FROM THE MOON TO THE RACETRACK.

BUILT TO RACE. BUILT TO ADVANCE.



Actual car photograph: Cliff Gromer · Owner-supplied booklet, p. 6

THE MACHINE. THE ORIGINAL ARCHIVE. YOUR NEXT CHAPTER.

A LETTER TO THE NEXT CUSTODIAN.

To the collectors, advisers and auction specialists who see more than a machine,

The black body and yellow billboards make the first impression. The people and engineering give you a reason to stay. This Challenger's story reaches beyond the finish line to the work of testing what came next.

From the Moon to the Racetrack introduces a real connection: Chrysler's aerospace chapter, expertise that moved into its racing effort, and a factory-backed development car built for the demands of Pro Stock.

This complete edition keeps the original owner booklet intact, then connects it with the current story, the Vision Film, and the practical path to a private conversation. Its QR codes take you to the permanent website for the latest material.

Look closely. Follow the sources. Bring the questions that matter to you.



Trunk artwork: Greg of Akron · Owner booklet, p. 21

The Motown Missile Project Team
Felipe & Jeralin Soares
Prepared for Arnie Klann

TAKE THE LONG LOOK.

One complete book. The original account. A clear path into the current story.

02–06 THE INVITATION & CONNECTION

The actual car, the aerospace connection and the development mission.

07–31 THE COMPLETE OWNER ARCHIVE

All 25 original booklet pages, in their supplied order.

32–35 ENGINEERING, PEOPLE & FILM

Influence beyond one team, the trunk artwork and collector briefing.

36–40 YOUR NEXT CHAPTER

QR resource desk, specialist dialogue, collector access and source notes.

READ ONLINE OR KEEP THIS PDF

Every QR code also has a clickable destination. Historical archive pages retain their original voice; new editorial pages use the current campaign copy.

WHAT DOES THE MOON HAVE TO DO WITH PRO STOCK?

01 / THE CORPORATE CHAPTER

CHRYSLER & APOLLO

Chrysler's Space Division developed and built the first stage of Saturn IB, used in early Apollo missions. That is the precise aerospace chapter behind the campaign—not a claim that Chrysler built the entire Saturn V.

02 / THE HUMAN CONNECTION

EXPERTISE WENT RACING

Ron Killen's firsthand seminar account traces aerospace electronics work in Huntsville and subsequent work in Chrysler racing. People and engineering knowledge connect these worlds; the claim is not Apollo-flown hardware in this car.

Sources: Stellantis corporate history, 22 July 2019; Second Pro Stock Missile Seminar, Ron Killen account. Full links on p. 39.

EXPLORE THE CONNECTION

motownmissile.com/engineering

THE TRACK WAS THE PROVING GROUND.

The Challenger made the development mission tangible: a car in which ideas could be tried, evaluated and refined.

MORE THAN A HORSEPOWER HEADLINE.



Engine photo: Motown Missile Racing · Booklet p. 14

MATERIALS

Lightening work and titanium suspension hardware are part of the owner's development account.

POWER

A dual-plug 426 HEMI, specialized ignition and induction, and a deliberate engine-development program.

CHASSIS & LAUNCH

Weight transfer, suspension settings and aerodynamic refinements belonged to the same engineering mission.

MEET THE ACTUAL CHALLENGER

motownmissile.com/the-car

Owner-supplied Proof 10, pp. 7–11, 14. Historical descriptions; current configuration requires inspection.

OPEN
THE MISSILE FILES.

25

ORIGINAL PAGES. ORIGINAL ORDER.

The next 25 pages reproduce the owner-supplied PROOF 10 — Motown Missile — Booklet Design as an intact source archive.



Photograph: Cliff Gromer · Booklet p. 6

HOW TO READ THE ARCHIVE

Its historical descriptions, superlatives, identifiers and original contacts remain as supplied—not newly certified by this edition. Use the current website for active contacts and sale status. Independent identity, condition and document review remain essential.

MOTOWN MISSILE

CHALLENGER



Chrysler's Iconic Weapon

Winning The Pro Stock Wars


DON CARLTON
MOTOWN MISSILE
DIAMOND RACING ENGINES
JR
HEADERS
Firestone
FENTON
HURST
B&M
CHAMPION

Opportunity To Own A Legend!

After 35 years, this icon is now available for sale. Owning the original Motown Missile Dodge Pro Stock Challenger means possessing the centerpiece of a motorsports revolution. A transformative artifact of racing history, it represents a quantum leap in technology and stands as a lasting symbol of MOPAR's racing dominance during the golden age of muscle-car engineering and performance excellence. A rare, original survivor—an authentic time capsule from racing's most influential era. An extraordinary opportunity to steward a true legend.



Photo: DOC

Provenance:

1. Historical Significance:
The Motown Missile was instrumental in Chrysler's domination of the Pro Stock class. Developed by Chrysler's Special Vehicle Engineering Team, it served as a rolling testbed for breakthrough ideas and became a cornerstone of MOPAR's racing success.

2. Innovation:
Under the leadership of Tom Hoover, the Motown Missile pioneered a disciplined, data-driven engineering approach that transformed Pro Stock racing. Its advanced data acquisition and performance analysis redefined how race cars were developed, evaluated, and managed—an influence that extended across motorsports, from Formula 1 to grassroots racing.

3. Racing Legacy - Proven Performance:
Capable of mid 9-second quarter-mile runs at over 151 mph, the Motown Missile delivered performance that exceeded its contemporaries, earning international recognition and a decisive competitive edge.

4. Winning Pedigree:
With victories, runner-up finishes, and semi-final appearances in NHRA and AHRA Pro Stock competition, the Motown Missile was a key factor in the success of Chrysler's factory-backed race programs.

