975-----	15,997	43,217	194	59,408	10,669	1,965	908	13,542	72,950
1976-----	15,363	28,006	518	43,887	7,671	1,595	589	9,855	53,742
1977-----	12,969	33,022	-	45,991	7,197	2,849	2,977	13,023	59,014

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.

Table 15.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports from France, by manufacturers or makes and models, 1964-77

Period	U.S. manufacturer		Peugeot			Renault					Citroen	Total
	Chrysler, Simca	Total	Diesel	Gasoline	Total	R-12	R-15/17	R-5	Other	Total		
1964-----	9,957	9,957	-	<u>1/</u> 3,065	<u>1/</u> 3,065	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	19,500	1,014	33,536
1965-----	13,205	13,205	-	<u>1/</u> 3,165	<u>1/</u> 3,165	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	12,106	1,063	29,539
1966-----	12,844	12,844	-	2,768	2,768	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	12,701	1,119	29,432
1967-----	7,425	7,425	-	3,917	3,917	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	20,218	898	32,458
1968-----	5,517	5,517	-	4,100	4,100	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	20,504	943	31,064
1969-----	7,776	7,776	-	4,109	4,109	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	18,536	1,051	31,472
1970-----	6,035	6,035	-	4,996	4,996	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	20,732	1,209	32,972
1971-----	4,877	4,877	-	6,271	6,271	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	16,443	1,393	28,984
1972-----	958	958	-	4,822	4,822	<u>2/</u>	<u>2/</u>	-	<u>2/</u>	12,204	1,821	19,805
1973-----	-	-	-	4,174	4,174	6,312	2,396	-	576	9,284	997	14,455
1974-----	-	-	3,180	4,768	7,948	6,532	9,214	-	10	8,756	338	17,042
1975-----	-	-	5,963	5,887	11,850	4,184	1,596	-	-	5,780	-	17,630
1976-----	-	-	4,542	4,955	9,497	1,920	685	4,214	-	6,819	-	16,316
1977-----	-	-	4,802	4,914	9,716	1,550	1,243	10,208	-	13,001	-	22,717

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

2/ 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.

United States International Trade Commission  
September 1978

SECTION IV

U.S. RETAIL NEW CAR SALES OF PASSENGER AUTOMOBILES IMPORTED BY  
U.S. MOTOR-VEHICLE MANUFACTURERS (TABLES 16-19)

Table 16.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources, 1964-77

Period	(In units)					
	Sales of imported vehicles from Canada					Total
	U.S. manufacturers					
General Motors	Ford	Chrysler	AMC	Studebaker		
1964-----	-	1,832	-	-	10,327	12,159
1965-----	-	1,625	20,055	-	11,408	33,088
1966-----	3,436	62,117	84,267	9,397	1,851	161,068
1967-----	86,914	93,879	118,754	26,592	-	326,139
1968-----	118,238	179,131	149,432	33,453	-	480,254
1969-----	196,347	291,755	158,030	30,633	-	676,765
1970-----	126,625	304,842	208,585	41,820	-	681,872
1971-----	249,032	289,965	202,785	37,987	-	779,769
1972-----	205,217	355,454	223,558	52,401	-	836,630
1973-----	236,136	348,942	215,129	62,200	-	862,407
1974-----	265,513	310,940	183,292	42,626	-	802,371
1975-----	216,525	234,084	225,545	37,253	-	713,407
1976-----	280,646	280,856	215,020	32,266	-	808,788
1977-----	310,551	296,118	190,963	34,362	-	831,994

Table 16.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources, 1964-77--Continued

(In units)							
Period	Sales of imported vehicles from all other sources						
	U.S. manufacturers				All other imports	Total	
	General Motors	Ford	Chrysler	Total			
	1964-----	14,788	4,100	9,957	28,845	419,702	448,547
1965-----	17,378	4,810	13,205	35,393	466,344	510,737	
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	
1976-----	10,483	29,904	78,972	119,359	1,380,525	1,499,884	
1977-----	29,067	63,007	121,262	213,336	1,855,840	2,069,176	

Table 16.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by U.S. motor-vehicle manufacturers from the eight principal sources, 1964-77--Continued

Period	Total sales of imports								
	U.S. manufacturers						Total	All other imports	Total
	General Motors	Ford	Chrysler	AMC	Studebaker				
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	
1976-----	291,129	310,760	293,992	32,266	-	928,147	1,380,525	2,308,672	
1977-----	339,618	359,125	312,225	34,362	-	1,045,330	1,855,840	2,901,170	

Source: Compiled from data presented in tables 9-15.

Table 17.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by General Motors Corp., by countries of origin and makes, 1964-77

Period	Canada						West Germany:	Japan,	Total
	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac	Total	and Belgium, Opel	Isuzu	
1964-----	-	-	-	-	-	-	14,788	-	14,788
1965-----	-	-	-	-	-	-	17,378	-	17,378
1966-----	3,436	-	-	-	-	3,436	32,044	-	35,480
1967-----	74,960	-	5,594	6,360	-	86,914	51,693	-	138,607
1968-----	45,279	-	40,838	32,121	-	118,238	84,680	-	202,918
1969-----	105,710	33,837	26,931	29,869	-	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
1976-----	206,911	33,890	18,890	20,955	-	280,646	4,022	6,461	291,129
1977-----	219,961	54,360	19,391	16,839	-	310,551	309	28,758	339,618

Source: Compiled from data presented in tables 9, 10, and 11.

Table 18.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by Ford Motor Co., by countries of origin and makes, 1964-77

Period	Canada				West Germany			Italy, Pantera	United Kingdom English Ford/ Cortina	Total
	Ford	Mercury	Lincoln	Total	Capri	Fiesta	Total			
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	-	17,200	-	10,216	332,258
1971-----	267,209	22,756	-	289,965	56,118	-	56,118	130	757	346,970
1972-----	333,234	22,220	-	355,454	91,995	-	91,995	1,552	-	449,001
1973-----	332,849	16,093	-	348,942	113,069	-	113,069	1,831	-	463,842
1974-----	307,854	3,086	-	310,940	75,260	-	75,260	1,230	-	387,430
1975-----	233,080	1,004	-	234,084	54,586	-	54,586	526	-	289,196
1976-----	260,311	20,545	-	280,856	29,904	-	29,904	-	-	310,760
1977-----	275,903	20,215	-	296,118	22,458	40,549	63,007	-	-	359,125

Source: Compiled from data presented in tables 9, 11, 12, and 13.

Table 19.--New passenger automobiles: U.S. retail new car sales, by dealers, of imports by Chrysler Corp., by countries of origin and makes, 1964-77

(In units)

Period	Canada				Japan			United Kingdom,	France,	Total
	Plymouth	Dodge	Chrysler	Total	Dodge, Colt	Plymouth, Arrow	Total	Plymouth Cricket	Simca	
1964-----	-	-	-	-	-	-	-	-	9,957	9,957
1965-----	5	20,050	-	20,055	-	-	-	-	13,205	33,260
1966-----	14,222	70,045	-	84,267	-	-	-	-	12,844	97,111
1967-----	73,794	44,960	-	118,754	-	-	-	-	7,425	126,179
1968-----	108,088	41,344	-	149,432	-	-	-	-	5,517	154,949
1969-----	63,736	94,294	-	158,030	-	-	-	-	7,776	165,806
1970-----	52,535	156,050	-	208,585	-	-	-	-	6,035	214,620
1971-----	84,409	118,376	-	202,785	28,381	-	28,381	27,682	4,877	263,725
1972-----	133,543	90,015	-	223,558	34,057	-	34,057	13,888	958	272,461
1973-----	112,559	102,570	-	215,129	35,523	-	35,523	4,819	-	255,471
1974-----	78,563	79,579	25,150	183,292	42,925	-	42,925	-	-	226,217
1975-----	11,594	42,586	171,365	225,545	60,356	-	60,356	-	-	285,901
1976-----	1/	37,507	177,513	215,020	48,542	30,430	78,972	-	-	293,992
1977-----	1/	46,359	144,604	190,963	72,511	48,751	121,262	-	-	312,225

1/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

Source: Compiled from data presented in tables 9, 10, 13, and 14.

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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 20-26)

Table 20.--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, 1964-77

(In percent based on quantity)

Year	General Motors Corp.					Ford Motor Co.				Chrysler Corp.				American	Studebaker	Total	
	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac	Total	Ford	Mercury	Lincoln	Total	Plymouth	Dodge	Chrysler	Total	Corp.		Corp.
1964---	-	-	-	-	-	-	0.02	1/	-	0.02	-	-	-	-	-	0.13	0.15
1965---	-	-	-	-	-	-	.02	-	-	.02	1/	0.22	-	0.22	-	.12	.36
1966---	0.04	-	-	-	-	0.04	.68	0.01	-	.69	0.16	.79	-	.95	0.10	.02	1.80
1967---	.90	-	0.07	0.08	-	1.05	1.08	.05	-	1.13	.89	.54	-	1.43	.32	-	3.93
1968---	.48	-	.44	.34	-	1.26	1.72	.19	-	1.91	1.15	.44	-	1.59	.36	-	5.12
1969---	1.11	0.36	.29	.32	-	2.08	2.85	.25	-	3.10	.68	1.00	-	1.68	.32	-	7.18
1970---	1.01	.49	-	-	-	1.50	3.37	.25	-	3.62	.62	1.86	-	2.48	.50	-	8.10
1971---	1.73	.81	-	-	-	2.54	2.72	.23	-	2.95	.86	1.21	-	2.07	.39	-	7.95
1972---	1.54	.41	-	-	-	1.95	3.15	.21	-	3.36	1.27	.85	-	2.12	.50	-	7.93
1973---	1.74	.33	-	-	-	2.07	2.93	.14	-	3.07	.99	.90	-	1.89	.55	-	7.58
1974---	2.71	.11	.11	.11	-	3.04	3.51	.04	-	3.55	.90	.91	0.29	2.10	.49	-	9.18
1975---	1.83	.11	.29	.28	-	2.51	2.71	.01	-	2.72	.13	.49	1.99	2.60	.43	-	8.27
1976---	2.05	.34	.19	.21	-	2.78	2.58	.20	-	2.78	2/	.37	1.76	2.13	.32	-	8.00
1977---	1.72	.42	.15	.13	-	2.42	2.15	.16	-	2.31	2/	.36	1.13	1.49	.27	-	6.49

1/ Less than 0.005 percent.

2/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

Source: Compiled from data presented in tables 5 and 9.

Table 21.--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, 1964-77

(In percent based on quantity)

Year	U.S. manufacturers				Toyota						Datsun				
	GM	Chrysler		Total	Corolla	Celica	Corona	Mark II	Other	Total	B-210	240-Z,	510	610	
	Isuzu	Dodge, Colt	Plymouth, Arrow									260-Z,			280-Z,
1964----	-	-	-	-	1/	1/	1/	1/	1/	0.03	1/	1/	1/	1/	
1965----	-	-	-	-	1/	1/	1/	1/	1/	.06	1/	1/	1/	1/	
1966----	-	-	-	-	1/	1/	1/	1/	1/	.19	1/	1/	1/	1/	
1967----	-	-	-	-	1/	1/	1/	1/	1/	.43	1/	1/	1/	1/	
1968----	-	-	-	-	1/	1/	1/	1/	1/	.77	1/	1/	1/	1/	
1969----	-	-	-	-	1/	1/	1/	1/	1/	1.34	1/	1/	1/	1/	
1970----	-	-	-	-	1/	1/	1/	1/	1/	2.33	1/	1/	1/	1/	
1971----	-	0.29	-	0.29	0.29	1/	1/	1/	1/	3.00	1/	1/	1/	1/	
1972----	-	.32	-	.32	.32	1/	1/	1/	1/	2.81	1/	1/	1/	1/	
1973----	-	.31	-	.31	.31	1.04	0.52	0.54	0.22	0.23	2.55	0.13	0.46	0.27	0.67
1974----	-	.49	-	.49	.49	1.19	.68	.61	.16	.09	2.73	.83	.52	-	.38
1975----	-	.70	-	.70	.70	1.75	.75	.51	.10	.17	3.28	1.63	.58	-	.21
1976----	0.06	.48	0.30	.78	.84	1.85	.99	.38	.05	.15	3.43	1.46	.54	-	.14
1977----	.22	.57	.38	.95	1.17	2.02	1.28	.39	.02	.13	3.85	1.35	.54	.08	.03

See footnotes at end of table.

