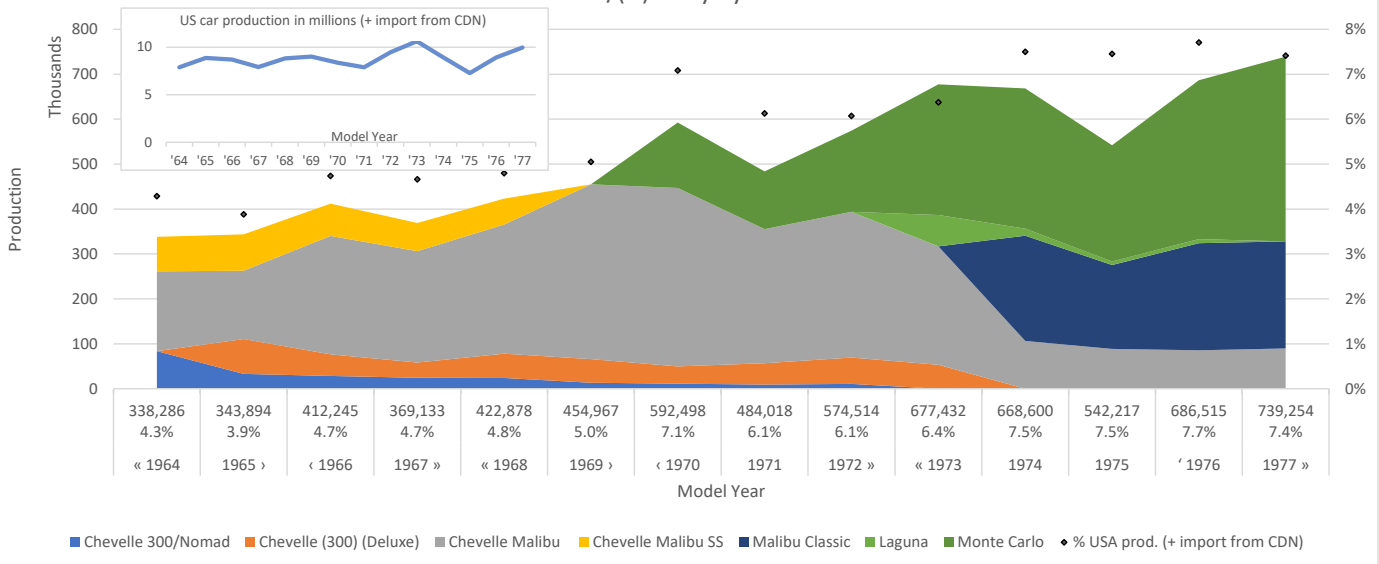
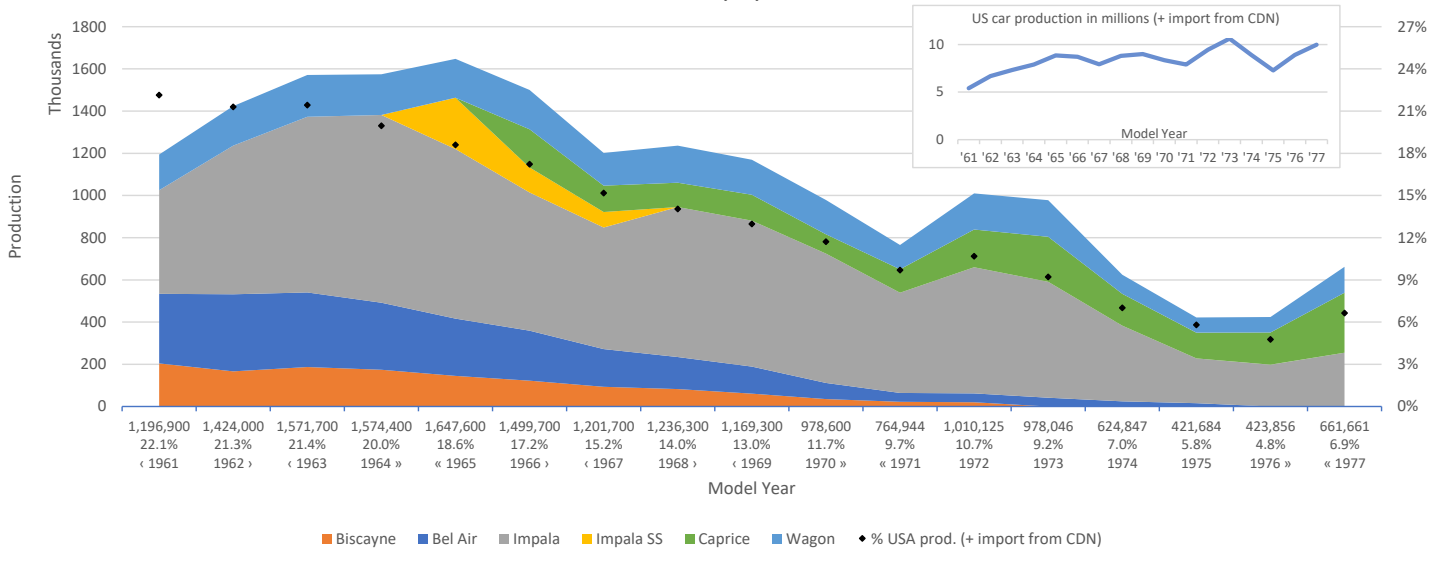