5. Originality:
Intentionally preserved with its battle-worn patina, this rare original survivor bears the authentic scars of a thousand launches. Restored with historical integrity rather than cosmetic perfection, it remains a powerful, evocative presence that resonates deeply with fans and racers alike.

1970 / 1971 MOTOWN MISSILE

Dodge Pro Stock Challenger

A Proven Warrior, a rolling testament to Chrysler's Pro Stock performance engineering.

Once the centerpiece of Chrysler's racing revolution, this late-1971–configuration Dodge Challenger stands restored as a remarkably rare actual survivor—a true time capsule from the golden age of Pro Stock racing. Built by Ted Spehar and his expert team with Chrysler's Special Vehicles Division engineers from a factory 1970 HEMI 4-speed Challenger. It served as the factory's Pro Stock development platform. Driven, tested, and raced under the most advanced and innovative engineering program of its era, it has been preserved with exceptional historical integrity.

Motown Missile Highlights:

- **Presented in correct 1971 livery**
- **Lightweight, acid-dipped body-in-white shell (approximately 350 lbs removed)**
- **Legendary 426 dual-plug HEMI incorporating cutting-edge 1970s racing technology**
- **Authentic race car patina retained**
- **Retains its non-registered VIN (JS23ROB242444)**

—a badge of purpose



Photo: DOC

More than a race car, the dawn of a new technology age in racing!



> The Motown Missile was more than a race car, it was a disruptive change agent for all motorsports.

Photo courtesy:
The Dick Oldfield Collection
(DOC)

The Motown Missile Pro Stock Challenger holds a revered place in drag racing history as a pioneering force that defined Pro Stock performance in the early days of the NHRA class. Developed by Chrysler's Special Vehicle Engineering Team, it was more than a race car—it was a catalyst for change. By harnessing Chrysler's corporate engineering resources, including its Space Division to harness its NASA-derived data acquisition technology, the Motown Missile became the first race car built using empirical data and disciplined engineering to achieve previously unattainable performance---one quarter-mile at a time.

Groundbreaking engine development
Advanced chassis engineering
Space-age materials



Photos courtesy of: Cliff Gromer (CGC)

Conceived and championed by Tom Hoover, the visionary behind the iconic 426 HEMI, the Motown Missile was more than a Pro Stock car; it was a revolution on wheels. Built by Ted Spehar and his expert team, and piloted by legendary drivers Dick Oldfield and Don Carlton, the Motown Missile fused data acquisition technology, advanced chassis engineering, space-age materials, and groundbreaking engine development into a single, dominant force. Together, they reshaped the NHRA's and AHRA's emerging Pro Stock class and defined the future of drag racing and motorsports in general.

MOTOWN MISSILE

Dodge Pro Stock Challenger

ENGINE

- 426 Dual Plug HEMI. Block number 30
- Capacitive Discharge Ignition custom built by Ron Killen using magnetic crank triggers to split timing advances and timing curve for dual distributor operation.
- Mullens ported heads and Hilborn dual drive distributor system
- High-flow Ramcharger oiling system w/custom swing pickup (non-G force sensitive)
- Custom Tunnel Ram intake manifold by Mullens with Holley 1050 CFM carbs, modified and tuned by John Bauman
- Machine lightened block (~45lbs removed)
- All the knowledge of the race engineers and race hardened team experience was employed on these precision built beasts.

BODY AND CHASSIS

- Factory body-in-white, acid dipped (~350lbs weight reduction)
- Chemically milled panels and components to optimize racing weight and balance.
- First use of titanium suspension parts





ORIGINS & VIN

Built from a 1970 Dodge HEMl 4 speed donor car, taken straight from the final assembly line, transferred under its MSO, to Ted Spehar's shop to build the new race car that resulted in the forging of the donor car with the lightened body shell into the completed technology platform racecar that rocked the Pro Stock racing world!

Combined build has non-registered VIN: JS23ROB242444, mounted on the dash pad.

DRIVETRAIN

- Transmission: Aluminum A-833 4-speed with Hurst in-line shifter
- Dana 60 rear end modified, including a 5:38 gear ratio.

Photo Courtesy Of Cliff Gromer

The Innovations

DATA ACQUISITION - NASA

The Motown Missile pioneered the first real-time data logging system ever used in a race car. Utilizing data recorders adapted from Chrysler Space Division—developed for NASA—the system captured a comprehensive array of engine and vehicle performance parameters during competition.

Recorded data included engine RPM, throttle position, longitudinal acceleration (G-forces), driveshaft RPM, wheel speed, oil and fuel pressure, ignition timing, transmission oil pressure (when applicable), and additional channels as required. Data was printed out on a strip chart recorder in a dedicated “Data Van,” where it was corrected for atmospheric conditions using a weather station that was in the van.

This first-of-its-kind system enabled true scientific analysis of traction, shift points, engine load, acceleration, clutch slip, and parasitic losses—capabilities far beyond those of contemporary competitors. The Motown Missile established the foundation and standard for modern motorsports data acquisition, directly influencing the digital systems now universal across all forms of racing.

Surviving documentation includes strip-chart recordings and between-round data tables used to implement real-time performance changes.