Table 21.--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, 1964-77--Continued

(In percent based on quantity)

Year	Datsun--Continued							Honda		
	200-SX	810	710	1200	F10	Other	Total	Civic	Accord	Total
1964-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	0.08	-	-	-
1965-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	.14	-	-	-
1966-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	.24	-	-	-
1967-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	.40	-	-	-
1968-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	.43	-	-	-
1969-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	.65	$\frac{2}{2}$	-	$\frac{2}{2}$
1970-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	1.24	0.05	-	0.05
1971-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	1.89	.10	-	.10
1972-----	-	-	$\frac{1}{1}$	$\frac{1}{1}$	-	$\frac{1}{1}$	1.78	.19	-	.19
1973-----	-	-	-	0.50	-	0.04	2.07	.34	-	.34
1974-----	-	-	0.38	-	-	.05	2.16	.49	-	.49
1975-----	-	-	.59	-	-	.04	3.05	1.01	-	1.01
1976-----	-	-	.35	-	.15	.04	2.67	1.31	.18	1.49
1977-----	.30	.22	.19	-	.29	.03	3.03	1.15	.59	1.74

See footnotes at end of table.

Table 21.--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, 1964-77--Continued

(In percent based on quantity)

Year	Mazda								Subaru	Total
	RX-2	RX-3	RX-4	808	Mizer	GLC	Other	Total		
1964	-	-	-	-	-	-	-	-	.64	0.11
1965	-	-	-	-	-	-	-	-	.65	.20
1966	-	-	-	-	-	-	-	-	.68	.43
1967	-	-	-	-	-	-	-	-	.67	.83
1968	-	-	-	-	-	-	-	-	.68	1.20
1969	-	-	-	-	-	-	-	-	.69	2.02
1970	1/	1/	1/	1/	-	-	1/	0.02	.70	3.71
1971	1/	1/	1/	1/	-	-	1/	.21	.71	5.63
1972	1/	1/	1/	1/	-	-	1/	.50	.72	5.83
1973	0.38	0.47	-	0.05	-	-	0.02	.92	.73	6.52
1974	.24	.20	0.21	.05	-	-	2/	.70	.74	6.83
1975	.07	.23	.37	.09	-	-	2/	.76	.75	9.46
1976	2/	.04	.10	.06	0.12	-	.03	.35	.76	9.28
1977	-	-	.15	-	-	0.24	.01	.40	.63	10.82

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 5 and 10.

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Table 22.--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, 1964-77

(In percent based on quantity)

Year	U.S. manufacturers					Volkswagen							
	Ford			GM, Opel	Total	Type I	Type II	Type III	Type IV	Rabbit	Dasher	Scirocco	Total
	Capri	Fiesta	Total										
1964	-	-	-	0.18	0.18	1/	1/	1/	-	-	-	-	3.43
1965	-	-	-	.19	.19	1/	1/	1/	-	-	-	-	3.44
1966	-	-	-	.36	.36	1/	1/	1/	-	-	-	-	4.19
1967	-	-	-	.62	.62	1/	1/	1/	-	-	-	-	4.94
1968	-	-	-	.90	.90	1/	1/	1/	-	-	-	-	5.54
1969	-	-	-	.99	.99	3.86	0.51	0.91	-	-	-	-	5.28
1970	0.20	-	0.20	1.03	1.23	4.82	.77	1.18	-	-	-	-	6.77
1971	.57	-	.57	.91	1.48	3.63	.64	.82	0.25	-	-	-	5.34
1972	.87	-	.87	.65	1.52	3.40	.44	.46	.30	-	-	-	4.60
1973	.99	-	.99	.60	1.59	3.26	.37	.28	.27	-	-	-	4.18
1974	.86	-	.86	.68	1.54	2.79	.34	2/	.27	2/	0.43	2/	3.83
1975	.63	-	.63	.46	1.09	1.05	.25	-	.08	1.14	.39	0.19	3.10
1976	.30	-	.30	.04	.34	.27	.19	-	-	1.12	.27	.15	2.01
1977	.18	0.32	.49	2/	.49	.15	.20	-	-	1.28	.20	.19	2.03

See footnotes at end of table.

Table 22.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium to apparent consumption, by manufacturers or makes, and models, 1964-77--Continued

(In percent based on quantity)

Year	Mercedes-Benz						Total
	240D	300D	230	280	450	Other	
1964	1/	-	1/	1/	1/	1/	0.09
1965	1/	-	1/	1/	1/	1/	.09
1966	1/	-	1/	1/	1/	1/	.13
1967	1/	-	1/	1/	1/	1/	.18
1968	1/	-	1/	1/	1/	1/	.22
1969	1/	-	1/	1/	1/	1/	.23
1970	1/	-	1/	1/	1/	1/	.30
1971	1/	-	1/	1/	1/	1/	.32
1972	1/	-	1/	1/	1/	1/	.35
1973	0.06	-	0.02	.13	.11	0.05	.37
1974	.11	0.01	.03	.10	.12	.07	.44
1975	.12	.08	.02	.10	.10	.07	.49
1976	.07	.09	.01	.07	.14	.04	.43
1977	.08	.09	.01	.07	.13	2/	.38

See footnotes at end of table.

Table 22.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from West Germany and Belgium to apparent consumption, by manufacturers or makes, and models, 1964-77

(In percent based on quantity)

Year	Audi-NSU					Porsche					BMW	Total
	Fox	100LS	5000	NSU	Total	914	911	924	Other	Total		
1964-----	-	-	-	0.01	0.01	<u>1/</u>	<u>1/</u>	-	-	0.06	-	3.77
1965-----	-	-	-	.01	.01	<u>1/</u>	<u>1/</u>	-	-	.05	-	3.78
1966-----	-	-	-	.01	.01	<u>1/</u>	<u>1/</u>	-	-	.06	-	4.75
1967-----	-	-	-	.01	.01	<u>1/</u>	<u>1/</u>	-	-	.07	-	5.82
1968-----	-	-	-	<u>2/</u>	<u>2/</u>	<u>1/</u>	<u>1/</u>	-	-	.07	0.10	6.83
1969-----	-	-	-	<u>2/</u>	<u>2/</u>	<u>1/</u>	<u>1/</u>	-	-	.06	.13	6.69
1970-----	<u>1/</u>	<u>1/</u>	-	<u>2/</u>	.10	<u>1/</u>	<u>1/</u>	-	-	.16	.17	8.73
1971-----	<u>1/</u>	<u>1/</u>	-	<u>2/</u>	.21	<u>1/</u>	<u>1/</u>	-	-	.17	.20	7.72
1972-----	<u>1/</u>	<u>1/</u>	-	<u>2/</u>	.27	<u>1/</u>	<u>1/</u>	-	-	.19	.21	7.14
1973-----	0.13	0.27	-	-	.40	0.16	0.05	-	-	.21	.12	6.88
1974-----	.31	.27	-	-	.58	.18	.06	-	-	.24	.17	6.80
1975-----	.35	.24	-	-	.59	.13	.06	-	-	.19	.23	5.69
1976-----	.22	.11	-	-	.33	.03	.04	0.04	0.02	.14	.26	3.51
1977-----	.18	.06	0.04	-	.28	-	.04	.11	<u>2/</u>	.15	.21	3.55

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 5 and 11.

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Table 23.--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 1964-77

(In percent based on quantity)

Year	U.S. manufacturers		Fiat						Alfa Romeo	Total
	Ford	Total	124	128/X19	131	Other	Lancia	Total		
	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	.02	.21
1968	-	-	1/	1/	-	1/	-	.33	.01	.34
1969	-	-	1/	1/	-	1/	-	.46	.02	.48
1970	-	-	1/	1/	-	1/	-	.45	.02	.47
1971	2/	2/	1/	1/	-	1/	-	.46	.02	.48
1972	0.01	0.01	1/	1/	-	1/	-	.56	.02	.59
1973	.02	.02	0.23	0.17	-	0.11	-	.51	.02	.55
1974	.01	.01	.37	.44	-	2/	-	.81	.04	.86
1975	.01	.01	.37	.64	0.15	.01	-	1.17	.06	1.24
1976	-	-	.12	.31	.18	.01	.02	.65	.05	.71
1977	-	-	.10	.22	.18	-	.04	.54	.04	.58

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 5 and 12.

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Table 24.--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, 1964-77

(In percent based on quantity)

Year	U.S. manufacturers			British Leyland								Jensen	Lotus	Rootes	Rolls Royce/ Bentley	Total
	Chrysler/ Cricket	Ford, Eng. Ford/ Cortina	Total	MG	Triumph	Jaguar	Austin	Austin/ Healey	Morris/ Minor	Rover	Total					
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	-	-	.01	.57	0.01	.01	-	.01	.64
1974-----	-	-	-	.29	.21	.06	.05	-	-	.01	.62	.03	.01	-	.01	.67
1975-----	-	-	-	.33	.26	.08	.15	-	-	1/	.82	.03	1/	-	.01	.86
1976-----	-	-	-	.28	.28	.07	.01	-	-	-	.64	-	-	-	.01	.65
1977-----	-	-	-	.27	.23	.03	1/	-	-	-	.53	-	1/	-	.01	.55

1/ Less than 0.005 percent.

2/ Not available.

Source: Compiled from data presented in tables 5 and 13.

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Table 25.--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, 1964-77

(In percent based on quantity)

Period	Volvo				Saab				Total
	160/ 260	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
1976-----	.15	.28	2/	.43	.08	.02	1/	.10	.53
1977-----	.10	.26	-	.36	.06	.02	.02	.10	.46

1/ Not available.

2/ Less than 0.005 percent.

Source: Compiled from data presented in tables 5 and 14.

Table 26.--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, and models, 1964-77

(In percent based on quantity)

	U.S. manufacturers		Peugeot			Renault				Citroen	Total	
	Chrysler, Simca	Total	Diesel	Gasoline	Total	R-12	R-15/17	R-5	Other			Total
1964-----	0.12	0.12	-	0.04	0.04	1/	1/	-	1/	0.25	0.01	0.42
1965-----	.14	.14	-	.04	.04	1/	1/	-	1/	.13	.01	.32
1966-----	.14	.14	-	.03	.03	1/	1/	-	1/	.15	.01	.33
1967-----	.09	.09	-	.05	.05	1/	1/	-	1/	.24	.01	.39
1968-----	.06	.06	-	.04	.04	1/	1/	-	1/	.22	.01	.33
1969-----	.08	.08	-	.04	.04	1/	1/	-	1/	.20	.01	.33
1970-----	.07	.07	-	.06	.06	1/	1/	-	1/	.25	.01	.39
1971-----	.05	.05	-	.06	.06	1/	1/	-	1/	.18	.01	.30
1972-----	.01	.01	-	.05	.05	1/	1/	-	1/	.11	.02	.19
1973-----	-	-	-	.04	.04	0.05	.02	-	1/	.08	.01	.13
1974-----	-	-	0.05	.04	.09	.09	.02	-	0.01	.11	2/	.20
1975-----	-	-	.06	.07	.13	.06	.01	-	2/	.07	-	.20
1976-----	-	-	.05	.05	.10	.02	.01	.04	-	.07	-	.17
1977-----	-	-	.04	.04	.08	.01	.01	.08	-	.10	-	.18

1/ Not available.

