



MOTOWN MISSILE / COLLECTOR RESEARCH

THE VALUE OF A LEGEND.

Historic Competition Cars, Collector Capital
& the Motown Missile

EVIDENCE. ECONOMICS. STEWARDSHIP.

WEB EDITION V1.1 / 29 SEPTEMBER 2026

Seller-commissioned research · Not an appraisal

THE CASE IS HERITAGE. THE DISCIPLINE IS FINANCIAL.

A historic competition car can be a compelling collectible without being a predictable investment. The Motown Missile deserves consideration as a potentially important, source-rich Pro Stock artifact. Its strongest case is the connection between an identifiable physical car, a documented development narrative and a collector who values that history. It is not a claim that any historic race car will appreciate, or that an exceptional Ferrari result establishes a price for this Challenger.

There is substantial collector activity, but the market is not one uniform asset class. Current research points to selective conditions rather than a universal rising tide. Published auction results show that exceptional vehicles can command exceptional prices; they do not supply an automatic valuation formula. A buyer must distinguish the history of the racing program from the identity and condition of the car offered today. [2-7, 12-15]

The proposed decision standard is simple: authenticate the story, inspect the object, understand the total cash commitment and retain the ability to hold it through an unfavorable sale window. Treat personal enjoyment and stewardship as real motivations, but do not book them as financial income. A favorable outcome begins with the right basis and the right evidence—not with a record-price headline.

Seller-commissioned collector research. The project team has a commercial interest in marketing the Motown Missile. This is not an independent appraisal, fairness opinion, investment recommendation or promised return. McKinsey, IBISWorld, Hagerty, Knight Frank, FIVA and auction houses are not authors, sponsors or endorsers.

Revision 1.1 adds three reviewed public sources and improves exhibit placement and readability. The underlying research date remains 29 September 2026.

25 QUESTIONS FOR A SERIOUS COLLECTOR.

1. From a good rationale to an investable question	4
2. Not every collectible car is the same investment	5
3. Large numbers, different denominators	6
4. Selectivity—not a one-way appreciation story	7
5. Wealth is a filter; affinity is the qualifier	8
6. Atlantic coverage	9
7. Global access without invented global statistics	10
8. The legend premium has to attach to the object	11
9. Selected reported sales—exceptional results, unequal comparability	12
10. Two \$18-million headlines—different cars, different evidence	13
11. Closer Mopar context	14
12. A valuation work program	15
13. Motown—a physical chapter in an engineering story	16
14. Separate the record from readiness	17
15. Stewardship is part of the asset	18
16. Who it is for	19
17. Ownership economics—hypothetical, not a price forecast	20
18. Four price paths	21
19. Break-even and sensitivity	22
20. Risks	23
21. The file to request before a bid	24
22. Specialist sale process	25
23. Improve confidence without manufacturing value	26
24. Collector resource desk	27
25. Method and limitations	28

From a good rationale to an investable question

Arnie's Investment Rationale connects historical significance, provenance, engineering, scarcity and preservation to collector appeal. That is a useful starting point, but it is not the end of a financial inquiry. High-value vehicle sales cited beside the Motown story are treated here as research leads, not accepted as direct comparables merely because they are impressive. [1]

This edition separates market stock from annual sales, published sale results from seller proceeds, and historical narrative from verified current condition. It includes downside, no-appreciation and ownership-friction cases. It does not calculate value from a rarity multiple, copy the highest auction price into a target, or assume that a larger global wealth pool creates more bidders for this car.

This is seller-commissioned research prepared by the Motown Missile project team with Felipe and Jeralin Soares / AEGIS OS. The team supports the vehicle's presentation and marketing and has a commercial interest in buyer engagement. This is not an independent appraisal, fairness opinion, investment recommendation, legal opinion, mechanical inspection or promise of return. Research cutoff: 29 September 2026. No audited, harmonized 2026 global collector-car valuation was found in the reviewed evidence, and none is manufactured here.

Marketing can introduce a claim. Evidence must carry it.

Not every collectible car is the same investment

Classic road cars are primarily evaluated as collectible production examples. Sports and supercars add performance, design and model scarcity. Homologation road cars have a regulatory relationship to racing. Historic competition cars require a vehicle-specific competition record, while a development artifact can add the significance of experimentation, people and surviving technical evidence. These are analytical categories, not legal classifications.

The owner's booklet presents this Challenger as part of a Pro Stock development program, with a 1970 donor and a later racing configuration. Its central question is therefore closer to "What is the value of this authenticated racing artifact?" than "What is the price of a similar-looking road-going Challenger?" That distinction remains subject to independent identity review. [2 pp. 3–4, 8]

Art, watches and sports memorabilia can also carry scarcity and association premiums, but their costs, liquidity and buyer communities differ. Adding their market estimates together or applying a broad collectibles return to one vehicle would be unsound. Historic-car ownership includes conservation, storage, insurance, operation and physical risk that price charts do not supply.