EXAMPLE OF DATA RECORDED BY THE SYSTEM

DRAG TEST DATA

TAPE NO. 2 LOCATION: IRWINDALE CAR: NEW MISSILE TEST NO. 1/2

CH	MEASUREMENT	XDUCER	SIG. COND.	SCALE	N_S	N'	ZERO	FILTER
1	ENG. RPM	M,	TG6 5:1	0-10,000	3.00_{10}	2.91		25
2	LONG. ACC.	LONG	LONG	± 2.5g	0.40_{10}	0.31		75
3	P.S. RPM	TG7	TG5 2.5:1	0-10,000	1.75_{10}	3.18		75
4	FT. WH. RPM	TG8	TG2 2.5:1	0-2000	2.48_{10}	2.93		100
5	OIL PRESS	1-3420B	P1	0-200	2.83_{10}	2.74		25
6	FUEL PRESS	2-51448	P2	0-20	0.18_{10}	0.31		75
7	TANK LEVEL	STATHAM	SG3	4→14	0.56_{10}	2.72		150

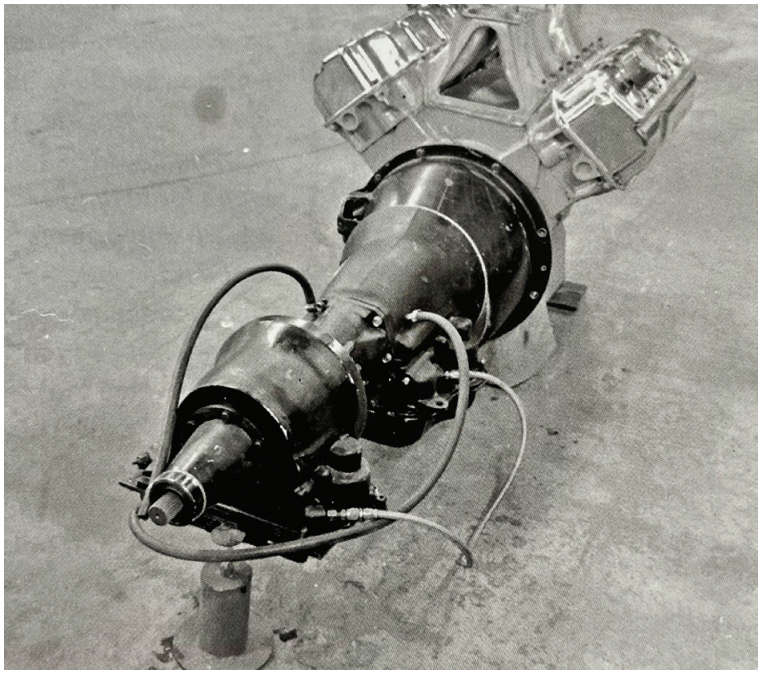
DATE	RUN	60 FT. TIME			E.T.	M.P.H.	TIME	REMARKS
1/26	10	1.437	1.443	1.447	9.721	142.18	9:30	TT @ 8700
								STATIC
1/27								STATIC 50# FT. /160# RR/3 GA
	11	1.458	1.420	1.417	9.670	142.85	9:22	OW 3140# 53% R
	12	1.437	1.420	1.437	9.674	143.08	9:50	3C 29.5 FT. TIRES
								STATIC
	13	1.423	1.417	1.425	9.631	143.08	10:10	8000 LAUNCH OW
	14	1.439	1.420	1.447	9.654	143.08	10:28	OW
								STATIC
	15	CHANGE TO WET						SUMP 11 QT. 1 BURN OUT 2 8000 IN NEUT.
1/28								STATIC
	16	1.458	1.442	1.436	9.699	142.63	12:45	0-2 H
	17	1.474	1.471	1.462	9.810	141.50	2:30	STATIC BETWEEN 16 & 17 OW
	18	1.632	1.451	1.456	9.795	141.06	2:50	3 H

From Ted Spehar’s papers is this written register of what was recorded during one of the early 1971 tests at Irwindale. Using the new 5.38 gearset, seven areas wre recorded with the results from eight runs shown in the lower area. The best time was a 9.631 at 143.08 mph using an 8,000-rpm launch.

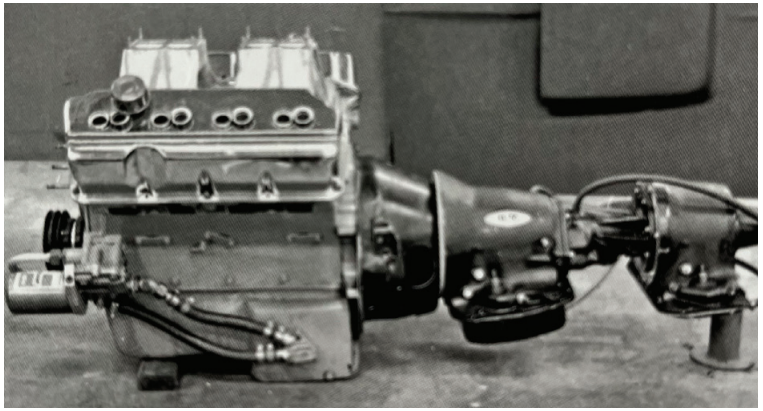
(Photo Ted Spear ; Courtesy Steve Atwell) (From Chrysler’s Motown Missile book, Geoff Skunkhead)

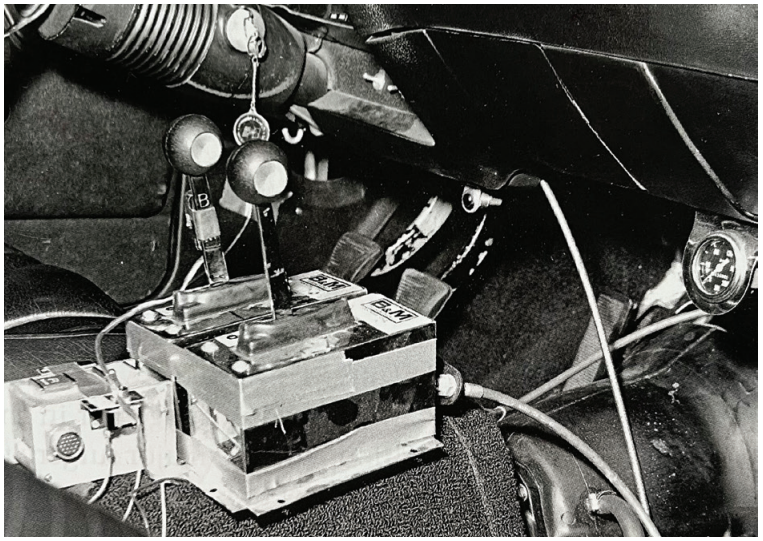
Powertrain Development: Experimental Six-Speed Transmission

The development of an experimental automatic 6-speed transmission was one of many innovative concepts developed and tested. It was clutch launched, manually shifted, but used modified automatic transmissions that were married together. The idea was to provide gear splits that kept the engine RPM near it peak torque curve.