2/ Less than .005 percent.

Source: Compiled from data presented in tables 5 and 15.

SECTION VI

RATIOS OF U.S. RETAIL NEW CAR SALES OF PASSENGER AUTOMOBILES IMPORTED  
BY U.S. MOTOR-VEHICLE MANUFACTURERS (TABLES 27-30)

Table 27.--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, 1964-77

(In percent based on quantity)

Period	Sales of imported vehicles from Canada					
	U.S. manufacturers					
	General Motors	Ford	Chrysler	AMC	Studebaker	Total
1964	-	0.02	-	-	0.13	0.15
1965	-	.02	0.22	-	.12	.36
1966	0.04	.69	.95	0.10	.02	1.80
1967	1.05	1.13	1.43	.32	-	3.93
1968	1.26	1.91	1.59	.36	-	5.12
1969	2.08	3.10	1.68	.32	-	7.18
1970	1.50	3.62	2.48	.50	-	8.10
1971	2.54	2.95	2.07	.39	-	7.95
1972	1.95	3.36	2.12	.50	-	7.93
1973	2.07	3.07	1.89	.55	-	7.58
1974	3.04	3.55	2.10	.49	-	9.18
1975	2.51	2.72	2.61	.43	-	8.27
1976	2.78	2.78	2.13	.32	-	8.01
1977	2.42	2.31	1.49	.27	-	6.49

Table 27.--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, 1964-77--Continued

(In percent based on quantity)

Period	Sales of imported vehicles from all other sources					
	U.S. manufacturers				All other imports	Total
	General Motors	Ford	Chrysler	Total		
	1964	0.18	0.05	0.12	0.35	5.24
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
1976	.10	.30	.78	1.18	13.66	14.84
1977	.23	.49	.95	1.66	14.47	16.14

Table 27.--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, 1964-77--Continued

(In percent based on quantity)

Period	Total sales of imports							
	U.S. manufacturers						All other imports	Total
	General Motor	Ford	Chrysler	AMC	Studebaker	Total		
1964-----	0.18	0.07	0.12	-	0.13	0.50	5.24	5.74
1965-----	.19	.07	.36	-	.12	.74	5.04	5.78
1966-----	.40	.78	1.09	0.10	.02	2.39	6.20	8.59
1967-----	1.67	1.33	1.52	.32	-	4.84	7.87	12.71
1968-----	2.16	2.17	1.65	.36	-	6.34	9.02	15.36
1969-----	3.07	3.33	1.76	.32	-	8.48	9.77	18.25
1970-----	2.53	3.94	2.55	.50	-	9.52	13.56	23.08
1971-----	3.45	3.53	2.69	.39	-	10.06	13.61	23.67
1972-----	2.60	4.24	2.58	.50	-	9.92	13.10	23.02
1973-----	2.67	4.08	2.24	.55	-	9.54	13.44	22.98
1974-----	3.72	4.42	2.59	.49	-	11.22	14.08	25.30
1975-----	2.97	3.36	3.31	.43	-	10.07	16.50	26.57
1976-----	2.88	3.08	2.91	.32	-	9.19	13.66	22.85
1977-----	2.65	2.80	2.44	.27	-	8.15	14.48	22.63

Source: Compiled from data presented in tables 5 and 16.

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Table 28.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, or imports by General Motors Corp. to apparent U.S. consumption, by countries of origin and makes, 1964-77

(In percent based on quantity)

Period	Canada						West Germany and Belgium, Opel	Japan, Isuzu	Total
	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac	Total			
1964-----	-	-	-	-	-	-	0.18	-	0.18
1965-----	-	-	-	-	-	-	.19	-	.19
1966-----	0.04	-	-	-	-	0.04	.36	-	.40
1967-----	.90	-	0.07	0.08	-	1.05	.62	-	1.67
1968-----	.48	-	.44	.34	-	1.26	.90	-	2.16
1969-----	1.11	0.36	.29	.32	-	2.08	.99	-	3.07
1970-----	1.01	.49	-	-	-	1.50	1.00	-	2.53
1971-----	1.73	.81	-	-	-	2.54	.91	-	3.45
1972-----	1.54	.41	-	-	-	1.95	.65	-	2.60
1973-----	1.74	.33	-	-	-	2.07	.60	-	2.67
1974-----	2.71	.11	.11	.11	-	3.04	.68	-	3.72
1975-----	1.83	.11	.29	.28	-	2.51	.46	-	2.97
1976-----	2.05	.34	.19	.21	-	2.78	.04	.06	2.88
1977-----	1.72	.42	.15	.13	-	2.42	<u>1/</u>	.22	2.65
:	:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:	:	:

1/ Less than 0.005 percent.

Source: Compiled from data presented in tables 5 and 17.

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Table 29.--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, 1964-77

(In percent based on quantity)

Period	Canada				West Germany			Italy	United Kingdom,	Total
	Ford	Mercury	Lincoln	Total, Canada	Capri	Fiesta	Total	Pantera:Eng. Ford/Cortina		
1964-----	0.02	<u>1/</u>	-	0.02	-	-	-	-	0.05	0.07
1965-----	.02	-	-	.02	-	-	-	-	.05	.07
1966-----	.68	0.01	-	.69	-	-	-	-	.09	.78
1967-----	1.08	.05	-	1.13	-	-	-	-	.20	1.33
1968-----	1.72	.19	-	1.91	-	-	-	-	.26	2.17
1969-----	2.85	.25	-	3.10	-	-	-	-	.23	3.33
1970-----	3.37	.25	-	3.62	0.20	-	0.20	-	.12	3.94
1971-----	2.72	.23	-	2.95	.57	-	.57	<u>1/</u>	.01	3.53
1972-----	3.15	.21	-	3.36	.87	-	.87	0.01	-	4.24
1973-----	2.93	.14	-	3.07	.99	-	.99	.02	-	4.08
1974-----	3.51	.04	-	3.55	.86	-	.86	.01	-	4.42
1975-----	2.71	.01	-	2.72	.63	-	.63	.01	-	3.36
1976-----	2.85	.20	-	2.78	.30	-	.30	-	-	3.08
1977-----	2.15	.16	-	2.31	.18	.32	.49	-	-	2.80

1/ Less than 0.0005 percent.

Source: Compiled from data presented in tables 5 and 18.

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Table 30.--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, 1964-77

(In percent based on quantity)

Period	Canada				Japan			United Kingdom:	France, Simca	Total
	Plymouth:	Dodge	Chrysler	Total	Dodge Colt	Plymouth Arrow	Total	Plymouth Cricket:		
1964-----	-	-	-	-	-	-	-	-	0.12	0.12
1965-----	<u>1/</u>	0.22	-	0.22	-	-	-	-	.14	.36
1966-----	0.16	.79	-	.95	-	-	-	-	.14	1.09
1967-----	.89	.54	-	1.43	-	-	-	-	.09	1.52
1968-----	1.15	.44	-	1.59	-	-	-	-	.06	1.65
1969-----	.68	1.00	-	1.68	-	-	-	-	.08	1.76
1970-----	.62	1.86	-	2.48	-	-	-	-	.07	2.55
1971-----	.86	1.21	-	2.07	0.29	-	0.29	0.28	.05	2.69
1972-----	1.27	.85	-	2.12	.32	-	.32	.13	.01	2.58
1973-----	.99	.90	-	1.89	.31	-	.31	.04	-	2.24
1974-----	.90	.91	0.29	2.10	.49	-	.49	-	-	2.59
1975-----	.13	.49	1.99	2.61	.70	-	.70	-	-	3.31
1976-----	<u>2/</u>	.37	1.76	2.13	.48	.30	.78	-	-	2.91
1977-----	<u>2/</u>	.36	1.13	1.49	.57	.38	.95	-	-	2.44

1/ Less than 0.005 percent.

2/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

Source: Compiled from data presented in tables 5 and 19.

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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 31-37)

Table 31.--New passenger automobiles: Ratios of U.S. retail new car sales, by dealers, of imports from Canada to total U.S. imports sales, by manufacturers and makes, 1964-77

(In percent based on quantity)

Period	General Motors Corp.					Ford Motor Co.				Chrysler Corp.				American	Stude-	Total	
	Chevro- let	Pontiac	Oldsmo- bile	Buick	Cadillac	Total	Ford	Mercury	Lincoln	Total	Plymouth	Dodge	Chrys- ler	Total	Corp.		aker Corp.
1964---	-	-	-	-	-	-	0.36	0.04	-	0.40	-	-	-	-	-	2.24	2.64
1965---	-	-	-	-	-	-	.30	-	-	.30	<u>1/</u>	3.76	-	3.76	-	2.13	6.19
1966---	0.45	-	-	-	-	0.45	7.92	.15	-	8.07	1.85	9.09	-	10.94	1.22	.24	20.92
1967---	7.10	-	0.53	0.60	-	8.23	8.46	.43	-	8.89	7.00	4.26	-	11.26	2.52	-	30.90
1968---	3.14	-	2.84	2.23	-	8.21	11.20	1.24	-	12.44	7.50	2.87	-	10.37	2.32	-	33.34
1969---	6.14	1.97	1.56	1.74	-	11.41	15.58	1.37	-	16.95	3.70	5.48	-	9.18	1.78	-	39.32
1970---	4.41	2.11	-	-	-	6.52	14.62	1.07	-	15.69	2.70	8.04	-	10.74	2.15	-	35.10
1971---	7.32	3.41	-	-	-	10.73	11.51	.98	-	12.49	3.64	5.10	-	8.74	1.64	-	33.60
1972---	6.67	1.78	-	-	-	8.45	13.71	.92	-	14.63	5.50	3.71	-	9.21	2.16	-	34.45
1973---	7.60	1.43	-	-	-	9.03	12.73	.62	-	13.35	4.30	3.92	-	8.22	2.38	-	32.98
1974---	10.67	.45	.45	.44	-	12.01	13.91	.14	-	14.05	3.55	3.60	1.14	8.29	1.93	-	36.28
1975---	6.88	.41	1.09	1.06	-	9.44	10.17	.04	-	10.21	.51	1.86	7.47	9.84	1.62	-	31.11
1976---	8.97	1.47	.82	.91	-	12.17	11.28	.89	-	12.17	<u>2/</u>	1.53	7.70	9.33	1.34	-	35.04
1977---	7.58	1.87	.67	.58	-	10.70	9.51	.70	-	10.21	<u>2/</u>	1.60	4.98	6.58	1.18	-	28.68

1/ Less than 0.005 percent.

2/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

Source: Compiled from data presented in tables 6 and 9.