The Art Basel and UBS Global Art Market Report 2026 estimates global art-market sales of \$59.6 billion in 2025, up 4% year on year, with dealer sales up 2% and public-auction value up 9%. That is measured turnover in another collectible market with its own definitions and participants—not collector-car market size, total collectibles, or a return transferable to this car. [26]

EXHIBIT

Category map

01	Classic road — production identity	↓
02	Sports / super — model and specification	↓
03	Homologation — road and racing link	↓
04	Historic competition — individual record	↓
05	Development artifact — program plus evidence	

Analytical categories, not a ranking or value scale.

Large numbers, different denominators

Hagerty’s 2026 investor presentation estimates 49.1 million addressable U.S. enthusiast vehicles. Its 2025 annual report describes a narrower 36 million-vehicle target market. The presentation also reports \$17 billion of vehicle value traded within Hagerty’s U.S. insurance book during 2025. That figure is not total U.S. turnover and is not global turnover. [3 slides 23, 26; 4 Business]

The Federation of British Historic Vehicle Clubs reports 1,934,178 registered historic vehicles, 690,777 owners and £7.3 billion of annual economic contribution in its 2025 overview. Economic contribution includes activity around historic vehicles; it is not auction-sales volume or fleet value, and the registered stock spans several vehicle types. [7]

Together these sources establish scale and an operating ecosystem. They do not establish a global trillion-dollar investable pool, the number of million-dollar racing-car buyers, or this car’s liquidation value. The honest market-sizing conclusion is substantial but heterogeneous demand, with incomplete visibility into private transactions. Price must still be discovered for the object itself.

EXHIBIT

Three measures, three scopes

49.1m	U.S. addressable enthusiast vehicles · Hagerty estimate	\$17bn	Traded within Hagerty’s U.S. insurance book · 2025
£7.3bn	U.K. annual historic-vehicle economic contribution · 2025		

Do not add or compare these unlike units as one market size.

Selectivity—not a one-way appreciation story

Knight Frank reports that its all-luxury investment basket declined 0.4% during calendar 2025 while remaining 38.6% higher over ten years. Those figures are neither classic-car-only returns nor returns available to a Motown Missile buyer. The accompanying 2026 commentary describes stabilization and selectivity after a post-pandemic reversal. [5]

Hagerty's May 2026 presentation places its market activity rating at 58.9 for April 2026 and shows different paths among collection indices. Muscle-car and supercar measures do not move in lockstep. These are indicators, not a portfolio outcome and not a September reading. [3 slides 29–30]

A selective environment rewards object-level discipline. A softer market may improve negotiation; it can also lengthen an eventual exit. Neither condition proves an asset cheap. A record is one transaction with a particular story and bidding contest, while broad weakness does not prove that every exceptional artifact is equally impaired. Underwrite the evidence and buyer community, not the headline that best supports a preferred price.

EXHIBIT

Selectivity snapshot

-0.4%

Knight Frank all-luxury
basket · calendar 2025

+38.6%

Same all-luxury basket
· ten-year horizon

Different horizons; not a classic-car-only index.

Wealth is a filter; affinity is the qualifier

Knight Frank’s 2026 model estimates 713,626 people with wealth above US\$30 million: 37% in North America, nearly 31% in Asia-Pacific and just over 25% in Europe. This is modeled wealth geography, not collector ownership, liquidity or a forecast of willingness to bid on this car. [6]

FIVA’s 2020/21 survey collected 54,948 responses and 127,855 vehicle evaluations through 24 language versions. Its authors explicitly warn that self-selected country samples are not proportional to national owner populations. The evidence supports organized international participation, not a 2026 census or national buyer shares. [9 pp. 1-2]

Useful qualification begins with affinity—Mopar, early Pro Stock, engineering or industrial heritage—then a defined mandate, such as a personal collection or an adviser acting for a principal. Capacity, identity and bidder requirements belong to the appointed transaction professionals. A website opt-in is not financial qualification. The aim is not maximum impressions in every country; it is accurate discovery and a credible path to a private conversation.

EXHIBIT

Qualification funnel

01	Global wealth	↓
02	Marque and era affinity	↓
03	Defined acquisition mandate	↓
04	Qualified official process	

Conceptual sequence; no conversion percentages are asserted.

Atlantic coverage

The United States has the most direct geographic relationship to the car’s source narrative and a large measured enthusiast ecosystem. The United Kingdom adds a documented historic-vehicle community and English-language access. Hagerty observed North American auction value at nearly four times Europe in an April 2026 trailing-period exhibit, but that is not a census of private sales. [2–4, 7]

France’s FFVE 2024 study covers more than 42,000 vehicles; that is study coverage, not the national fleet. FIVA lists national organizations in Germany, Italy, Switzerland, Belgium, the Netherlands and other countries. These prove networks, not purchase intent. [8, 10]

A polished English report can serve as the shared reference. Native-language summaries may reduce friction only after terminology review, while original records should retain clear language identification. Let a buyer request an interpreter or adviser rather than imply that every record has been professionally translated. Geographic priorities are editorial and service choices, not ranked market data.