Chevrolet A/(G)-body by trim level



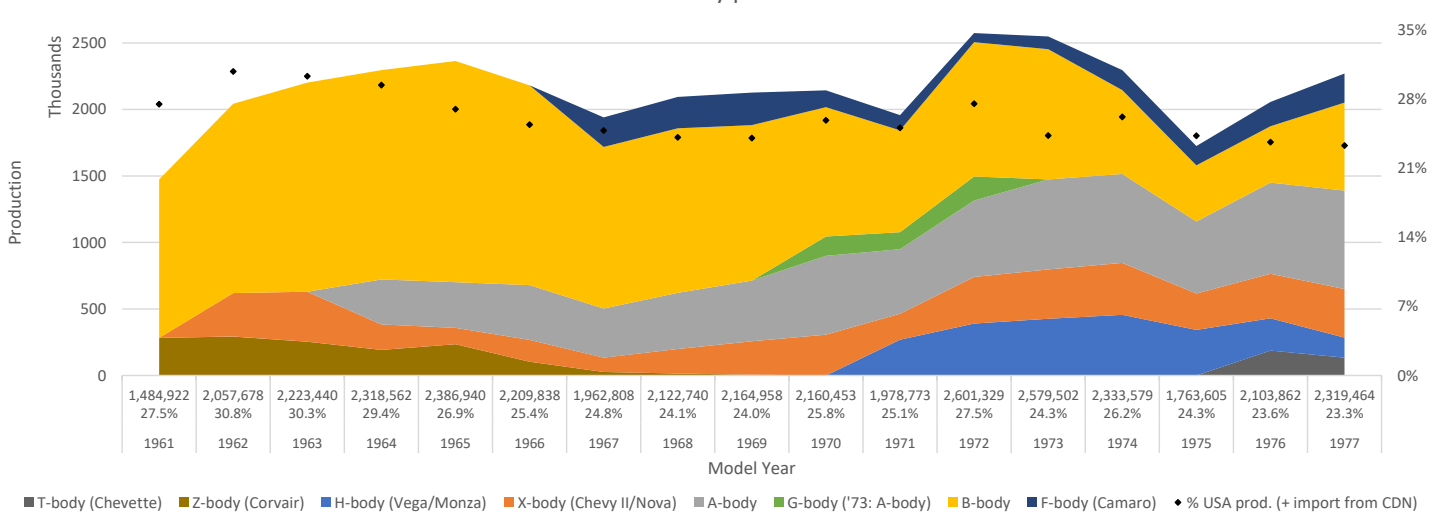
The 1971 dip was caused by a strike that also postponed the Colonnade models planned for 1972 until 1973. The dip of 1975 was due to the oil crisis. The SS (Super Sport) was an option pack from 1969 to 1973. 1970 Monte Carlos for Canada were US-built. GM Canada built for own use: 20,000 Monte Carlos per year from 1971. From 1969 US-sold Chevelles, and Monte Carlos from 1971 (not 1975), were partly built in Canada. GM Canada built for own use: 15,000 Chevelles per year in 1964-65, 20,000 in 1966-67, 25-30,000 in 1968-72 and 40-55,000 in 1973-77. Beaumont clone sold at Pontiac dealers: 70,000 from 1964 to 1969. Since the mid-1960s, Mexico built an average of about 5,000 Chevelles per year.