Table 32.--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 of makes, and models, 1964-77

(In percent based on quantity)

Period	U.S. manufacturers					Toyota					Total
	Chrysler Corp.					Corolla	Celica	Corona	Cressida/ Mark II	Other	
	General Motors		Plymouth	Total	Total						
	Buick	Dodge									
Isuzu	Colt	Arrow	Total								
1964----	-	-	-	-	-	1/	1/	1/	1/	1/	0.44
1965----	-	-	-	-	-	1/	1/	1/	1/	1/	1.02
1966----	-	-	-	-	-	1/	1/	1/	1/	1/	2.26
1967----	-	-	-	-	-	1/	1/	1/	1/	1/	3.41
1968----	-	-	-	-	-	1/	1/	1/	1/	1/	4.99
1969----	-	-	-	-	-	1/	1/	1/	1/	1/	7.38
1970----	-	-	-	-	-	1/	1/	1/	1/	1/	10.12
1971----	-	1.22	-	1.22	1.22	1/	1/	1/	1/	1/	12.70
1972----	-	1.40	-	1.40	1.40	1/	1/	1/	1/	1/	12.20
1973----	-	1.36	-	1.36	1.36	4.47	2.28	2.34	0.97	1.00	11.07
1974----	-	1.94	-	1.94	1.94	4.67	2.68	2.40	0.64	0.37	10.76
1975----	-	2.63	-	2.63	2.63	6.59	2.83	1.93	.38	.65	12.38
1976----	.28	2.10	1.32	3.42	3.70	8.12	4.35	1.97	.22	.67	15.03
1977----	.99	2.50	1.68	4.18	5.17	8.94	5.64	1.73	.09	.59	16.99
:	:	:	:	:	:	:	:	:	:	:	:
:	:	:	:	:	:	:	:	:	:	:	:

See footnotes at end of table.

Table 32.--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, 1964-77--Continued

(In percent based on quantity)

Period :	Datsun											Total
	240-Z	260-Z	510	610	710	1200	F-10	200-SX	810	Other		
	B-210	280-Z										
1964---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1965---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1966---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1967---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1968---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1969---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1970---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1971---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1972---	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/	1/
1973---	0.58	2.01	1.17	2.88	-	2.19	1/	1/	1/	0.17	9.00	
1974---	3.31	2.05	-	1.49	1.51	-	1/	1/	1/	.19	8.35	
1975---	6.10	2.19	-	.81	2.22	-	-	1/	1/	.16	11.48	
1976---	6.40	2.38	-	.60	1.53	-	.64	-	-	.15	11.70	
1977---	5.97	2.40	.34	.13	.83	-	1.30	1.32	.97	.13	13.39	
:	:	:	:	:	:	:	:	:	:	:	:	
:	:	:	:	:	:	:	:	:	:	:	:	

See footnotes at end of table.

Table 32.--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, 1964-77

(In percent based on quantity)

Period	Mazda								Honda			Subaru	Total	
	RX-2	RX-3	RX-4	808	Mizer	GLC	Other	Total	Civic	Accord	Total			
1964-----	-	:	:	-	-	-	-	-	-	-	-	-	-	1.85
1965-----	-	:	:	-	-	-	-	-	-	-	-	-	-	3.38
1966-----	-	:	:	-	-	-	-	-	-	-	-	-	-	5.00
1967-----	-	:	:	-	-	-	-	-	-	-	-	-	-	6.56
1968-----	-	:	:	-	-	-	-	-	-	-	-	-	-	7.82
1969-----	-	:	:	-	-	-	-	-	-	-	2/	0.15	-	11.07
1970-----	1/	1/	1/	1/	-	-	1/	0.11	-	-	0.21	.29	-	16.09
1971-----	1/	1/	1/	1/	-	-	1/	.88	1/	-	.41	.61	-	23.80
1972-----	1/	1/	1/	1/	-	-	1/	2.18	1/	-	.84	.99	-	25.33
1973-----	1.66	2.03	-	0.23	-	-	0.09	4.01	1/	-	1.49	1.44	-	28.37
1974-----	0.96	0.77	0.84	.19	-	-	.01	2.77	1/	-	1.95	1.04	-	27.01
1975-----	.25	.85	1.42	.32	-	-	.01	2.85	1/	-	4.47	1.81	-	35.62
1976-----	2/	.19	.44	.27	0.50	-	.12	1.53	1/	0.81	6.54	2.12	-	40.63
1977-----	-	-	3/	.67	-	1.07	.04	1.78	5.09	2.62	7.71	2.79	-	47.83

1/ Not available.

2/ Less than 0.005 percent.

3/ RX-3 and RX-4 are combined for Mazda after 1976 because data no longer reported separately.

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

Table 33.--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, 1964-77

(In percent based on quantity)

Period	U.S. manufacturers			Volkswagen									Audi-NSU					
	Ford		General Motors, Opel	Total	Type I	Type II	Type III	Type IV	Rabbit	Dasher	Scirocco	Total	Fox	100 LS	NSU	5,000	Total	
	Fiesta	Capri																Total
1964-----	-	-	-	3.21	3.21	1/	1/	1/	-	-	-	-	59.95	-	-	0.09	-	0.09
1965-----	-	-	-	3.25	3.25	1/	1/	1/	-	-	-	-	59.71	-	-	.10	-	.10
1966-----	-	-	-	4.16	4.16	1/	1/	1/	-	-	-	-	48.92	-	-	.08	-	.08
1967-----	-	-	-	4.90	4.90	1/	1/	1/	-	-	-	-	38.77	-	-	.05	-	.05
1968-----	-	-	-	5.88	5.88	1/	1/	1/	-	-	-	-	36.01	-	-	.02	-	.02
1969-----	-	-	-	5.43	5.43	21.18	2.78	5.01	-	-	-	-	28.97	-	-	.01	-	.01
1970-----	-	0.89	-	4.42	5.31	20.88	3.35	5.10	-	-	-	-	29.33	1/	1/	.02	-	.41
1971-----	-	2.42	-	3.81	6.23	15.28	2.72	3.46	1.07	-	-	-	22.53	1/	1/	.01	-	.90
1972-----	-	3.78	-	2.84	6.62	14.75	1.93	1.99	1.32	-	-	-	20.01	1/	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	-	-	1.76
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	-	-	2.28
1975-----	-	2.38	-	1.73	4.11	4.01	0.94	-	0.29	4.29	1.45	.70	11.16	1.34	0.89	-	-	2.21
1976-----	-	1.30	-	0.17	1.47	1.17	.84	-	-	4.92	1.20	.67	8.80	.94	.50	-	-	1.44
1977-----	1.40	.77	2.17	2/	2.18	0.66	.90	-	-	5.68	0.89	.85	8.99	.80	.26	-	0.17	1.24

See footnotes at end of table.

Table 33.--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, 1964-77

(In percent based on quantity)

Period:	Porsche					Mercedes-Benz							BMW	Total
	914	911	924/ 928	Other	Total	240 D	300 D	230	280	450	Other	Total		
1964--:	1/	1/	-	-	1.02	1/	-	1/	1/	1/	1/	1.52	1/	:62.79
1965--:	1/	1/	-	-	.86	1/	-	1/	1/	1/	1/	1.50	1/	:65.42
1966--:	1/	1/	-	-	.73	1/	-	1/	1/	1/	1/	1.53	1/	:55.42
1967--:	1/	1/	-	-	.56	1/	-	1/	1/	1/	1/	1.46	1/	:45.74
1968--:	1/	1/	-	-	.47	1/	-	1/	1/	1/	1/	1.40	0.68	:44.46
1969--:	1/	1/	-	-	.32	1/	-	1/	1/	1/	1/	1.24	.69	:36.66
1970--:	1/	1/	-	-	.70	1/	-	1/	1/	1/	1/	1.29	.75	:37.79
1971--:	1/	1/	-	-	.72	1/	-	1/	1/	1/	1/	1.35	.85	:32.58
1972--:	1/	1/	-	-	.83	1/	-	1/	1/	1/	1/	1.51	.89	:31.04
1973--:	0.69	0.22	-	-	.91	0.24	-	0.11	0.56	0.51	0.20	1.62	.52	:29.95
1974--:	.73	.22	-	-	.95	.45	0.03	.11	.42	.48	.28	1.76	.68	:26.88
1975--:	.49	.22	-	-	.71	.43	.29	.09	.40	.31	.25	1.84	.85	:21.40
1976--:	.14	.19	.20	.11	.63	.32	.41	.05	.30	.61	.18	1.87	1.15	:15.36
1977--:	-	.20	.47	.01	.68	.36	.40	.04	.31	.55	.02	1.68	.92	:15.69

1/ Not available.

2/ Less than 0.005 percent.

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

Table 34.--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, 1964-77

(In percent based on quantity)

Period	U.S.		Fiat						Alfa	Total
	manufacturers		124	128/ X19	131	Lancia	Other	Total	Romeo	
	Ford	Total							Pantera	
1964-----	-	-	1/	1/	1/-	-	1/	1.93	0.26	2.19
1965-----	-	-	1/	1/	1/-	-	1/	1.51	.30	1.81
1966-----	-	-	1/	1/	1/-	-	1/	1.20	.20	1.40
1967-----	-	-	1/	1/	1/-	-	1/	1.51	.17	1.68
1968-----	-	-	1/	1/	1/-	-	1/	2.12	.07	2.19
1969-----	-	-	1/	1/	1/-	-	1/	2.54	.11	2.65
1970-----	-	-	1/	1/	1/-	-	1/	1.96	.07	2.03
1971-----	0.01	0.01	1/	1/	1/-	-	1/	1.95	.08	2.04
1972-----	.06	.06	1/	1/	1/-	-	1/	2.41	.09	2.56
1973-----	.07	.07	1.01	0.74	-	-	0.48	2.23	.10	2.40
1974-----	.06	.06	1.45	1.74	-	-	2/	3.19	.14	3.39
1975-----	.02	.02	1.41	2.42	0.56	-	.04	4.43	.23	4.68
1976-----	-	-	.51	1.35	.80	.16	.05	2.87	.23	3.10
1977-----	-	-	.45	.96	.78	.19	-	2.38	.19	2.57

1/ Not available.

2/ Less than 0.005 percent.

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

Table 35.--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, 1964-77

(In percent based on quantity)

Period	U.S. manufacturers			British Leyland								Jensen	Lotus	Rootes	Rolls Royce/Bentley	Total
	Chrysler/Cricket	Ford/Eng. Ford/Cortina	Total	MG	Triumph	Jaguar	Austin/Healey	Austin/Morris/Minor	Rover	Total						
1964-----	-	0.89	0.89	5.26	4.52	0.86	0.14	1.81	0.05	0.10	12.74	-	0.04	1.62	0.07	15.36
1965-----	-	.90	.90	4.51	3.61	.74	.17	1.50	.02	.26	10.81	-	.05	1.45	.06	13.27
1966-----	-	1.06	1.06	2.82	2.00	.67	.18	1.11	.01	.27	7.06	-	.04	1.11	.02	9.29
1967-----	-	1.58	1.58	2.12	1.45	.56	.15	0.77	.08	.25	5.38	-	.03	0.74	.03	7.76
1968-----	-	1.68	1.68	1.69	1.27	.36	.72	.36	.01	.16	4.57	-	.02	.23	.03	6.53
1969-----	-	1.24	1.24	1.65	0.97	.34	.95	.34	-	.08	4.28	-	.03	.17	.02	5.74
1970-----	-	.53	.53	1.61	.85	.37	.71	.06	-	.08	3.68	-	.04	.16	.02	4.43
1971-----	-	.03	1.23	1.38	.86	.25	.26	-	-	.03	2.78	-	.03	.01	.02	4.07
1972-----	1.20	-	.57	1.27	.93	.20	.04	-	-	.04	2.48	-	.04	-	.02	3.11
1973-----	0.57	-	.18	1.21	.81	.25	.18	-	-	.04	2.50	0.05	.04	-	.02	2.78
1974-----	.18	-	-	1.13	.83	.24	.22	-	-	.03	2.45	.14	.04	-	.03	2.66
1975-----	-	-	-	1.22	.99	1.30	.58	-	-	<u>1/</u>	3.09	.10	.02	-	.03	3.24
1976-----	-	-	-	1.23	1.22	.32	.05	-	-	-	2.82	-	-	-	.03	2.85
1977-----	-	-	-	1.20	1.01	.15	<u>1/</u>	-	-	-	2.36	-	.02	-	.04	2.42

1/ Less than 0.005 percent.