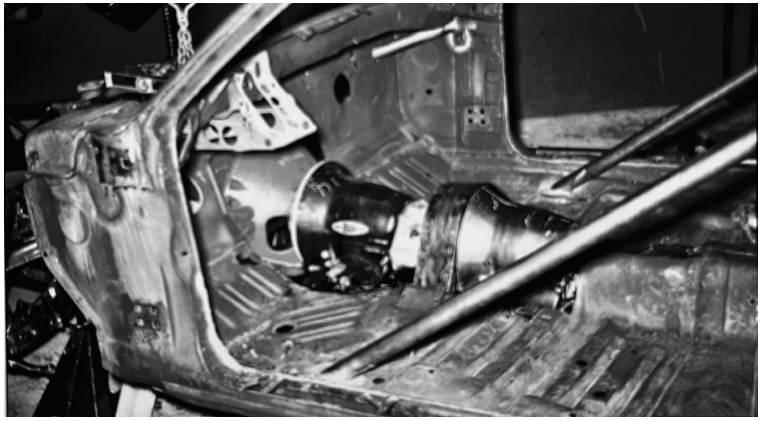


The 6-speed B&M transmission was basically a standard A727 TorqueFlite transmission with a 2 speed version bolted behind it. The use of additional gears would help keep the engine in it's optimal power band.





The shifters in the car were parallel and required skill to master. Even Mr. Hoover was still giving Dick Oldfield credit for his efforts in 2014 in knowing which one to shift.



The prototype 6-speed was developed when the Missile was coming together in the spring of 1970.

(Photos Courtesy of Tom Hoover Family)

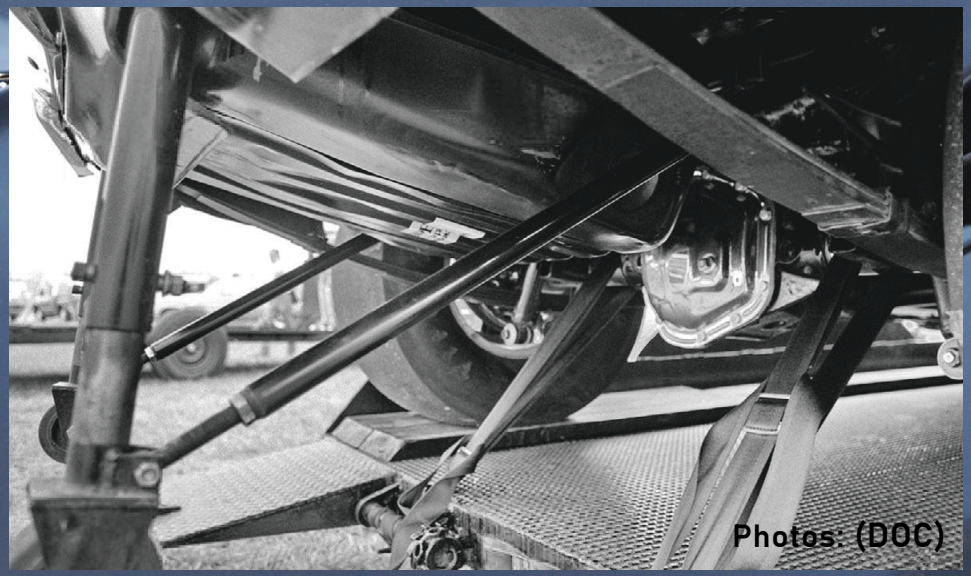
CHASSIS ENGINEERING

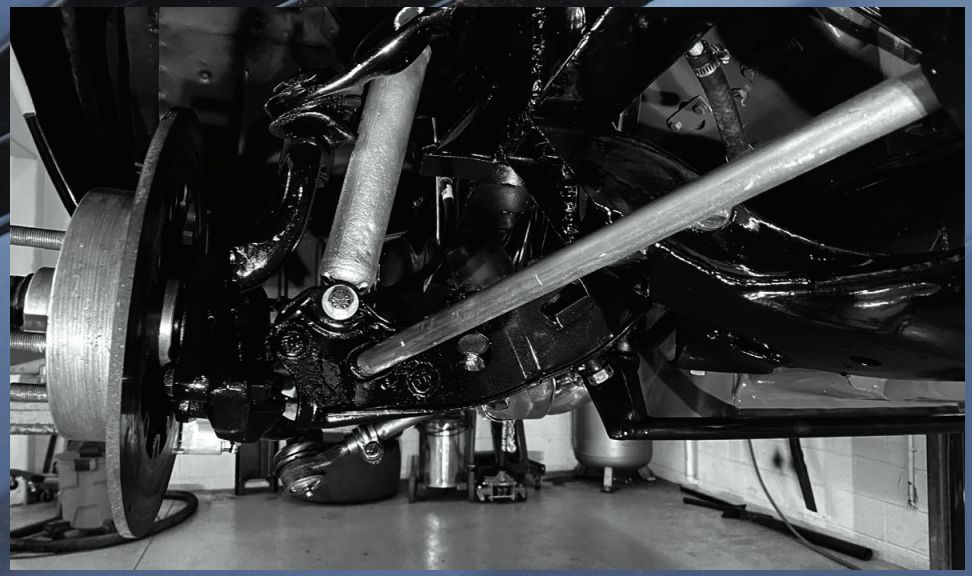
Suspension geometry was meticulously optimized to enhance weight transfer and maximize traction under launch conditions. Adjustable wheelie bar configurations and precisely tuned shock settings and placements were developed to achieve consistent, efficient launches and superior straight-line performance. Titanium strut rods and hardware was developed to lighten the front end.