Chevrolet B-body by trim level



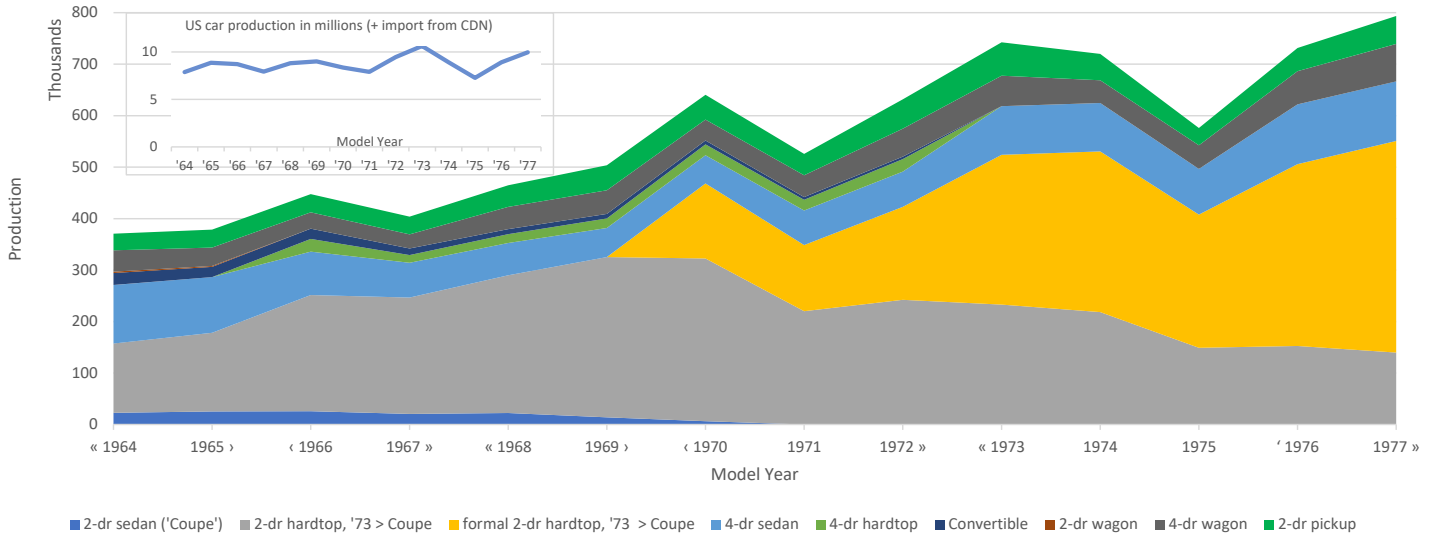
The Caprice arrived as an optional pack on the 4-door hardtop in February 1965, some 40,000 were produced. The SS (Super Sport) was an option pack on the Impala from spring 1961 to 1964, and from 1968 to 1969. The 1971 dip was caused by a strike, which delayed the release of the new generation of full size cars for more than 2 months. The dip of 1974/1975 was of course due to the oil crisis. The 1977 models were downsized. From 1967 (except for 1974) US-sold full-size Chevrolets were partly built in Canada. GM Canada built for own use about 70-90,000 full size Chevrolets annually, later dropping to 50-60,000; the Biscayne lasted here until 1975 and the Bel Air beyond 1977, until 1981. Since the late 1960s, Mexico built several thousands of full size Chevrolets per year.