2/ Not available.

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

Table 36.--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, 1964-77

(In percent based on quantity)

Year	Volvo				Saab				Total
	150/260	140/240	Other	Total	99 LE	99 EMS	Other	Total	
1964	1/	1/	1/	3.76	1/	1/	1/	1.13	4.89
1965	1/	1/	1/	3.39	1/	1/	1/	1.02	4.41
1966	1/	1/	1/	3.26	1/	1/	1/	0.89	4.15
1967	1/	1/	1/	3.26	1/	1/	1/	1.02	4.28
1968	1/	1/	1/	2.68	1/	1/	1/	.82	3.50
1969	1/	1/	1/	2.10	1/	1/	1/	.63	2.73
1970	1/	1/	1/	2.29	1/	1/	1/	.57	2.86
1971	1/	1/	1/	2.08	1/	1/	1/	.57	2.65
1972	1/	1/	1/	2.13	1/	1/	1/	.56	2.69
1973	0.58	1.60	0.14	2.32	0.30	0.04	0.31	.65	2.97
1974	.62	1.78	-	2.40	.42	.05	.14	.61	3.01
1975	.70	1.88	.01	2.59	.46	.09	.04	.59	3.18
1976	.67	1.21	.02	1.90	.33	.07	.03	.43	2.33
1977	.45	1.14	-	1.59	.25	.10	.10	.45	2.03

1/ Not available.

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

Table 37.--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, 1964-77

Year	U.S. manufacturers		Peugeot			Renault				Citroen	Total	
	Chrysler, Simca	Total	Diesel	Gasoline	Total	R-12	R-15/17	R-5	Other			Total
1964	2.16	2.16	-	0.67	0.67	1/	1/	-	1/	4.23	0.22	7.28
1965	2.47	2.47	-	.59	.59	1/	1/	-	1/	2.26	.20	5.52
1966	1.66	1.66	-	.36	.36	1/	1/	-	1/	1.65	.15	3.82
1967	.70	.70	-	.37	.37	1/	1/	-	1/	1.92	.09	3.08
1968	.38	.38	-	.28	.28	1/	1/	-	1/	1.43	.07	2.16
1969	.45	.45	-	.24	.24	1/	1/	-	1/	1.08	.06	1.83
1970	.31	.31	-	.26	.26	1/	1/	-	1/	1.07	.06	1.70
1971	.21	.21	-	.27	.27	1/	1/	-	1/	0.71	.06	1.25
1972	.04	.04	-	.20	.20	1/	1/	-	1/	.50	.08	0.82
1973	-	-	-	.16	.16	0.24	0.09	-	0.02	.35	.04	.55
1974	-	-	0.14	.22	.36	.29	.10	-	2/	.39	.02	.77
1975	-	-	.26	.26	.52	.18	.07	-	-	.25	-	.77
1976	-	-	.20	.21	.41	.08	.03	0.18	-	.29	-	.70
1977	-	-	.17	.17	.33	.05	.04	.35	-	.45	-	.78

1/ Not available.

2/ Less than 0.005 percent.

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

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 38-41)

Table 38.--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, 1964-77--Continued

(In percent based on quantity)

Period	Sales of imported vehicles from Canada						Total
	U.S. manufacturers						
	General: Motors	Ford	Chrysler	AMC	Studebaker		
1964-----	-	0.40	-	-	2.24	2.64	
1965-----	-	.30	3.76	-	2.13	6.19	
1966-----	0.45	8.07	10.94	1.22	0.24	20.92	
1967-----	8.23	8.89	11.26	2.52	-	30.90	
1968-----	8.21	12.44	10.37	2.32	-	33.34	
1969-----	11.41	16.95	9.18	1.78	-	39.32	
1970-----	6.52	15.69	10.74	2.15	-	25.10	
1971-----	10.73	12.49	8.74	1.64	-	33.60	
1972-----	8.45	14.63	9.21	2.16	-	34.45	
1973-----	9.03	13.35	8.22	2.38	-	32.98	
1974-----	12.01	14.05	8.29	1.93	-	36.28	
1975-----	9.44	10.21	9.84	1.62	-	31.11	
1976-----	12.17	12.17	9.33	1.34	-	35.04	
1977-----	10.70	10.21	6.58	1.18	-	28.68	

Table 38.--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, 1964-77

(In percent based on quantity)

Period	Sales of imported vehicles from all other sources							Total
	U.S. manufacturers				Total	All other imports		
	General Motors	Ford	Chrysler					
1964-----	3.21	0.89	2.16	6.26	91.10	97.36		
1965-----	3.25	.90	2.47	6.62	87.19	93.81		
1966-----	4.16	1.06	1.66	6.88	72.20	79.08		
1967-----	4.90	1.58	0.70	7.18	61.92	69.10		
1968-----	5.88	1.68	.38	7.94	58.72	66.66		
1969-----	5.43	1.24	.45	7.12	53.56	60.68		
1970-----	4.42	1.42	.31	6.15	58.75	64.90		
1971-----	3.81	2.46	2.63	8.90	57.50	66.40		
1972-----	2.84	3.84	2.01	8.69	56.86	65.55		
1973-----	2.61	4.40	1.54	8.55	58.47	67.02		
1974-----	2.68	3.46	1.94	8.08	55.64	63.72		
1975-----	1.73	2.40	2.63	6.76	62.13	68.89		
1976-----	0.45	1.30	3.42	5.17	59.82	64.99		
1977-----	1.00	2.17	4.18	7.35	63.97	71.32		

Table 38.--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, 1964-77

(In percent based on quantity)

Period	Total sales of imports						
	U.S. manufacturers					All other imports	Total
	General Motors	Ford	Chrysler	Total			
1964-----	3.21	0.89	2.16	6.26	91.10	97.36	
1965-----	3.25	.90	2.47	6.62	87.19	93.81	
1966-----	4.16	1.06	1.66	6.88	72.20	79.08	
1967-----	4.90	1.58	0.70	7.18	61.92	69.10	
1968-----	5.88	1.68	.38	7.94	58.72	66.66	
1969-----	5.43	1.24	.45	7.12	53.56	60.68	
1970-----	4.42	1.42	.31	6.15	58.75	64.90	
1971-----	3.81	2.46	2.63	8.90	57.50	66.40	
1972-----	2.84	3.84	2.01	8.69	56.86	65.55	
1973-----	2.61	4.40	1.54	8.55	58.47	67.02	
1974-----	2.68	3.46	1.94	8.08	55.64	63.72	
1975-----	1.73	2.40	2.63	6.76	62.13	68.89	
1976-----	0.45	1.30	3.42	5.17	59.82	64.99	
1977-----	1.00	2.17	4.18	7.35	63.97	71.32	

Table 39.--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, 1964-77

Period	Canada					Total	West Germany:	Japan:	Total
	Chevrolet	Pontiac	Oldsmobile	Buick	Cadillac		and Belgium, Opel	Isuzu	
1964----	-	-	-	-	-	-	3.21	-	3.21
1965----	-	-	-	-	-	-	3.25	-	3.25
1966----	0.45	-	-	-	-	0.45	4.16	-	4.61
1967----	7.10	-	0.53	0.60	-	8.23	4.90	-	13.13
1968----	3.14	-	2.84	2.23	-	8.21	5.88	-	14.09
1969----	6.14	1.97	1.56	1.74	-	11.41	5.43	-	16.84
1970----	4.41	2.11	-	-	-	6.52	4.42	-	10.94
1971----	7.42	3.41	-	-	-	10.73	3.81	-	14.54
1972----	6.67	1.78	-	-	-	8.45	2.84	-	11.29
1973----	7.60	1.43	-	-	-	9.03	2.61	-	11.64
1974----	10.67	0.45	.45	.44	-	12.01	2.68	-	14.69
1975----	6.88	.41	1.09	1.06	-	9.44	1.73	-	11.17
1976----	8.97	1.47	.82	.91	-	12.17	0.17	0.28	12.62
1977----	7.59	1.87	.67	.58	-	10.70	.01	.99	11.70

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

Table 40.--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, 1964-77

Period	Canada				West Germany			Italy,	United Kingdom,	Total
	Ford	Mercury	Lincoln	Total	Capri	Fiesta	Total	Pantera	Eng. Ford/ Cortina	
1964-----	0.36	0.04	-	0.40	-	-	-	-	0.89	1.29
1965-----	.30	-	-	.30	-	-	-	-	.90	1.20
1966-----	7.92	.15	-	8.07	-	-	-	-	1.06	9.13
1967-----	8.46	.43	-	8.89	-	-	-	-	1.58	10.47
1968-----	11.20	1.24	-	12.44	-	-	-	-	1.68	14.12
1969-----	15.58	1.37	-	16.95	-	-	-	-	1.24	18.19
1970-----	14.62	1.07	-	15.69	0.89	-	0.89	-	.53	17.11
1971-----	11.51	.98	-	12.49	2.42	-	2.42	0.01	.03	14.95
1972-----	13.71	.92	-	14.63	3.78	-	3.78	.06	-	18.47
1973-----	12.73	.62	-	13.35	4.33	-	4.33	.07	-	17.75
1974-----	13.91	.14	-	14.05	3.40	-	3.40	.06	-	17.51
1975-----	10.17	.04	-	10.21	2.38	-	2.38	.02	-	12.61
1976-----	11.28	.89	-	12.17	1.30	-	1.30	-	-	13.47
1977-----	9.51	.70	-	10.21	0.77	1.40	2.17	-	-	12.38

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

Table 41.--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, 1964-77

(In percent based on quantity)

Period	Canada				Japan			United Kingdom	France	Total
	Plymouth	Dodge	Chrysler	Total	Dodge, Colt	Plymouth, Arrow	Total	Plymouth, Cricket	Simca	
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	-	-	-	-	0.70	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	0.57	.04	11.22
1973---	4.30	3.92	-	8.22	1.36	-	1.36	.18	-	9.76
1974---	3.55	3.60	1.14	8.29	1.94	-	1.94	-	-	10.23
1975---	0.51	1.86	7.47	9.84	2.63	-	2.63	-	-	12.47
1976---	2/	1.63	7.70	9.33	2.10	1.32	3.42	-	-	12.75
1977---	2/	1.60	4.98	6.58	2.50	1.68	4.18	-	-	10.76

1/ Less than 0.005 percent.

2/ Data for Plymouth and Chrysler not published separately after 1975; data for these two makes combined under Chrysler listing after 1975.

