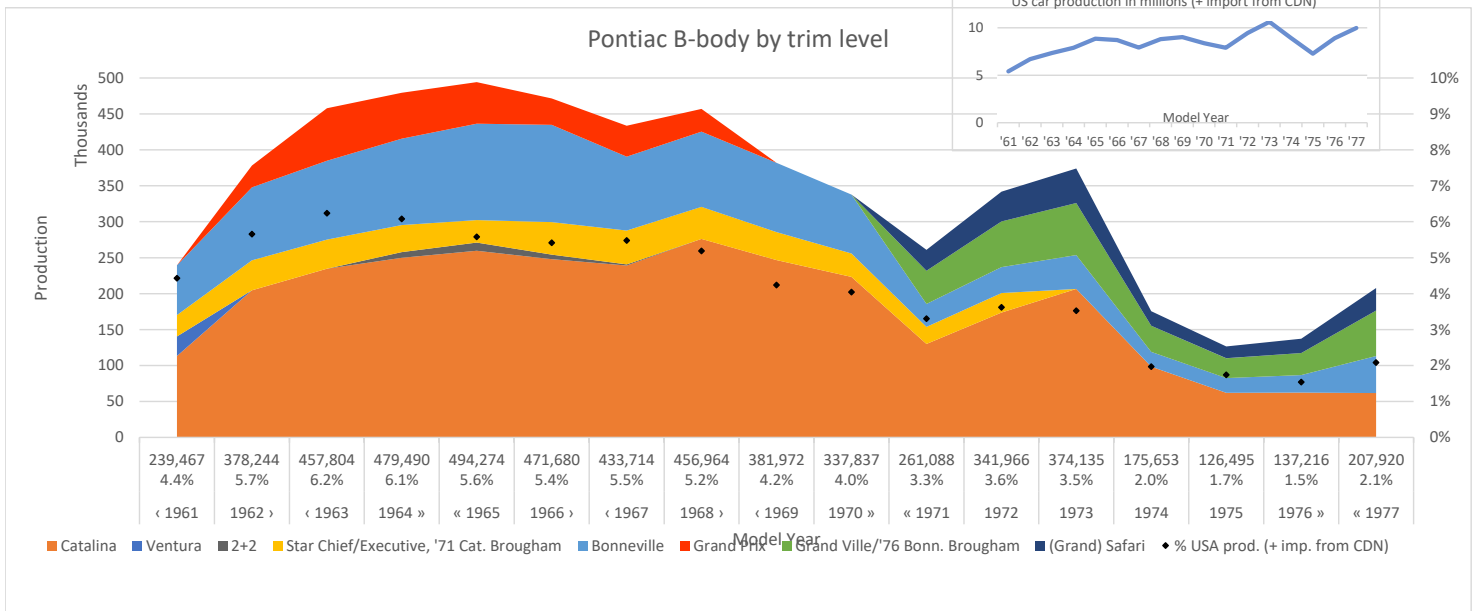
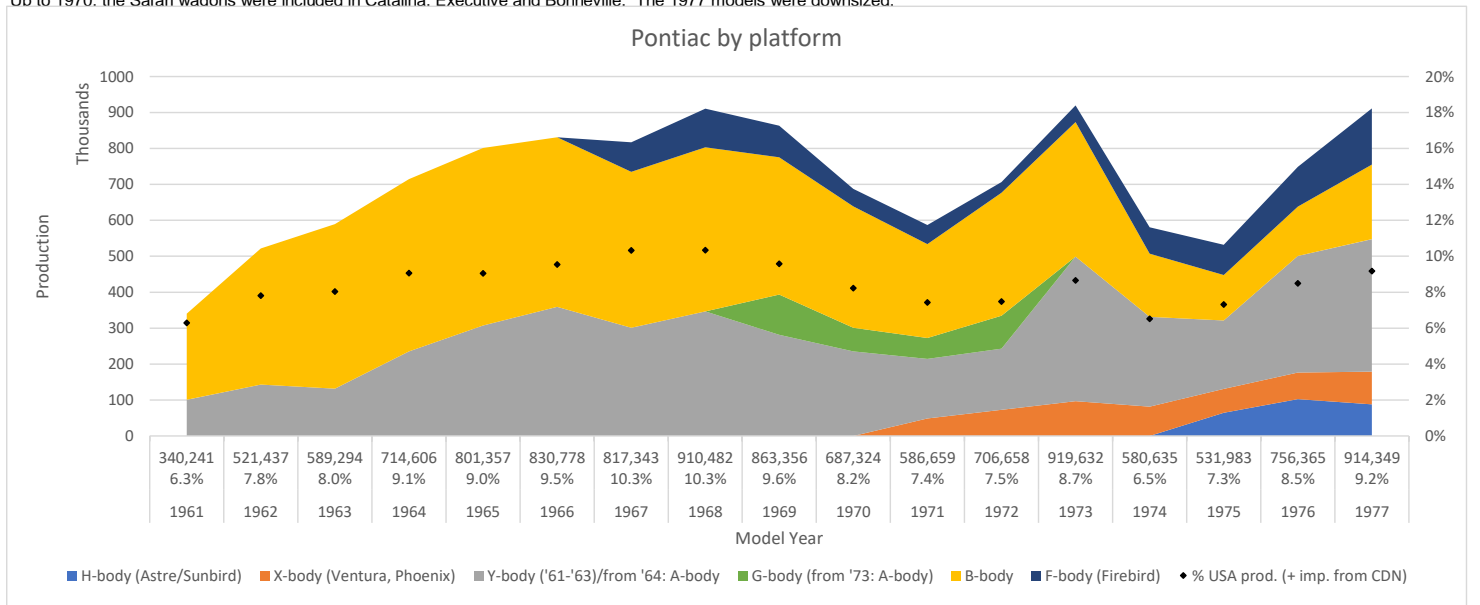


The 1971 dip was caused by a strike that also postponed the Colonnade models planned for 1972 until 1973. The dip of 1974/1975 was due to the oil crisis. GTO was an option pack in 1972 (5,807) and 1973 (4,806); Le Mans Sport was an option pack in 1972. 1970 and 1973 and later (not 1976) US Tempest/Le Mans were partly built in Canada. Earlier, a Chevelle clone was sold at Pontiac dealers as (Acadian) Beaumont. GM Canada built for own use about 20,000 1970-1977 models per year (30,000 in 1973-74).



New roofs for 1962 saw a 1.2% share increase by 1962. Ventura continued as an option on 1962-70 Catalina, in which production is included. 2+2 was an option on 1964-65 and 1967 Catalina. 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. Canadian production for Canada over 1961-1970 involved Pontiacs based on Chevrolet chassis and was 80,000 per year on average, reduced to 30,000 in 1970 (20,000 in 1974-76). Canadian models were named Strato-Chief (till 1970), Laurentian, (Grande) Parisienne (Custom Sport, 2+2). From 1970 US-Pontiacs were partly built in Canada (not 1974-76) and available here. Up to 1970, the Safari wagons were included in Catalina. Executive and Bonneville. The 1977 models were downsized.



From early 1973 40,000 Astres were built in Canada for Canadian use until summer 1974; thereafter they were US-made. Additionally, over 10,000 1976 and 1977 Pontiac Acadians (Chevette clone) were built in the US for Canada. Sunbirds were mainly built in Canada, of which ca. 4,000 for Canadian use.