EXHIBIT

Atlantic coverage matrix

REGION	ACTUAL EVIDENCE	PRACTICAL IMPLICATION
United States	Hagerty management estimates; car’s source history	Focus marque and competition advisers
United Kingdom	FBHVC survey; English collector network	Provide source-led English materials
Germany / Austria / Switzerland	FIVA member networks	Terminology-reviewed German entry
France	FFVE study coverage	Terminology-reviewed French entry
Italy / Benelux / Nordics	FIVA member networks	Specialist outreach; no market ranking

Global access without invented global statistics

Japan has a visible specialist auction and private-sale channel through BINGO / BH Auction. That infrastructure is not a count of buyers for American drag-racing history. Australia, New Zealand, Canada, Gulf states and other markets can be served through advisers, clubs and collector relationships, but this review did not establish country-specific historic-race-car sales volumes. [10, 17]

English, German, French, Italian, Spanish, Dutch, Swedish, Brazilian Portuguese, Japanese, Arabic and Traditional Chinese are useful proposed entry points. Translation should be released only after terminology review. The project should not imply local offices, inventory, import eligibility or staff capabilities that do not exist.

Destination and intended use matter: display, conservation, demonstration and competition can lead to different customs, tax, registration and transport questions. An old competition car is not automatically treated like a road-registered classic. U.S. Customs and Border Protection is a U.S. reference, not a rulebook for every destination. [18]
Practical service—documented virtual viewing, an orderly diligence route and time-zone-aware replies—is more credible than flags attached to untranslated claims.

The legend premium has to attach to the object

A famous driver, team or program can create attention, but a buyer still has to connect the particular vehicle to relevant events and understand later changes. Familiar livery cannot close that evidentiary gap. A practical claim file records what is stated, by whom, with which contemporary or physical support.

Rarity describes supply; it does not calculate price. A scarce object can have a narrow audience. Community depth, narrative clarity and substitutes matter, but they are judgments to test, not automatic premium scores. Mechanical condition, historical integrity and cosmetic finish can also diverge. An intervention that improves presentation may remove information; preserving an old part may limit use.

A persuasive case combines identifiable history, intelligible technical significance, a restoration record and current evidence. Presentation reduces confusion; it does not create history, insure returns or guarantee a higher price. The relevant questions are identity, history, integrity, audience and basis.

EXHIBIT

The object-level test

01	Identity — which object	↓
02	History — which evidence	↓
03	Integrity — what survives	↓
04	Audience — who values it	↓
05	Basis — at what all-in cost	

A decision framework, not a score.

Selected reported sales—exceptional results, unequal comparability

Published results demonstrate that exceptional vehicles can command exceptional prices, but the examples below occupy different marques, disciplines, periods and buyer communities. Ferrari F2001 chassis 211 sold on 24 May 2025 for €15,980,000, reported contemporaneously as approximately US\$18.17 million. Ferrari 250 GTO 3413 GT sold at RM Monterey 2018 for \$48,405,000; Aston Martin DP215 for \$21,455,000; and Ford GT40 P/1016 for \$9,795,000. [12–15]

Ford GT40 MkII XGT-3 sold at Mecum Kissimmee on 16 January 2026 for a posted \$12,375,000. It is a different chassis from P/1016, so the two figures are not a repeat-sale appreciation series. [19] All figures are reported historical nominal results in their native currency or published dollars. They are not current appraisals, hammer quotes unless stated, or seller-net proceeds.

This review did not establish a recent arm's-length repeat sale of the Motown Missile or a sufficient matched set of historic Pro Stock transactions. One published 2020 Sox & Martin Pro Stock sale supplies nearer category evidence, but one restored car cannot establish a current Motown Missile valuation, floor or ceiling. A specialist must evaluate identity, condition, period, audience, inclusions and unsold offerings before advising on an estimate or reserve. [25]

EXHIBIT

Selected reported sales

VEHICLE	DATE / VENUE	POSTED RESULT	CONTEXT
Ferrari F2001 chassis 211	24 May 2025	€15,980,000	Halo Formula One
Mercedes-AMG Petronas F1 W04-04	Las Vegas 2023	\$18,815,000	Halo Formula One; different car
Ferrari 250 GTO 3413 GT	RM Monterey 2018	\$48,405,000	Distinct GT market
Aston Martin DP215	RM Monterey 2018	\$21,455,000	Competition prototype
Ford GT40 MkII P/1016	RM Monterey 2018	\$9,795,000	Endurance context
Ford GT40 MkII XGT-3	Mecum Kissimmee 2026	\$12,375,000	Different chassis

Published nominal results in stated currencies; exceptional context, not a Motown Missile appraisal or matched comparable. [12–15, 19, 24]

Two \$18-million headlines—different cars, different evidence

RM Sotheby's lists Ferrari F2001 chassis 211 at €15.98 million in Monaco on 24 May 2025. A contemporary Ritzau report described the amount as approximately US\$18.17 million. The catalogue associates the chassis with Michael Schumacher's 2001 Monaco and Hungarian Grand Prix victories. The euro result controls; the dollar figure is a period press reference, not a current conversion. [12-14]

RM Sotheby's reports that Mercedes-AMG Petronas F1 W04 chassis F1W04-04 sold for \$18,815,000 at its Las Vegas 2023 event. The catalogue connects this identified car to Lewis Hamilton's 2013 Hungarian Grand Prix victory. That association and the event context are specific to this Formula One chassis; the posted dollar result is not a Motown Missile appraisal, direct comparable, seller-net figure or evidence of a current world record. [24]

The two roughly \$18-million headlines concern different cars, currencies, sale settings and evidence. The Ferrari's native euro result should not be converted into an implied currency return, and neither transaction supplies a floor for the Challenger. Their useful lesson is narrower: exceptional association must attach to an identified object and documented moments. Here, that means connecting the actual Challenger to its development story through records and physical findings rather than borrowing a halo result.