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

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 42-49)

Table 42.--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 1965-78

(In U.S. dollars)						
Model year	General Motors Corp.					
	Chevrolet		Pontiac	Oldsmobile	Buick	Cadillac
	Corvette	Other				
Lowest price for line						
1965-----	\$4,106	\$2,066	\$2,260	\$2,344	\$2,343	\$5,247
1966-----	4,084	2,083	2,278	2,348	2,348	4,986
1967-----	4,141	2,090	2,388	2,410	2,411	5,040
1968-----	4,320	2,243	2,461	2,512	2,513	5,315
1969-----	4,438	2,258	2,510	2,561	2,562	5,484
1970-----	4,849	2,414	2,623	2,676	2,685	5,637
1971-----	5,296	2,090	2,488	2,885	2,847	5,899
1972-----	5,246	2,060	2,426	2,958	2,925	5,771
1973-----	5,399	2,087	2,452	2,613	2,605	5,866
1974-----	5,766	2,380	2,722	2,883	2,875	7,156
1975-----	6,537	2,786	2,841	3,203	3,234	8,184
1976-----	7,605	2,899	3,064	3,390	3,435	8,629
1977-----	8,648	2,999	3,305	3,653	3,642	9,810
1978-----	9,351	3,074	3,540	3,925	4,102	10,444
Highest price for line						
1965-----	\$4,321	\$3,104	\$3,632	\$4,778	\$4,440	\$6,738
1966-----	4,295	3,234	3,602	4,617	4,424	6,631
1967-----	4,353	3,413	3,819	4,869	4,469	10,571
1968-----	4,663	3,570	3,987	4,750	4,615	10,768
1969-----	4,781	3,678	4,104	4,836	4,701	10,979
1970-----	5,192	3,866	4,405	5,023	4,854	11,178
1971-----	5,533	4,150	4,532	5,457	5,253	12,008
1972-----	5,472	4,423	4,721	5,341	5,149	11,880
1973-----	5,635	4,496	4,810	5,441	5,221	12,080
1974-----	6,002	4,645	5,015	5,914	5,748	12,989
1975-----	6,798	5,351	5,896	6,753	6,516	14,557
1976-----	7,605	5,546	5,906	7,137	6,852	15,239
1977-----	8,648	5,734	5,992	11,132	7,358	19,014
1978-----	9,351	6,150	6,676	8,899	8,087	20,363

Table 42.--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 1965-78--Continued

(In U.S. dollars)					
Model year	Ford Motor Co.			Chrysler Corp.	
	Ford	Mercury	Lincoln	Plymouth	Dodge
Lowest price for line					
1965	\$2,020	\$2,154	\$6,292	\$2,019	\$2,089
1966	2,060	2,206	5,485	2,025	2,094
1967	2,118	2,284	5,553	2,117	2,187
1968	2,252	2,477	5,736	2,254	2,323
1969	1,995	2,532	6,063	2,307	2,400
1970	1,995	2,631	6,976	2,172	2,261
1971	1,919	2,217	6,966	2,313	2,343
1972	1,960	2,232	7,068	2,287	2,316
1973	2,021	2,295	7,230	2,376	2,424
1974	2,442	2,646	7,727	2,676	2,724
1975	2,919	3,113	9,214	3,243	3,269
1976	2,895	3,317	9,142	3,241	3,258
1977	3,077	3,342	9,474	3,570	3,582
1978	2,995	3,672	9,974	3,706	3,706
Highest price for line					
1965	\$4,953	\$3,599	\$6,938	\$3,224	\$3,437
1966	4,879	3,614	6,383	3,251	3,436
1967	4,825	3,989	6,449	3,418	3,712
1968	4,924	4,244	6,585	3,543	3,869
1969	4,964	4,262	6,758	3,718	4,046
1970	5,182	4,500	7,281	4,216	4,242
1971	5,516	5,033	8,421	3,998	4,473
1972	5,293	5,034	8,640	4,293	4,723
1973	5,577	5,206	8,984	4,599	4,859
1974	6,799	5,394	9,574	4,760	5,193
1975	7,701	6,469	11,082	5,575	5,905
1976	7,790	6,528	11,060	5,761	5,869
1977	7,990	6,880	11,561	5,681	5,730
1978	10,143	7,232	12,529	5,625	5,629

Table 42.--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 1965-78--Continued

(In U.S. dollars)					
Model year	Chrysler Corp.	Chrysler Corp.	American Motors Corp.	Studebaker Corp.	All United States-Canadian-type vehicles 1/
	: Lowest price for line				
1965-----	\$3,024	\$1,979	\$2,125	\$1,979	\$1,979
1966-----	3,052	2,017	-	2,017	2,017
1967-----	3,159	1,839	-	1,839	1,839
1968-----	3,306	1,946	-	1,946	1,946
1969-----	3,414	1,998	-	1,995	1,995
1970-----	3,514	1,879	-	1,879	1,879
1971-----	4,078	1,899	-	1,899	1,899
1972-----	4,035	1,999	-	1,960	1,960
1973-----	4,181	2,098	-	2,021	2,021
1974-----	4,320	2,409	-	2,380	2,380
1975-----	4,854	2,798	-	2,786	2,786
1976-----	4,993	2,889	-	2,889	2,889
1977-----	5,066	2,995	-	2,995	2,995
1978-----	5,114	3,399	-	2,995	2,995
	: Highest price for line				
1965-----	\$6,619	\$2,970	\$2,890	\$6,938	\$6,938
1966-----	6,540	2,880	-	6,540	6,540
1967-----	6,661	2,978	-	6,739	6,739
1968-----	6,940	3,207	-	6,940	6,940
1969-----	6,131	3,998	-	7,110	7,110
1970-----	6,328	4,122	-	7,284	7,284
1971-----	6,864	4,430	-	8,421	8,421
1972-----	6,762	4,437	-	8,640	8,640
1973-----	7,057	4,861	-	8,984	8,984
1974-----	7,457	4,960	-	9,574	9,574
1975-----	8,844	3,844	-	11,082	11,082
1976-----	6,737	4,373	-	12,479	12,479
1977-----	7,215	4,899	-	13,359	13,359
1978-----	7,715	5,299	-	14,267	14,267

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 43.--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, 1965-78

(In U.S. dollars)

Model year	Ford Fiesta 1/	Dodge, Colt 1/	Plymouth, Arrow 1/	Buick, Isuzu	1/ Toyota	1/ Datsun	1/ Mazda	1/ Honda	Subaru	All imports from Japan
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	-	3,187	\$3,175	-	2,789	2,794	2,895	2,729	2,899	2,729
1977	-	2,949	3,263	\$3,297	2,788	2,959	2,875	2,779	2,974	2,779
1978	3,958	3,418	3,841	3,695	3,188	3,258	3,245	3,115	3,179	3,115
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
1977	-	4,006	3,982	\$3,603	4,799	8,314	5,800	4,145	4,199	8,314
1978	\$3,958	4,746	4,748	4,084	7,609	9,408	6,745	5,775	4,629	9,408

1/ Includes dealers' preparation fees.

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 44.--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 1965-1978

(In U.S. dollars)								
Model year	Ford, Capri	Buick, Opel	Volkswagen	Audi-NSU	Porsche	Mercedes 2/	BMW	All imports from West Germany and Belgium
Lowest price for line								
1965-----	-	\$1,655	\$1,595	\$1,598	\$4,195	\$3,844	\$1,648	\$1,595
1966-----	-	1,627	1,585	1,511	4,690	3,955	2,477	1,511
1967-----	-	1,665	1,639	1,598	4,790	4,084	2,477	1,598
1968-----	-	1,766	1,699	1,708	4,950	4,360	2,597	1,699
1969-----	-	1,832	1,799	1,897	5,195	4,560	2,727	1,799
1970-----	-	1,925	1,839	1,979	3,595	4,061	2,899	1,839
1971-----	\$2,395	1,878	1,845	1,979	3,595	5,312	3,015	1,845
1972-----	2,476	2,175	1,999	3,085	3,900	6,020	3,571	1,999
1973-----	2,960	2,849	2,199	4,150	4,499	6,662	4,498	2,199
1974-----	3,566	3,274	2,625	3,975	5,400	7,400	4,975	2,625
1975-----	4,117	3,174	2,895	4,450	6,300	9,172	5,940	2,895
1976-----	4,117	1/	3,499	5,100	7,250	9,930	6,570	3,499
1977-----	4,361	-	3,499	5,295	9,395	11,573	8,230	3,499
1978-----	4,373	-	4,220	5,954	11,995	13,145	9,085	4,220
Highest price for line								
1965-----	-	\$1,818	\$2,765	\$2,979	\$4,985	\$12,573	\$10,995	\$12,573
1966-----	-	1,868	2,595	2,497	6,490	12,379	4,985	12,379
1967-----	-	1,950	2,959	3,198	7,390	12,591	5,100	12,591
1968-----	-	2,295	2,499	4,995	7,190	9,400	2,847	9,400
1969-----	-	3,365	2,775	2,152	8,420	14,410	7,480	14,410
1970-----	-	3,400	2,875	3,795	9,350	15,122	7,973	15,122
1971-----	\$2,395	3,339	3,122	3,595	9,650	16,275	8,089	16,275
1972-----	2,821	3,332	3,329	4,245	10,380	10,634	8,712	10,634
1973-----	3,261	3,712	3,825	4,760	10,860	16,498	10,634	16,498
1974-----	3,807	3,511	4,440	5,110	14,425	19,450	11,739	19,450
1975-----	4,699	3,511	4,850	5,845	14,325	22,053	13,752	22,053
1976-----	4,740	1/	5,545	7,100	25,850	23,976	14,640	25,850
1977-----	4,984	-	5,629	7,150	28,500	27,090	23,600	28,500
1978-----	4,585	-	6,540	8,780	36,700	42,687	23,600	42,687

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/ Excluded 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. 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 Italy for sale in the United States, by makes and models, model years 1965-78

(In U.S. dollars)

Model year	Ford	Fiat		Alfa	All imports from Italy
	Pantera	Fiat	Lancia	Romeo	
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	-	2,996	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	-	4,254	1,992
1973	9,995	2,195	-	4,437	2,195
1974	11,061	2,445	-	5,350	2,445
1975	11,061	2,741	-	5,925	2,741
1976	-	2,998	-	7,235	2,998
1977	-	2,998	6,995	7,595	2,998
1978	-	3,199	8,217	7,995	3,199
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	3,644	-	5,249	9,995
1973	9,995	3,988	-	5,474	9,995
1974	11,061	4,395	-	6,550	11,061
1975	11,061	5,129	-	6,820	11,061
1976	-	5,759	-	8,515	8,515
1977	-	6,115	\$9,995	8,895	9,995
1978	-	6,349	9,868	9,195	9,868

Source: Compiled from data reported in the annual almanac edition 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 the United Kingdom for sale in the United States, by manufacturers or makes, and models, model years 1965-78

(In U.S. dollars)							
Model year	Plymouth, Cricket	English Ford/Cortina	British Leyland				
			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	5,375	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	-	-
1977----	-	-	3,495	4,295	15,000	-	-
1978----	-	-	4,650	5,150	18,375	-	-
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	-	-
1977----	-	-	5,150	4,995	20,250	-	-
1978----	-	-	5,800	6,750	23,900	-	-

Table 46.--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 1965-78--Continued

(In U.S. dollars)							
Model year	: British : : Leyland : : Rover :	: Jensen :	: Lotus :	: Rootes, : : Sunbeam :	: Rolls : : Royce :	: All imports : from the : United : Kingdom 1/	
Lowest price for line							
1965-----	\$3,144	-	\$2,995	\$1,495	\$16,655		\$1,495
1966-----	3,202	-	4,206	1,500	19,700		1,483
1967-----	3,202	-	4,395	1,550	19,750		1,483
1968-----	2,748	-	3,795	1,489	19,600		1,489
1969-----	3,295	-	4,195	1,995	19,600		1,765
1970-----	3,295	-	4,295	1,995	20,700		1,815
1971-----	4,100	\$13,500	4,520	-	23,800		1,915
1972-----	3,998	13,970	4,495	-	25,200		2,017
1973-----	4,360	4,995	5,995	-	27,900		2,017
1974-----	4,599	5,990	6,595	-	30,700		2,899
1975-----	-	7,100	15,900	-	36,250		2,499
1976-----	-	9,975	12,900	-	38,750		3,949
1977-----	-	-	14,540	-	43,200		3,495
1978-----	-	-	16,529	-	55,900		4,650
Highest price for line							
1965-----	\$5,896	-	\$4,294	\$3,499	\$16,355		\$5,896
1966-----	6,497	-	4,850	3,571	19,700		6,497
1967-----	6,064	-	4,395	3,634	19,750		6,064
1968-----	4,221	-	4,605	3,548	31,600		5,977
1969-----	4,198	-	5,995	2,475	31,600		6,465
1970-----	5,398	-	5,995	2,475	31,600		6,585
1971-----	5,398	\$13,500	5,495	-	34,600		7,325
1972-----	3,998	13,970	6,895	-	35,600		7,732
1973-----	4,360	15,000	5,995	-	42,100		11,025
1974-----	4,599	16,200	7,725	-	47,800		12,500
1975-----	-	22,500	15,900	-	60,200		15,900
1976-----	-	26,450	17,500	-	63,800		17,500
1977-----	-	-	19,400	-	90,000		20,250
1978-----	-	-	21,334	-	115,000		23,900