AERODYNAMIC DEVELOPMENT

Advanced aerodynamic refinements to the front fascia with splitters and smoothing, hood scoop, removal of parasitic drag appurtenances from body, enhanced high-speed stability and contributed to lower elapsed times. The hood scoop design was optimized to improve boundary layer bleed-off and increase inertial supercharging of airflow.

Aerospace-grade materials were used to reduce front-end weight, significantly Improving traction through rapid weight transfer at launch.





Photos: (DOC)


NHRA
Dodge



Photo Courtesy Of Dick Oldfield

Innovative Pro Stock Engine Development



The goals for the engine development program was to develop new technology, parts and components to make the 426 HEMI engine accelerate faster with more horsepower and torque.

1) Refine Helmholtz resonator science for intake manifolds

2) Reduce polar moment of inertia of rotating assembly

3) Reduce frictional and parasitic loss

4) Increase compression to enhance thermal efficiency

5) Weight reduction methodologies to reduce total weight of engine

6) Ignition system optimization with CD technology, spark plug radial location, external crank triggering, and other applications of untested, new technologies

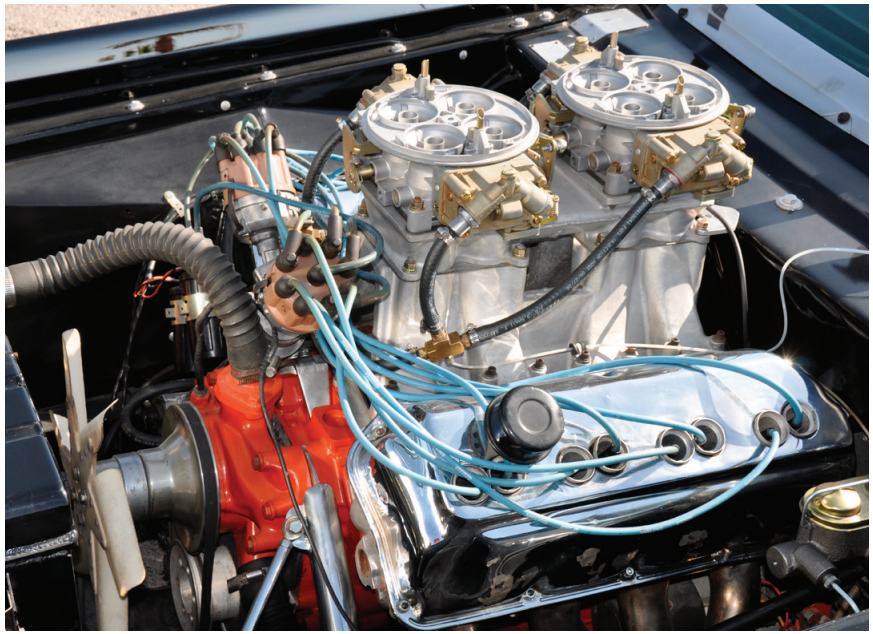
7) Optimization of carburation for various air densities and mass flow rates