Formula One exposure, Ferrari demand, championship association, operating support and sale setting differ materially. This is a halo example, not a direct comparable, floor or forecast. Ask a specialist which attributes matter to the relevant Pro Stock community, what closer transactions show, and how unresolved evidence or a narrow exit should affect the analysis.

Closer Mopar context

Mecum posts a \$412,500 sold result for lot S145, the 1971 Plymouth Hemi 'Cuda Sox & Martin Pro Stock car, at Kissimmee on 11 January 2020. Its catalogue describes a professional restoration to 1971 race configuration, Ronnie Sox and Dave Christie documentation, a 426 Hemi and four-speed transmission. This is historic Pro Stock—nearer category evidence, not a matched twin. The description may include consignor-supplied material and is not independently authenticated by this report; the published result is not characterized here as hammer price or seller proceeds. [25]

Three additional reported sales sit closer to the marque or drag-racing context, while remaining unequal comparables. A 1970 Sox & Martin Plymouth Hemi 'Cuda sold at Mecum Harrisburg on 3 August 2019 for \$429,000; it is described in AHRA GT1 and Super Stock terms. A 1968 Plymouth Barracuda B029 Sox & Martin Boycott sold the same day for \$220,000, with S/S sportsman history. Hemmings states both results include fees. [21–23]

A 1969 Dodge Hemi Daytona sold at Mecum Monterey on 17 August 2024 for \$3,360,000. The lot is a restored road-going homologation car, not the NASCAR race chassis. Sharing a marque or engine family does not make two assets interchangeable. [20]

These trades are adjacent evidence, not a floor or ceiling. The 2020 Pro Stock result is closer in category, but one historical sale remains insufficient to establish a current Motown Missile valuation. Every example requires analysis of race class, identity, restoration, documentation, inclusions, sale date and buyer audience. The Motown Missile’s development narrative must be supported on its own terms and tested with the relevant buyer community.

EXHIBIT

Closer Mopar context

VEHICLE	SALE	POSTED RESULT	CLASSIFICATION
1971 Sox & Martin Hemi 'Cuda	Kissimmee · 11 Jan 2020	\$412,500	Historic Pro Stock; nearer category
1970 Sox & Martin Hemi 'Cuda	Harrisburg · 3 Aug 2019	\$429,000	AHRA GT1 / Super Stock
1968 Barracuda B029 Boycott	Harrisburg · 3 Aug 2019	\$220,000	S/S sportsman
1969 Dodge Hemi Daytona	Monterey · 17 Aug 2024	\$3,360,000	Road-going homologation

Published results require vehicle-specific review; none is a Motown Missile floor, ceiling or seller-net figure. [20–23, 25]

A valuation work program

A defensible hierarchy begins with a verified prior transaction of this vehicle, then closely matched historic Pro Stock cars, other documented drag cars, adjacent racing or homologation cars, and finally halo objects. The 2020 Sox & Martin Pro Stock sale is useful nearer-category evidence, but one restored historical example is not a matched set and cannot establish a current floor, ceiling or appraisal for this car. Every step outward reduces comparability. [25]

Two legacy figures can now be traced: GT40 XGT-3 at \$12.375 million in Kissimmee on 16 January 2026, and the Hemi Daytona at \$3.36 million in Monterey on 17 August 2024. RM’s 2018 GT40 P/1016 result of \$9.795 million concerns another vehicle and cannot form a repeat-sale series. [1, 15, 19, 20]

A buyer or seller should commission a purpose-specific opinion from a competition-car specialist. The brief should state the valuation purpose, conditions reviewed, identity and title assumptions, effective date, comparison basis and sensitivity to incomplete records. Insurance agreed value, fair-market opinion, auction estimate, reserve and actual sale are different concepts. This report issues no Motown Missile price, independent range, bid recommendation, rating or minimum appreciation claim.

EXHIBIT

Valuation evidence hierarchy

01	Verified prior transaction of this vehicle	↓
02	Closely matched historic Pro Stock	↓
03	Other documented drag cars	↓
04	Adjacent racing / homologation	↓
05	Halo vehicles	

Comparability declines with every step outward.

Motown—a physical chapter in an engineering story

The owner’s booklet distinguishes a 1970 HEMI four-speed donor from a late-1971 presentation. That distinction should remain visible. A diligent buyer should ask what records establish the donor identity, which changes belong to development, and which components are in the car today. [2 pp. 4, 8]

The owner account describes a 426 dual-plug HEMI, specialized ignition and induction, an aluminum A-833 four-speed and a modified Dana 60. It also describes a Data Van recording selected channels for strip-chart analysis. A separate historical chapter concerns an experimental B&M six-speed arrangement. That experiment is not proof that a second transmission is installed now. [2 pp. 7-10]

The technical narrative can distinguish this acquisition from a generic muscle car, but only when every important photograph or claim is connected to a source or current finding. Fewer superlatives and a shorter distance between statement and support strengthen the presentation. Current condition, component inventory, transfer authority and custody require their own records. Broad “first” claims across motorsport, NASA or Formula One are unnecessary and unsupported.