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 47.--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 1965-78

(In U.S. dollars)			
Model year	Volvo	Saab	All imports from Sweden
: 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-----	3,095	2,545	2,545
1971-----	3,270	2,532	2,532
1972-----	3,520	2,595	2,595
1973-----	4,160	2,995	2,995
1974-----	4,750	4,448	4,448
1975-----	5,625	5,198	5,198
1976-----	6,295	6,298	6,295
1977-----	6,595	6,698	6,595
1978-----	6,645	5,998	5,998
: 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-----	4,495	3,265	4,495
1971-----	4,670	3,495	4,670
1972-----	5,180	3,895	5,180
1973-----	5,945	4,445	5,945
1974-----	6,895	5,198	6,895
1975-----	7,950	6,995	7,950
1976-----	9,895	6,798	9,895
1977-----	7,745	7,298	7,745
1978-----	14,700	9,998	14,700

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 France for sale in the United States, by makes and models, model years 1965-78

(In U.S. dollars)

Model year	Chrysler, Simca	Peugeot	Renault	Citroen	All imports from France
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	2,295
1973	-	4,230	2,598	13,350	2,598
1974	-	4,830	2,795	13,350	2,795
1975	-	5,610	3,129	-	3,129
1976	-	6,470	3,295	-	3,295
1977	-	6,665	3,345	-	3,345
1978	-	7,490	3,495	-	3,495
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	2,825	11,700	11,700
1973	-	4,670	4,338	13,350	13,350
1974	-	6,350	5,310	13,350	13,350
1975	-	7,240	5,929	-	7,240
1976	-	8,470	6,665	-	8,470
1977	-	10,990	6,998	-	10,990
1978	-	10,990	7,385	-	10,990

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 spring 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.--April rates of exchange for currencies of the 8 leading sources that export passenger automobiles to the United States, 1964-78

(In U.S. cents per unit of foreign currency)

Year	Canada (dollar)	Japan (yen)	West Germany (mark)	Belgium (franc)	Italy (lira)	United Kingdom (pound)	Sweden (krona)	France (franc)
1964-----	92.38	0.28	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-----	99.90	.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
1977-----	97.29	.35	41.60	2.71	.11	171.00	23.55	20.09
1978-----	89.84	.42	48.19	3.10	.12	193.98	21.54	20.07

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

SECTION X

U.S. NEW-CAR REGISTRATION DATA, GEOGRAPHICAL  
REGIONS AND STATES (TABLES 50-55)

Table 50.--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, 1964-77

Year	New England States	Middle Atlantic States	East North Central States	West North Central States	South Atlantic States <sup>1/</sup>	East South Central States	West South Central States	Mountain States	Pacific States	Total
Total U.S. new-car registrations (units)										
1964	466,234	1,499,297	1,896,313	647,996	1,148,913	396,921	695,380	280,348	1,033,298	8,065,150
1965	527,177	1,763,736	2,283,795	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	8,341,553
1968	554,603	1,760,813	2,202,391	719,727	1,397,004	468,468	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	409,829	631,440	304,287	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	623,626	932,831	425,196	1,397,836	11,335,197
1974	496,738	1,516,558	1,969,429	706,547	1,400,421	486,410	727,752	335,349	1,048,387	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
1976	522,704	1,617,972	2,268,257	760,364	1,583,703	558,641	888,864	381,784	1,156,783	9,751,485
1977	548,812	1,758,599	2,508,322	829,812	1,766,864	614,785	908,351	440,641	1,352,999	10,729,185
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	489,044
1965	40,611	122,609	87,190	27,268	94,459	27,452	35,686	23,056	129,166	587,497
1966	48,708	132,019	89,896	29,609	108,187	31,230	43,841	27,085	160,943	671,518
1967	57,062	148,989	101,878	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	290,007	1,067,354
1970	97,144	227,266	162,296	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	1,504,369
1976	99,285	219,816	170,747	71,826	242,718	65,740	91,206	93,826	396,392	1,451,589
1977	129,284	291,784	242,997	100,589	339,141	93,504	117,954	129,875	527,875	1,973,003
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	6.06
1965	7.70	6.95	3.82	3.66	7.29	5.91	4.44	7.67	11.62	6.32
1966	9.48	7.98	4.22	4.02	8.19	6.71	5.48	9.25	14.96	7.47
1967	11.98	9.54	5.25	5.30	9.97	8.45	7.40	12.17	19.25	9.44
1968	12.98	10.41	6.18	6.06	10.63	9.30	8.60	13.77	21.99	10.59
1969	14.73	11.23	6.48	6.61	11.00	9.41	8.20	13.63	24.49	11.32
1970	19.01	14.09	8.74	8.80	14.37	12.29	11.89	17.75	29.94	14.78
1971	20.17	14.63	8.35	9.27	15.14	11.89	12.41	20.78	32.19	15.15
1972	18.57	12.24	6.52	7.86	13.16	9.89	10.28	18.95	26.04	12.75
1973	20.70	13.89	8.49	10.58	15.16	12.16	13.16	22.86	30.29	15.23
1974	21.66	15.41	8.40	10.34	16.17	11.76	12.61	22.56	32.75	15.82
1975	24.27	17.10	9.44	12.83	18.58	14.19	14.18	27.16	38.85	18.23
1976	18.99	13.59	7.53	9.45	15.33	11.77	10.31	24.58	34.27	14.89
1977	23.56	16.59	9.69	12.12	19.19	15.21	12.99	29.47	39.02	18.39

<sup>1/</sup> Including the District of Columbia.

Source: Compiled from data presented in tables 51-55 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 April 1, 1969, in Oklahoma.

Table 51.--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, 1964-77

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	449,845	1,499,297
1965	40,250	36,470	20,609	243,552	41,224	145,072	527,177	841,893	386,859	534,984	1,763,736
1966	38,826	36,005	21,545	238,895	38,145	140,601	514,017	776,136	359,994	519,254	1,655,384
1967	36,264	34,959	19,921	219,370	36,889	128,811	476,214	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	372,274	532,002	1,760,813
1969	38,445	41,097	23,344	245,407	40,212	146,068	534,573	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	336,564	498,900	1,613,190
1971	44,066	44,990	24,768	276,556	37,642	<u>1/</u> 28,774	<u>2/</u> 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	414,229	562,389	1,795,708
1973	47,954	52,008	24,992	301,850	47,188	172,419	646,411	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	36,637	37,143	20,358	222,015	32,646	118,574	467,373	618,753	308,346	474,940	1,402,039
1976	48,198	43,525	24,933	225,520	38,548	141,980	522,704	699,393	359,833	558,746	1,617,972
1977	46,559	49,818	25,738	226,872	42,073	157,752	548,812	713,964	432,918	611,717	1,758,599
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	57,736	25,963	38,910	122,609
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	148,989
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	<u>1/</u> 7,023	<u>2/</u> 92,117	122,998	62,908	78,794	264,700
1972	8,467	10,249	5,570	49,244	8,230	28,880	110,640	101,577	56,548	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
1976	9,375	9,705	6,037	37,400	5,947	30,821	99,285	95,590	55,434	68,792	219,816
1977	11,707	13,753	7,501	47,376	8,371	40,596	129,284	115,194	80,097	96,493	291,784
Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent)											
1964	6.82	8.51	10.24	7.10	7.86	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	11.00	9.48	7.93	8.03	8.00	7.98
1967	10.64	13.93	14.47	11.02	10.46	13.52	11.98	9.30	9.77	9.77	9.54
1968	12.18	13.99	16.08	11.65	12.47	14.82	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	<u>1/</u> 24.41	<u>2/</u> 20.17	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
1976	19.45	22.30	24.21	16.58	15.43	21.17	19.00	13.67	15.41	12.31	13.59
1977	25.14	27.61	29.14	20.88	19.90	25.73	23.56	16.13	18.50	15.77	16.59

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 52.--New passenger automobile: 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, 1964-77

Year	East North Central					Total	West North Central							Total
	Ohio	Indiana	Illinois	Michigan	Wisconsin		Minnesota	Iowa	Missouri	South Dakota	South Dakota	Nebraska	Kansas	
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	647,996
1965---	564,534	262,942	624,664	636,211	195,444	2,283,795	175,563	130,086	217,355	26,393	25,718	66,495	103,638	745,248
1966---	541,127	252,823	584,661	571,363	181,762	2,131,736	171,321	127,056	215,556	26,688	26,700	66,555	102,415	736,291
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	91,299	670,681
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	719,727
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	748,948
1970---	488,904	207,310	521,184	479,224	160,088	1,856,710	157,657	106,726	194,998	21,533	22,279	57,593	88,332	649,118
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	731,708
1972---	601,406	281,591	691,671	646,146	204,457	2,425,271	163,248	126,444	244,158	26,680	25,868	69,964	112,951	769,313
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	852,220
1974---	457,722	228,964	589,758	513,129	179,856	1,969,429	171,497	124,711	194,399	28,570	25,888	63,031	98,451	706,547
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	647,236
1976---	555,404	248,535	652,743	606,979	204,596	2,268,257	192,705	127,077	212,708	27,414	24,177	66,117	110,166	760,364
1977---	622,275	282,153	706,002	664,122	233,770	2,508,302	210,888	139,663	240,231	27,822	24,284	68,041	118,883	829,812
New-car registrations of imports, except from Canada (units)														
1964---	21,492	8,526	21,303	16,172	5,859	73,355	5,740	3,337	7,620	479	700	1,938	3,967	23,781
1965---	26,340	9,963	25,077	18,635	7,185	87,190	6,665	3,768	8,674	564	733	2,339	4,525	27,268
1966---	28,930	10,018	25,466	18,331	7,151	89,896	6,325	4,099	10,193	526	743	2,423	5,300	29,609
1967---	32,857	11,299	27,909	21,790	8,023	101,878	7,857	4,762	12,649	649	851	2,591	6,170	35,527
1968---	45,393	14,265	36,674	29,687	10,192	126,211	9,055	5,948	15,446	806	1,054	3,648	7,640	43,576
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	49,514
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	57,142
1971---	55,525	21,183	60,452	39,918	14,728	191,806	14,889	10,478	21,478	1,565	1,648	6,553	11,573	67,849
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	60,456
1973---	62,815	24,733	69,396	43,634	17,754	218,341	18,512	14,090	27,336	2,413	2,388	9,080	16,324	90,143
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	73,046
1975---	50,800	20,265	55,236	31,955	19,851	178,107	21,215	12,563	12,908	3,093	2,718	8,141	13,408	83,046
1976---	47,058	19,312	53,148	33,264	17,965	170,747	17,047	10,241	19,660	2,613	2,208	7,175	12,882	71,826
1977---	67,250	29,202	72,457	48,739	25,349	242,997	22,880	14,648	28,720	3,497	2,737	9,669	18,438	100,589
Ratio of new-car registrations of imports, except from Canada, to total new-car registrations (percent)														
1964---	4.46	3.96	3.15	3.08	3.66	3.87	3.85	3.02	4.07	2.03	2.85	3.34	4.17	3.67
1965---	4.67	3.79	4.01	2.93	3.68	3.82	3.80	2.90	3.99	2.14	2.85	3.52	4.37	3.66
1966---	5.35	3.96	4.36	3.21	3.93	4.22	3.69	3.23	4.73	1.97	2.78	3.64	5.18	4.02
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	5.30
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	6.06
1969---	8.20	6.13	6.66	5.02	5.85	6.48	6.09	4.95	7.84	3.75	4.35	6.67	7.77	6.61
1970---	10.34	8.32	9.24	7.10	7.63	8.74	8.26	7.61	9.94	5.56	5.84	8.46	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	9.27
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	7.86
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	10.58
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	10.34
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	14.86	12.83
1976---	8.47	7.77	8.14	5.48	8.78	7.53	8.85	8.06	9.24	9.53	9.13	10.85	11.69	9.45
1977---	10.81	10.35	10.26	7.34	10.84	9.69	10.85	10.49	11.96	12.57	11.27	14.21	15.51	12.12