Photo: Motown Missile Racing

MOTOWN MISSILE Dodge Pro Stock Challenger



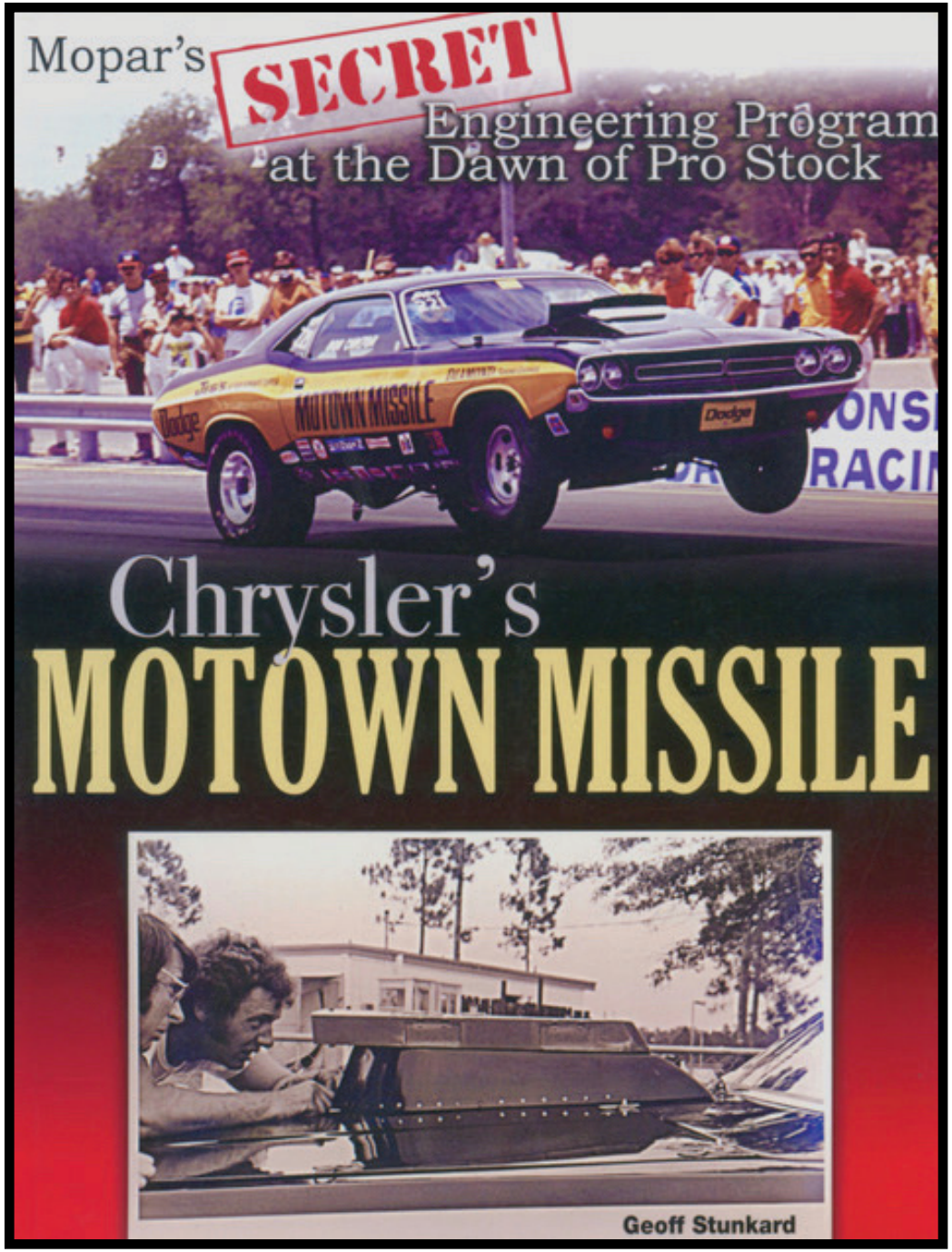






Photos courtesy of Motown Missile Racing

Chrysler's Skunk Works



Relive Mopar's Skunkworks racing team and its rise to dominance in this fascinating history! The drama of 1970s Chrysler Pro Stock drag racing unfolds in this book, which focuses on the racing and technological evolution of the legendary Motown Missile and Mopar Missile racing programs from 1970 to 1977. Unequaled by any other drag racing development program, this was a huge undertaking in term of time, money, and effort that resulted in changing all forms of racing's approach to winning.

The 1970s saw great change in auto racing, with Pro Stock being a huge draw for fans. Chrysler racing historian, Geoff Stunkard, presents a chronological recollection, drawing from many interviews and summaries of the actual technical efforts that the factory accomplished and includes both rare/unpublished technical and personal images from the team members and some of the most dramatic images taken by the sport's best photographers.

The narrative is a detailed look at the team's inner workings, programs, victories, and even defeats. From the Challenger and 'Cuda to the Dusters and Colts, the book showcases the cars that made Chrysler so much a part of this racing era.

Original Cockpit







Photos Courtesy Of Cliff Gromer



Photo Courtesy Of Cliff Gromer



Photo: Joe Pappas

Mopar Hall of Fame Induction Ceremony of the Motown Missile Team on July 9, 2016.

From L-R: Don Carlton, Jr., Al Adam, Len Bartush, Tom Coddington, Ted Spehar, Dick Oldfield, Mike Koran, Ron Killen, Joe Pappas, and Ann Bauman (representing her father, John Bauman)



Photo: Motown Missile Racing

In racing history, Ted Spehar owner and chief engine developer of the Motown Missile Team, and his team of craftsmen and engineers are remembered as technical innovators and strategic pioneers sheparded by Mr. Hoover. They emphasized data-driven tuning and development at a time when many teams still relied on trial and error.

Their work helped establish the blueprint for how modern Pro Stock teams operate with rigorous engineering, precise testing and an obsessive focus on performance. The Motown Missile's influence can still be seen in the professionalism and precision of todays NHRA Pro Stock competition.

The front valance is signed by the Motown Missile Men –

Testimony to their pride and honor to accomplish the imposible



Original art by “Greg of Akron”

Notable Recognitions

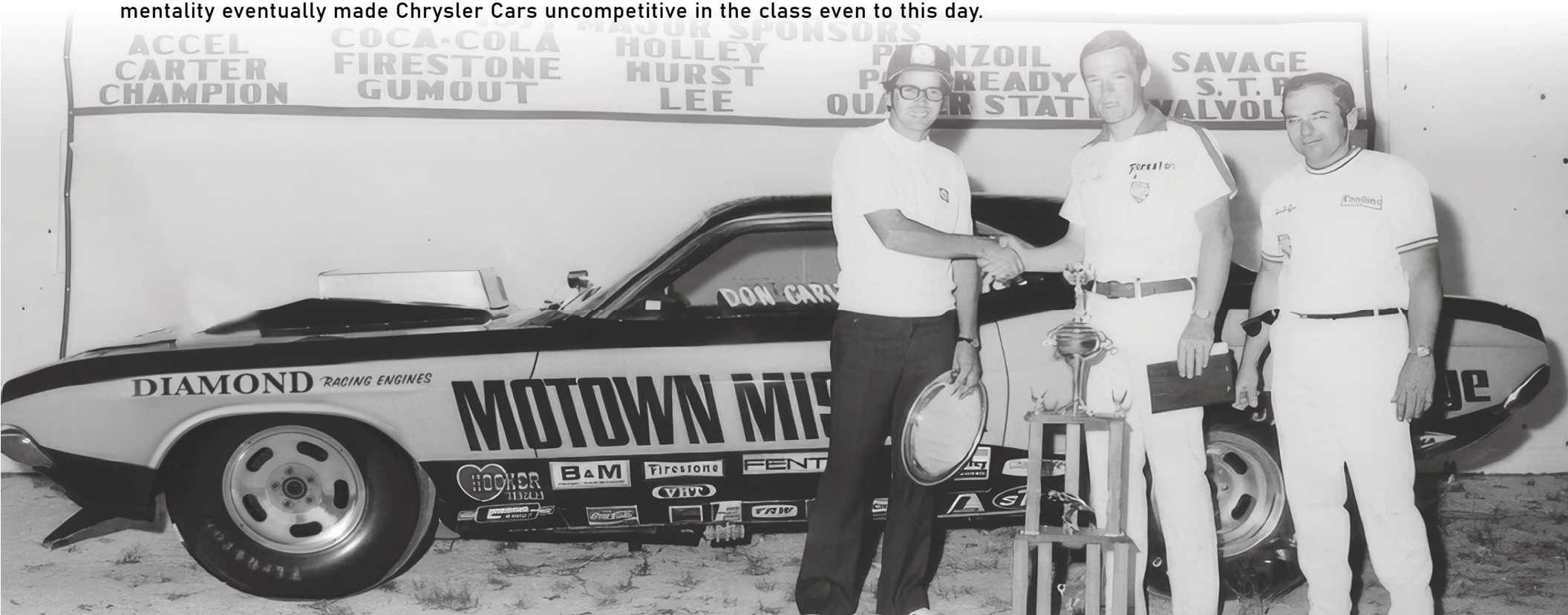
- **NHRA Motorsports Museum (Pomona, CA):** Featured in the museum's collection as a landmark Pro Stock vehicle.
- **Petersen Automotive Museum (Los Angeles, CA):** Included in a two-year exhibit honoring Innovation in Drag Racing. **Only Pro Stock car exhibited.**
- **East Coast Drag Times Hall of Fame -** Driver and the Motown Missile Team were inducted.
- **SEMA Show / Mopar Alley Representative:** Selected by Dodge to represent factory heritage at the SEMA Show.
- **Concours d' Elegance of America** at the Inn of St. John's - First in Class.
- Articles written in many national and international automotive magazines from Superstock and Drag Illustrated in 1971 to Dodge Garage in 2024.