EXHIBIT

Three dates, three questions

MOMENT	SOURCE POSITION	QUESTION
1970 donor	Owner booklet	What establishes origin?
Late-1971 presentation	Owner booklet	What changed during development?
Car today	Current review needed	What survives and in what condition?

Separate the record from readiness

The 25-page booklet organizes owner history, technical accounts, photographs and recognition. The website also links period publications, an existing online booklet and films. These sources establish claims and directions for inquiry; they do not automatically authenticate present condition, identity or title. [2]

A useful evidence register gives every material claim a source, date, relationship to the vehicle, status and open question. “Shown in a photograph” should not become “verified original” when the image is all that exists. Owner recollection should remain identified as owner recollection. Corrections should propagate across the brochure, website and future catalogue.

Request identity, transfer and custody documents, a component inventory and a dated current inspection. Mark materials available, private or outstanding rather than suggesting reports already exist. An unresolved question is not automatically an adverse finding, and missing paperwork is not proof of a defect. It is uncertainty to assess against the acquisition basis.

Stewardship is part of the asset

The booklet describes restoration with historical integrity and retained patina. Recasting that as “unrestored” would contradict the source. Cockpit details, a signed panel and artwork can be meaningful subjects for research, but photographs are not independent authentication of signatures or origin. [2 pp. 3-4, 17-21]

The FIVA Charter of Turin emphasizes historical changes, records, archives and planned interventions. It is a preservation framework, not certification of the Motown Missile or its event eligibility. [11 arts. 5-10] A conservation mandate should identify what is preserved, what use is intended, how interventions are documented and whether removed parts are retained.

Arnie’s perspective can add first-hand context, memories and reasoning when presented in his actual words and dated setting. Technical and ownership claims still require separate corroboration. A first-year stewardship plan should cover baseline condition, archive organization, urgent conservation and authorized movement or operation. Financial gain is one possible outcome; preserving the physical story is another purpose. Both should be explicit, and neither should excuse an unaffordable commitment.

Who it is for

Potential mandates are hypothetical, not claims of identified bidders. A Mopar or Pro Stock specialist may seek a gap-filling artifact. An engineering or industrial-heritage collector may value the development narrative. An adviser may act for a principal with a defined acquisition mandate, while a museum or educational owner may prioritize conservation. None of these possibilities asserts institutional interest.

Capacity means more than affording the purchase. It includes insurance, storage, inspection, conservation and unforeseen work without depending on a near-term sale. A suitable owner is comfortable with a narrow audience and an uncertain exit. Price affordability alone does not establish an ownership reserve.

The car is a poor fit for anyone requiring dependable income, guaranteed liquidity, a short holding period, benchmark returns, high leverage or an over-concentrated position. Before bidding, write the purpose, intended use, evidence standard, maximum all-in cash commitment and walk-away conditions. That lets an adviser examine the mandate rather than just the excitement.

EXHIBIT

Collector fit

STRONGER FIT	WEAKER FIT
Purpose and stewardship	Dependable income
Patience through an exit window	Fast liquidity
Operating and conservation reserves	High leverage
Evidence-led decision	Record-price headline
Defined walk-away rules	Return guarantee

Ownership economics—hypothetical, not a price forecast

The illustrative model uses a vehicle price of \$1,000,000, entry friction of 10% or \$100,000, initial cash of \$1.1 million, a five-year hold, annual holding costs of \$15,000 paid at each year end, and exit friction of 8% of the future gross sale. It assumes no leverage and no income. These are chosen assumptions, not auction quotes and not a Motown Missile valuation.

The annual allowance is a placeholder for insurance, storage and routine conservation. Actual budgets may differ substantially. The model excludes tax, import or export, transport, financing, inflation, extraordinary repair, professional diligence and opportunity cost. A buyer should replace every placeholder with written quotes before bidding.

Cash flows are -\$1,100,000 initially, then -\$15,000 in years one through four, followed by $0.92 \times P_5 - \$15,000$ in year five. Net internal rate of return is the discount rate that sets net present value to zero; it is not gross price growth. The asset price can rise while the owner still loses money after friction.

EXHIBIT

Illustrative five-year cash stack

\$1,000,000	Illustrative vehicle price	\$100,000	10% entry friction
\$75,000	Five years of \$15,000 holding cost	8%	Exit friction on unknown future sale

Assumptions only; not provider quotes or a Motown Missile valuation.

Four price paths

Four paths show how the same cost structure changes outcomes. At -5% annual gross price change, year-five gross price is \$773,780.94, net cash loss is \$463,121.54 and annual net IRR is -9.97554%. At 0%, gross price remains \$1,000,000, net loss is \$255,000 and IRR is -4.97888%.