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

Table 53.--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, 1964-77

Year	Delaware	Maryland	District of Columbia	Virginia	West Virginia	North Carolina	South Carolina	Georgia	Florida	Total
Total new-car registrations (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	181,269	329,216	1,321,178
1967	27,053	183,401	31,816	169,728	57,347	175,330	84,516	167,789	307,155	1,204,135
1968	30,565	209,738	32,090	198,389	64,953	189,935	102,212	202,452	366,670	1,397,004
1969	31,244	214,990	35,160	200,265	64,484	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	223,975	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	266,263	34,382	262,934	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	197,476	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
1976	31,238	227,896	24,289	226,276	84,535	236,575	120,358	212,979	419,557	1,583,703
1977	34,380	255,889	25,772	252,934	84,979	261,179	129,677	252,013	470,041	1,766,864
New-car registrations of imports, except from Canada (units)										
1964	1,731	10,489	3,521	14,511	3,348	8,420	4,723	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	12,354	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	26,370	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	39,536	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
1976	4,650	36,821	4,611	38,483	9,526	36,961	19,262	29,931	63,473	242,718
1977	6,449	51,065	5,955	53,375	12,564	50,726	25,438	46,974	86,595	339,141
Ratio of new-car registrations of imports, except from Canada, to total new-car registrations										
1964	7.08	6.23	8.27	8.33	6.04	5.14	5.88	6.40	8.63	7.05
1965	6.86	7.03	9.35	8.77	7.73	5.80	5.35	6.34	8.24	7.29
1966	7.80	8.20	9.03	9.25	8.40	6.30	6.65	7.26	9.50	8.19
1967	9.97	10.00	9.26	11.04	12.03	8.16	8.45	9.04	11.02	9.97
1968	10.96	10.08	10.47	11.33	14.06	8.54	8.86	9.84	11.97	10.63
1969	10.79	11.23	11.68	12.37	12.54	8.94	9.02	10.29	11.95	11.00
1970	14.39	14.03	15.12	15.60	14.32	13.09	12.30	14.12	15.18	14.37
1971	14.27	15.09	13.62	15.56	12.72	13.85	12.93	15.04	16.84	15.14
1972	12.48	13.13	15.66	13.38	9.37	12.40	11.33	12.87	14.73	13.16
1973	14.64	15.97	16.05	16.45	10.71	14.80	14.60	14.41	15.48	15.16
1974	14.94	18.19	16.61	17.79	10.61	16.06	16.28	15.32	15.85	16.17
1975	16.99	20.05	19.52	20.63	12.45	18.90	18.06	17.82	18.32	18.58
1976	14.89	16.16	18.99	17.01	11.27	15.20	16.00	14.05	15.13	15.33
1977	18.76	19.96	23.11	21.10	14.78	19.42	19.62	18.64	18.42	19.19

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

Table 54.--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 state, 1964-77

Year	East South Central States					West South Central States				
	Kentucky	Tennessee	Alabama	Mississippi	Total	Arkansas	Louisiana	Oklahoma	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	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	574,794	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	122,890	72,033	468,468	65,657	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	2/ 799,423
1970-----	97,609	139,191	112,530	60,499	409,829	57,908	121,612	3/	451,920	4/ 631,440
1971-----	116,175	180,213	143,751	76,724	516,863	77,439	154,979	3/	536,962	4/ 769,380
1972-----	131,616	206,729	166,928	93,624	598,897	87,440	175,922	3/	614,362	4/ 877,724
1973-----	144,634	212,621	171,153	95,218	623,626	91,924	174,339	3/	666,568	4/ 932,831
1974-----	114,681	165,423	129,291	77,015	486,410	72,660	146,068	3/	509,024	4/ 727,752
1975-----	110,301	157,343	128,860	71,889	468,393	70,594	150,289	3/	535,698	4/ 756,581
1976-----	131,611	183,278	157,322	86,430	558,641	86,313	174,312	3/	624,239	4/ 884,864
1977-----	146,073	196,543	178,909	93,260	614,785	1/ 9,471	181,251	3/	717,629	5/ 908,351
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	9,615	8,551	3,999	27,452	3,131	7,682	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	11,656	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	14,914	12,924	6,533	43,967	5,403	14,019	1/ 2,249	43,865	2/ 65,536
1970-----	11,087	17,339	14,556	7,374	50,356	6,355	16,211	3/	52,519	4/ 75,085
1971-----	13,005	21,543	17,857	9,026	61,431	8,538	20,410	3/	66,515	4/ 95,463
1972-----	12,511	21,318	15,643	9,769	59,241	8,229	18,420	3/	63,544	4/ 90,193
1973-----	17,091	25,519	21,100	12,096	75,806	11,715	21,420	3/	89,593	4/ 122,728
1974-----	11,485	19,711	16,624	9,369	57,189	8,284	17,382	3/	66,112	4/ 91,778
1975-----	13,040	22,634	20,362	10,406	66,442	9,884	18,714	3/	78,649	4/ 107,247
1976-----	12,115	22,423	21,517	9,685	65,740	8,383	16,178	3/	66,645	4/ 91,206
1977-----	18,271	30,814	31,587	12,832	93,504	1/ 999	21,081	3/	95,874	5/ 117,954
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	5.91	5.91	4.93	5.09	3.86	4.29	4.44
1966-----	5.88	6.68	7.35	6.71	6.71	6.06	5.99	5.33	5.28	5.48
1967-----	7.23	8.38	9.95	8.45	8.45	7.57	7.97	8.14	7.07	7.40
1968-----	8.40	9.37	10.43	9.30	9.30	8.10	9.52	9.91	8.13	8.60
1969-----	8.95	9.32	10.06	9.41	9.41	7.76	9.95	1/ 8.16	7.81	2/ 8.20
1970-----	11.36	12.46	12.94	12.29	12.29	10.97	13.33	3/	11.62	4/ 11.89
1971-----	11.19	11.95	12.42	11.76	11.89	11.03	13.17	3/	12.39	4/ 12.41
1972-----	9.51	10.31	9.37	10.43	9.89	9.41	10.47	3/	10.34	4/ 10.28
1973-----	11.82	12.00	12.33	12.70	12.16	12.74	12.29	3/	13.44	4/ 13.16
1974-----	10.01	11.92	12.86	12.17	11.76	11.40	11.90	3/	12.99	4/ 12.61
1975-----	11.82	14.39	15.80	14.48	14.19	14.00	12.45	3/	14.68	4/ 14.18
1976-----	9.21	12.23	13.68	11.21	11.77	9.71	9.28	3/	10.68	4/ 10.31
1977-----	12.51	15.68	17.66	15.76	15.21	10.55	11.63	3/	13.36	5/ 12.99

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.

5/ Does not include April-December data for Arkansas or January-December for Oklahoma.

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

Table 55.--New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the Mountain and Pacific States, by States, 1964-77

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	49,309	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
1976	28,317	26,284	15,191	107,846	49,410	80,129	43,567
1977	29,177	32,637	18,220	121,335	52,410	94,899	52,544
New-car registrations of imports, except from Canada (units)							
1964	1,278	1,529	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
1976	6,268	6,943	3,029	31,552	9,438	18,427	10,679
1977	8,357	10,713	4,608	41,063	12,402	26,290	15,236
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
1976	22.14	26.42	19.94	29.26	19.10	23.00	24.51
1977	28.64	32.82	25.29	33.84	23.66	27.70	29.00

Table 55.--New passenger automobiles: Total new-car registrations and new-car registrations of imports (except from Canada), in the Mountain and Pacific States, by States, 1964-77--  
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
1976	31,040	381,784	130,902	98,481	877,508	11,886	38,006	1,156,783
1977	39,419	440,641	157,333	115,033	1,022,498	13,653	44,482	1,352,999
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	21,704	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
1976	7,490	93,826	42,393	34,027	299,814	3,699	16,459	396,392
1977	11,206	129,875	60,163	43,786	396,920	5,379	21,627	527,875
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	18.97	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
1976	24.13	24.58	32.39	34.55	34.17	31.12	43.31	34.27
1977	28.43	29.47	38.24	38.06	38.82	39.40	48.62	39.02

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

## SECTION XI

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 56 and 57)

Table 56.--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, 1964-77 1/

Period	Canada	Other principal sources				
		Japan	West Germany	Italy	United Kingdom	Sweden
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
1976	573,470	13,762	6,385	134	635	2,257
1977	591,509	13,593	7,423	141	824	953
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
1976	2,442,987	75,408	31,235	717	3,868	10,712
1977	2,761,153	85,340	42,519	779	5,881	5,249

See footnotes at end of table.

Table 56.--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, 1964-77 1/--continued

Period	Other principal sources			Total, 8 principal 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
1976	4,150	971	28,294	601,764	78,694	680,458
1977	3,992	833	27,758	619,267	77,938	697,205
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
1976	18,413	5,396	145,749	2,588,736	420,549	3,009,285
1977	20,595	5,039	165,402	2,761,153	636,845	3,397,998

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.

Table 57.--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, 1964-77

Period	Canada	Other principal sources				
		Japan	West Germany	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	-52,156	-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
1976-----	-252,120	-1,115,174	-343,419	-82,366	-76,555	-35,209
1977-----	-258,305	-1,327,938	-416,069	-55,296	-56,065	-38,417
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
1976-----	-1,629,163	-2,779,889	-1,569,424	-250,497	-292,914	-183,668
1977-----	-1,524,215	-3,774,226	-2,185,039	-186,347	-232,676	-193,689

Table 57.--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, 1964-77

Period	Other principal sources			Total 8, principal sources	All other	Total
	Belgium	France	Total			
Quantity (units)						
1964	+7,416	-38,012	-506,298	-499,858	+144,260	-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
1976	-8,744	-20,945	-1,682,412	-1,934,532	+78,241	-1,856,291
1977	+482	-18,382	-1,911,685	-2,169,990	+77,071	-2,092,919
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	-4,974,208	+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
1976	-50,445	-53,739	-5,180,576	-6,809,739	+419,530	-6,390,209
1977	+5,022	-55,726	-6,622,681	-8,312,298	+637,331	-7,674,967

Source: Compiled from data presented in tables 2 and 56 of this report.

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