Chevrolet by platform



Additionally, over 50,000 Corvairs were built in Canada up to 1966: about 7,000 each year, but 3,200 in 1960 and 10,000 in 1965. Chevy II was built in Canada up to 1967: approximately 75,000. Acadian Chevy II/Nova spin off: ca. 15,000 each in 1962 and 1963; 27,000 in 1964-67; additionally produced in the US from 1968 to 1971: ca. 23,000. 1973-74 US-sold Vegas were partly built in Canada. 1971-72 and 1975 and later Vegas for Canada were US-built. Monzas were partly built in Canada, of which ca. 17,000 for Canadian use. Additionally, 30,000 1973 and 35,000 1974 Vegas were built for the Canadian market, and 17,000 1974-77 Novas. From 1973 Mexico built an average of about 10,000 Novas per year. Argentina built an annual average of about 8,000 X-body Chevy II (Chevrolet 400, Special, Super, Rally Sport) from 1962 to 1974, and of about 7,500 Novas ('Chevy') from late 1969.

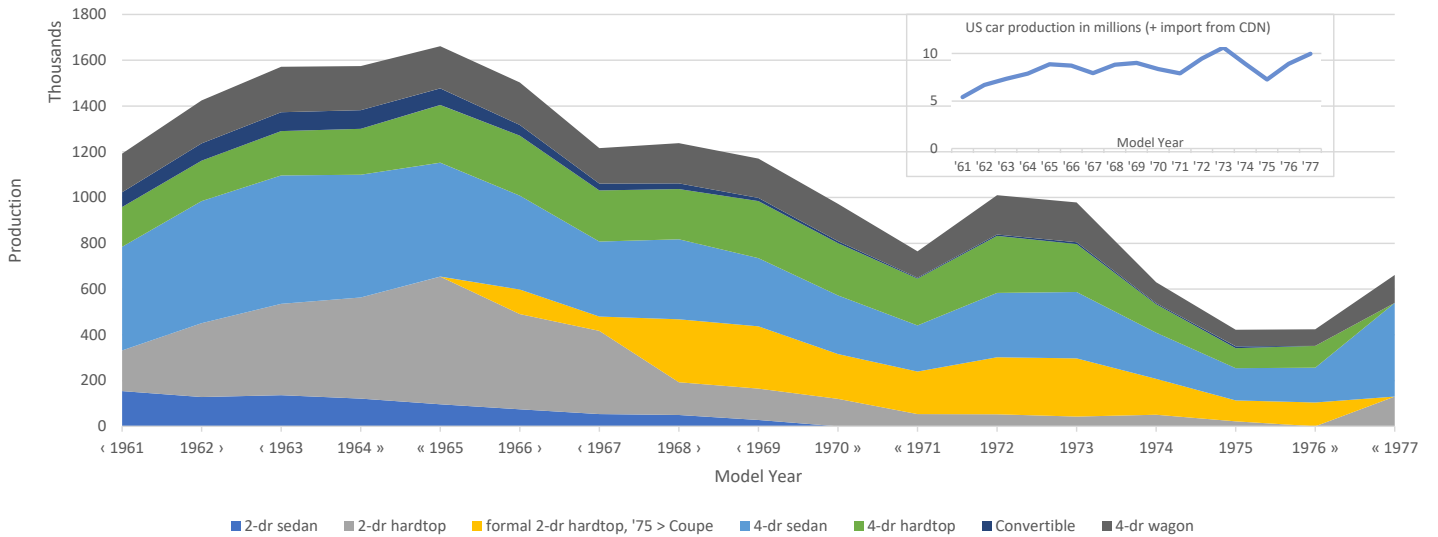
Chevrolet A/(G)-body by style



The formal roof models are all Monte Carlos.

2-door pickups are called El Camino. Bodywork didn't change by 1970. An additional 38,000 units were sold as GMC Sprint from 1971 (10% of pickups over that period).

Chevrolet B-body by style



The 1962 sales increase after the 1961 dip is consistent with the industry: Chevrolet's share of the B-class actually fell with the arrival of the Chevy II, see the second graph from the top. New roofs with less showy back windows for sedan and two-door hardtop models saw a sales realignment by 1962: the 1962 Bel Air 2-door hardtop kept the bubble-top, but the share of 2-door hardtops among the Bel Air fell from 10% in 1961 to 3% in 1962. Bel Air's share among 2-door hardtops nearly halved, while that of Impala nearly doubled. The share of B-body 2-door hardtops rose from 15% in 1961 to 23% in 1962 and 34% in 1965. Nearly a million 1965/66 two-door hardtops were built in the US.

1967-1970 formal roof estimated