At +5% annual gross price change, year-five gross price is \$1,276,281.56, net cash loss is \$820.96 and annual net IRR is -0.01453%. At +10%, year-five gross price is \$1,610,510, net cash profit is \$306,669.20 and annual net IRR is 4.92509%, which rounds to 4.93%. No probability is assigned to any path. They are nominal, pretax, unlevered scenarios—not forecasts.

Entry cash, ongoing costs and exit friction explain the difference between gross appreciation and owner outcome. Two owners of the same car can realize different results because purchase date, fees, usage, maintenance and sale timing differ. Test the downside first, then a longer hold, an extraordinary repair and a no-sale auction. The relevant question is whether the owner can absorb a lower outcome without forcing another sale.

EXHIBIT

Four gross price paths

ANNUAL GROSS CHANGE	YEAR-FIVE GROSS PRICE	NET CASH PROFIT / (LOSS)	NET ANNUAL IRR
-5%	\$773,781	(\$463,122)	-9.98%
0%	\$1,000,000	(\$255,000)	-4.98%
+5%	\$1,276,282	(\$821)	-0.01%
+10%	\$1,610,510	\$306,669	4.93%

Break-even and sensitivity

Nominal cash break-even under the base case requires a year-five gross sale of $(\$1,100,000 + \$75,000) \div 0.92 = \$1,277,173.91$. The corresponding annual gross price growth is $(1.277173913043)^{(1/5)} - 1 = 5.014678675\%$. This is a hurdle implied by the assumptions, not expected appreciation.

The figure excludes tax, inflation, risk, time value and opportunity cost. Sensitivity should vary entry friction, exit friction and annual holding costs as a percentage of original purchase basis. Each annual growth hurdle is calculated as $((1 + \text{entry}) + 5 \times \text{annual cost}) \div (1 - \text{exit})^{(1/5)} - 1$. The grid uses entry/exit pairs of 5%/5%, 10%/8% and 15%/10%, with annual cost at 0.75%, 1.5% and 3%.

A longer hold spreads transaction friction but adds costs and exposure; there is no universally optimal term. Enjoyment is a legitimate motive, but it is separate from cash return. Borrowing must be repaid even if the car cannot be sold on schedule, and an appraisal mark is not spendable liquidity. This report makes no offer of credit or advance.

EXHIBIT

Annual gross growth hurdle sensitivity

ENTRY / EXIT	0.75% ANNUAL COST	1.50% ANNUAL COST	3.00% ANNUAL COST
5% / 5%	2.74%	3.44%	4.78%
10% / 8%	4.34%	5.01%	6.32%
15% / 10%	5.70%	6.36%	7.63%

Risks

Liquidity risk arises because a particular story can attract a small set of knowledgeable buyers, none of whom may be active when an owner needs to exit. An advertised price, auction estimate or insurance value is not cash. Identity and condition risks include provenance conflicts, component questions, transfer issues, unexpected repairs and interventions that change historical material.

Event and counterparty risks include delay, an unmet reserve, failed settlement, fraudulent instructions and cross-border friction. A request for information or registration is not a funded bid. Use the appointed specialist and independent advisers, and never wire money based solely on forwarded or unsolicited instructions.

The principal control is a written walk-away rule: maximum all-in basis plus specific evidence and condition requirements, set before the emotional peak. Pausing or passing can be the right decision while the car remains admirable. Risk illustrations in this report are qualitative dimensions—liquidity, evidence, condition, costs, counterparty and cross-border—not statistical probability scores.

EXHIBIT

Risk dimensions

01	Liquidity	↓
02	Evidence	↓
03	Condition	↓
04	Ownership cost	↓
05	Counterparty / cross-border	

Dimensions for diligence, not statistical probability ratings.

The file to request before a bid

The diligence checklist is a request list, not a claim that every item already exists. Begin with identity and production records, seller authority, liens or restrictions, and custody chronology. A qualified professional should review the transfer route for a historically non-registered competition vehicle and the buyer's intended use. An ambiguous printed identifier should not be normalized for convenience.

Request a dated current inspection, detailed photographs, visible identifiers, a component inventory, restoration history and a distinction among period, restored, replaced and unknown items. Ask what the car requires before movement, display, demonstration or operation. Period publications, technical papers, photographs, correspondence and reliable witness accounts should link the actual vehicle and configuration, not only the broader program.

Clarify all inclusions: vehicle, spares, tools, memorabilia, records and media-reproduction rights. Owning the car does not automatically transfer copyright in photographs. Review insurance attachment, storage, transport, pickup deadlines, fees and tax under the actual terms. Awards or exhibition history require dates and records, not institutional logos that imply endorsement.

EXHIBIT

Diligence pack

WORKSTREAM	QUESTIONS
Identity	Identifiers, origin, transfer authority, restrictions
Physical	Inspection, components, restoration, operating limits
History	Period records, vehicle links, contradictions
Transaction	Inclusions, rights, insurance, transport, fees, tax

Specialist sale process

A private or sealed-auction provider should be evaluated on access to relevant collectors and advisers, diligence process and written commercial terms. A curated private process can concentrate attention and preserve discretion; a public sale can create wider visibility and an observable result; a negotiated private sale offers flexibility. None guarantees the best price.