At The Petersen Museum



Top Racing Achievements

- **Factory Directed Chrysler Pro Stock Program:** The first factory-engineered effort in NHRA Pro Stock, utilizing corporate strategic and synergistic divisions to develop the fastest car and providing performance knowledge, data, engineering directives for performance and parts to the Factory sponsored marketing race teams. They set the standard for engineering and performance-driven drag racing teams.
- **First car to use NASA developed Data Acquisition in Pro Stock:** Pioneered the use of military/space grade components to scientifically tune optimum performance-a major breakthrough in the racing venues of the time.
- **Quickest and Fastest Pro Stock Car:** The Motown Missile held the distinction of being routinely the quickest and fastest Pro Stock car in the country able to run low ET's and top speed on an as needed basis.
- **Influential in NHRA Rules Evolution:** The team's technical and performance dominance, past down to the factory sponsored team cars, allowed them to run quicker in comparison to their competitors on a consistent basis. This led NHRA to work diligently reviewing and adjusting Pro Stock regulations. to slow the Chrysler cars down by adding significant weight to the cars. This mentality eventually made Chrysler Cars uncompetitive in the class even to this day.




DON CARLTON
PRO 221
DIAMOND
MOTOWN MISSILE
JEG'S HI-PERFORMANCE CENTER
Dodge
CRAGAR
CRAGAR
ZEX
ZEX
373



Photo Courtesy Of James Maxwell

Serious Interested Parties, contact:

Website: motownmissileprostockchallenger.com

E-mail: Arnold@motownmissileprostockchallenger.com

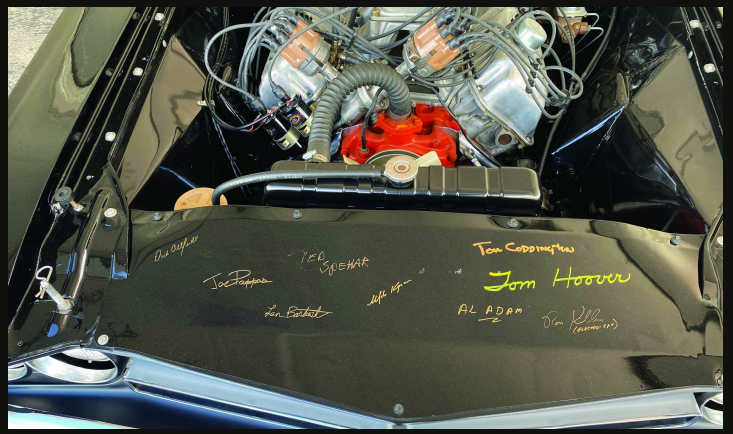
Cell: 702-370-8015

THE ADVANTAGE DID NOT STOP AT ONE CAR.

The stopwatch measured a run.
The engineering effort reached further.

Period reporting describes the Challenger as an engineering test bed whose useful findings went to other Chrysler racing teams. That development role belongs beside the racing record—not beneath it.

The January 1972 account also discusses a later ’Cuda. This edition keeps the Challenger’s history distinct from the specifications and achievements of later program cars.



Signed panel: Motown Missile Racing · Booklet p. 20

FOLLOW THE RECORD

motownmissile.com/provenance

Source: John Dianna / Bob D’Olivo, “The New Motown Missile,” January 1972, HOT ROD republication.

THE PEOPLE BEHIND THE MISSILE.

TOM HOOVER

Conceived and championed the program in the owner's account.

TED SPEHAR & TEAM

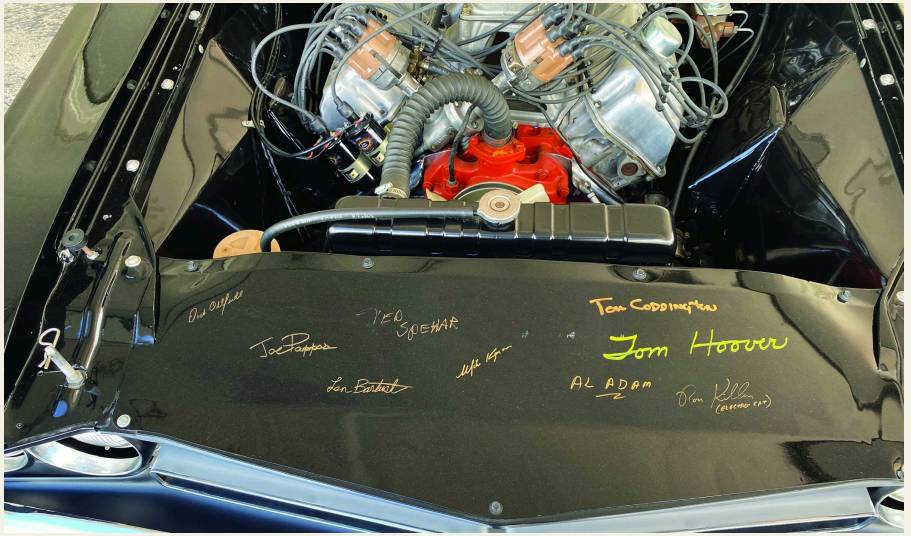
Built and developed the Challenger with Chrysler engineering involvement.

DICK OLDFIELD & DON CARLTON

The drivers named in the owner booklet's Challenger narrative.

RON KILLEN

Specialized ignition work and the firsthand aerospace-to-racing connection.



Motown Missile Racing · Owner booklet p. 20

LOOK CLOSER

motownmissile.com/gallery

Sources: owner-supplied booklet, pp. 6–7, 19–20; Ron Killen seminar account. Signature identification remains subject to review.

HEY STARMAN— WANNA RACE?



Artwork: Greg of Akron · Owner booklet p. 21

The car carries its own space story. Its trunk artwork shows an elongated Motown Missile craft streaking through a celestial scene.

That real painting inspired the Vision Film's final transformation and ascent. The same craft travels right/up-right, reaches space and delivers the closing challenge.

From the Moon to the Racetrack.
The 105-second film returns to the actual Challenger and its next custodian.

WATCH WITH SOUND

motownmissile.com/vision-film

Vision Film · Cinematic interpretation. The craft, astronaut and space scenes are fictional storytelling, not historical footage.

THE STORY IS THE INVITATION. THE CAR IS THE OPPORTUNITY.



Actual car: Cliff Gromer · Owner booklet p. 6

LOOK

Explore the car and the engineering account.

ASK

Request the source records that matter to your collection.

REVIEW

Separate the historical narrative from current inspection and written sale inclusions.

RACING HISTORY. YOUR NEXT CHAPTER.

READ THE BRIEFING

motownmissile.com/collector-briefing

SCAN. EXPLORE.
KEEP THE STORY MOVING.



THE ACTUAL CAR

Identity, configuration and photographs.

motownmissile.com/the-car



THE MISSILE FILES

Original booklet and source reading.

motownmissile.com/the-missile-files



THE ENGINEERING

Materials, power, chassis and launch.

motownmissile.com/engineering



CURRENT CUSTODIAN

Coming soon. Video uploaded when available.

motownmissile.com/#current-custodian



PRIVATE VIEWING

Discuss a closer look with the team.

motownmissile.com/private-viewing



SALE STATUS

Consult the current official details.

motownmissile.com/auction-details

MAKE THE CASE FOR YOUR STAGE.

A serious conversation about representation starts with the actual car, its record and the collectors who will appreciate its development legacy.

THE AUDIENCE

Relevant historic-racing and Mopar relationships, supported by a focused collector and adviser outreach plan.

THE PRESENTATION

A clear catalogue story, source review, appropriate inspection and a faithful presentation of the black-and-yellow Challenger.

THE PROCESS

Proposed format, viewing arrangements, official participation requirements and orderly settlement.

THE COMMERCIAL CASE

Written commissions, seller obligations, exclusivity, reserve approach and clearly documented inclusions.

CONTACT THE PROJECT TEAM

motownmissile.com/press

Private auction targeted for Q1 2027 — tentative.
Partner, official date and final terms remain to be confirmed.

YOUR NEXT CHAPTER STARTS WITH A CONVERSATION.



Cockpit photograph: Cliff Gromer · Owner booklet p. 18

THE CURRENT CUSTODIAN

Arnie Klann presents the car and its story. His interview is coming soon; the video will be uploaded once available.

THE NEXT CUSTODIAN

Begin with the briefing, request access and discuss the records or a viewing. Final inclusions and transfer rights belong in the sale agreement.

REQUEST COLLECTOR ACCESS

motownmissile.com/collector-access

EXPLORE THE NEXT CHAPTER

motownmissile.com/the-next-custodian

A CLEAR RECORD.
A STRONGER CONVERSATION.

THE ORIGINAL BOOKLET

PROOF 10 — 25745 — Motown Missile — Booklet Design.pdf. All 25 original pages appear on pp. 7–31, in their original order. The source archive retains its own language, identifiers, photographs and historical contact references.

THE NEW EDITORIAL PAGES

Pages 1–6 and 32–40 carry the current Moon-to-racetrack campaign, source-linked context and QR resource desk. Historical descriptions are not independent authentication or current-condition certification.

THE PHOTOGRAPHS & ART

New-page imagery comes from the actual booklet: Cliff Gromer (car p. 6, cockpit p. 18), Motown Missile Racing (engine p. 14, signed panel p. 20), Greg of Akron (art p. 21). Original pages retain their own credits. Reproduction rights remain source-specific.

CLICKABLE SOURCE READING

Chrysler's Saturn IB first-stage chapter

Ron Killen — firsthand seminar account

The New Motown Missile — January 1972

NASA — Apollo 7 mission context

Corporate history, firsthand recollection and period reporting have different scopes. Their inclusion does not imply sponsorship, NASA endorsement or Apollo-flown hardware in the car.

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THE NEXT CUSTODIAN AWAITS.



Actual car photograph: Cliff Gromer · Owner booklet, p. 6

Explore the car. Follow the engineering. Start a conversation.

Private auction targeted for Q1 2027 — tentative.
Check the website for the appointed partner, official date and terms.