Ask for evidence of similar buyer relationships, the direct-outreach plan, estimate and reserve method, bidder qualification, inspection handling, settlement controls, exclusivity, withdrawal costs, commissions and seller obligations. Obtain the terms in writing rather than relying on name prestige alone.

The current plan is under review for Q1 2027 and remains tentative. The film countdown is storytelling, not an auction deadline. The appointed provider's confirmed date, registration and conditions will govern only after announcement. Serious prospects should receive the same approved record, orderly questions and consistent material answers. Informed competition is credible; fake bidders, manufactured scarcity and assured-price language are not.

Improve confidence without manufacturing value

Confidence improves when the project maintains a navigable collector brief, evidence index and controlled diligence route; links public claims to sources; separates owner accounts from independent findings; and updates future catalogues when material records change. These practices reduce uncertainty without inventing value.

Show the actual car through current-quality photography, dated walkarounds, uninterrupted condition views, relevant original sound and Arnie’s real recollections when approved. Keep the fictional Vision Film separate from condition evidence. Synthetic storytelling must never be offered as proof of historical footage, operation or readiness, and visible imperfections should not be hidden.

Distribution should prioritize marque and racing collectors, advisers, restoration specialists, historians and relevant publications over unfocused traffic. Measure substantive conversations, records reviewed, viewings, inspections and qualified official registrations—not vanity followers. Do not claim a return uplift from marketing without evidence.

Make the story compelling. Make the evidence easy to investigate.

EXHIBIT

Confidence workstream

01	SOURCE — identify the claim	↓
02	INSPECT — test the object	↓
03	PRESENT — state what is known	↓
04	CONNECT — reach the relevant buyer	

An operating process, not a return forecast.

Collector resource desk

Begin with the car story, then use this report to frame questions. Review original sources, ask which private records can be made available, seek independent advice and request a viewing when appropriate. A serious inquiry can begin with one focused question rather than an immediate offer.

The question is not whether historic cars can sell for millions; certain documented objects have. The question is whether this object, at this basis, fits this collector after evidence and cost review. This web edition is dated 29 September 2026. Later editions will be listed on the landing page, and current auction terms belong on the auction-details page. A saved PDF is not the last word on later condition, catalogue or sale updates.

The report and request form are not a bid, auction registration or buyer qualification. Ongoing collector emails are separate and voluntary. Permanent resource links in this PDF use motownmissile.com as instructed; until the custom domain is activated, the current working website host remains the Lovable address and email links continue to use the allowlisted email origin.

Method and limitations

The review used the owner's 25-page booklet synopsis and legacy rationale, issuer reports, association studies, a wealth model, primary auction lots, contemporary reporting and a government import gateway. Dates and definitions are stated. No paid proprietary database, independent inspection or appraisal was obtained.

Fleet stock, turnover, economic contribution and wealth cohorts are not added into a single total. Country rules and definitions differ, so incomparable units are not ranked as though they formed one market. Sales remain in native currencies and historical years without inflation, tax or ownership-cost adjustment. They are not a matched valuation set.

The ownership model is nominal, pretax and unlevered, with annual costs and no cash income. Sources can have commercial interests; primary sources are not infallible; auction catalogues may contain consignor-supplied information; and multiple articles may repeat one underlying claim. Corrections require a new edition rather than cosmetic date freshening. Seek independent valuation, mechanical, legal, tax, insurance and conservation advice. High prices are neither a floor nor a return promise.

26 LINKS. EACH WITH A LIMIT.

Source numbers in brackets refer to this register. Access dates and limitations are part of the record.

SOURCE 01 / Undated; reviewed 29 September 2026

Owner website — Investment Rationale

<https://motownmissileprostockchallenger.com/investment-rationale/>

Original thesis. Legacy figures are reconciled against sources 19 and 20 rather than accepted as direct comparables.

SOURCE 02 / Undated; 25 pages

Owner-supplied PROOF 10 — Motown Missile — Booklet Design

<https://motownmissile.com/the-missile-files>

Owner-supplied synopsis used for this edition. Pages 3–4 address restoration and identity; 7–10 engineering; 17–22 cockpit, people, art and recognition. The original booklet bytes were not transferred into this build.

SOURCE 03 / 29 May 2026

Hagerty — 2026 Greenwich Investor Day

<https://investor.hagerty.com/static-files/ff15cdd3-d049-4618-a205-d1083331f118>

Printed slides 23, 26, 29–30 and 37. Management estimates include 49.1 million addressable U.S. enthusiast vehicles, \$17 billion traded within Hagerty's U.S. insurance book in 2025, an April market-activity reading of 58.9, and North American auction value near four times Europe. Scope limits are essential.

SOURCE 04 / 2026 filing

Hagerty — 2025 Annual Report

<https://investor.hagerty.com/static-files/6efac286-bf73-46d3-a5f0-53bf217caa3e>

The business section gives a 36 million-vehicle U.S. target-market management estimate. It is not a census.

SOURCE 05 / 23 April 2026

Knight Frank Luxury Investment Index: luxury holds steady

<https://www.knightfrank.com/research/article/2026/4/knight-frank-luxury-investment-index-luxury-holds-steady>

The all-luxury basket declined 0.4% in 2025 and remained 38.6% higher over ten years. These are not classic-car-only returns.

SOURCE 06 / 23 April 2026

Knight Frank Wealth Sizing Model 2026 results

<https://www.knightfrank.com/research/article/2026/4/wealth-sizing-model-2026-results>

Model estimate: 713,626 people above US\$30 million, with 37% in North America, nearly 31% in Asia-Pacific and just over 25% in Europe. Wealth is not collector intent.

SOURCE 07 / 2025

FBHVC — National Historic Vehicle Survey 2025 overview

<https://www.fbhvc.co.uk/survey>

Reports 1,934,178 registered historic vehicles, 690,777 owners, £7.3 billion annual economic contribution and more than 19,900 responses. It covers multiple vehicle types and economic activity, not auction turnover.

SOURCE 08 / 2024

FFVE — Nos Enquêtes: Étude Nationale 2024

<https://www.ffve.org/la-ffve/nos-enquetes/>

Study coverage exceeds 42,000 vehicles. That is not the French historic-vehicle fleet.

SOURCE 09 / 2020–2021

FIVA / JDA Research — 2020/21 Worldwide Fact File

https://www.fiva.org/storage/Documents/Legislation%20Commision/Socio%20Economic%20Survey%202020%20-%20World%20as%20one%20file_compressed.pdf?v20260902171806=

Survey ran August–November 2020, covered 2019 use and spend, and received 54,948 responses covering 127,855 vehicles through 24 language versions. Authors warn that self-selected country samples are not proportional to national owner populations.

SOURCE 10 / Reviewed 29 September 2026

FIVA — National Members directory

<https://www.fiva.org/en/about-us/national-fiva-members>

Evidence of organized national networks, not market share or purchase intent.

SOURCE 11 / 2012

FIVA — Charter of Turin

<https://www.fiva.org/storage/Documents/Culture%20and%20Youth%20Commission/Charter-of-Turin-English-Version.pdf?v20260902171805=>

Articles 5–10 address preservation, historical change, records and archives. The charter does not certify this car or its eligibility.

SOURCE 12 / 24 May 2025

RM Sotheby's — 2001 Ferrari F2001, The Schumacher Crown Jewel

<https://rmsothebys.com/auctions/mc25/lots/r0001-2001-ferrari-f2001-the-schumacher-crown-jewel/>

Posted result €15,980,000 for chassis 211. It is not evidence of Motown Missile value.

SOURCE 13 / 24 May 2025

RM Sotheby's — The Schumacher Crown Jewel event

<https://rmsothebys.com/auctions/mc25/>

Event-date reference; no affiliation with Motown Missile.

SOURCE 14 / 25 May 2025

Ritzau via Avisen.dk — Schumachers Formel 1-racer solgt for over 100 millioner

https://www.avisen.dk/schumachers-formel-1-racer-solgt-for-over-100-millio_800549.aspx

Contemporary report put the F2001 result at approximately US\$18.17 million. The native euro result controls; this is not a current foreign-exchange conversion.

SOURCE 15 / 24–25 August 2018

RM Sotheby's — Monterey 2018 results

<https://rmsothebys.com/auctions/mo18/>

Published nominal results include Ferrari 250 GTO 3413 GT at \$48,405,000, Aston Martin DP215 at \$21,455,000 and Ford GT40 P/1016 at \$9,795,000. These are not seller-net proceeds.

SOURCE 16 / 15–17 August 2024

Mecum — Monterey 2024 event

<https://www.mecum.com/auctions/monterey-2024/>

Event reference. The lot-level Daytona source controls the result.

SOURCE 17 / Reviewed 29 September 2026

BINGO / BH Auction — Japan platform

<https://bhauktion.com/>

Evidence of specialist market infrastructure, not a count of buyers or an affiliation.

SOURCE 18 / Current guidance reviewed 29 September 2026

U.S. Customs and Border Protection — Importing a Motor Vehicle

<https://www.cbp.gov/trade/basic-import-export/motor-vehicle>

A U.S. import gateway only. It does not establish eligibility or treatment in other countries.

SOURCE 19 / Kissimmee, 16 January 2026

Mecum — 1966 Ford GT40 MkII Factory Lightweight XGT-3, lot F188
<https://www.mecum.com/lots/1159821/1966-ford-gt40-mkii-factory-lightweight/>
Posted sold result \$12,375,000. XGT-3 is distinct from P/1016; the two results are not a repeat-sale series.

SOURCE 20 / Monterey, 17 August 2024

Mecum — 1969 Dodge Hemi Daytona, lot S99
<https://www.mecum.com/lots/1122716/1969-dodge-hemi-daytona/>
Posted sold result \$3,360,000 for a restored road-going homologation car, not a NASCAR race chassis.

SOURCE 21 / Harrisburg, 3 August 2019

Mecum — 1970 Plymouth Hemi 'Cuda Sox & Martin Drag Car, lot S102
<https://www.mecum.com/lots/379971/1970-plymouth-hemi-cuda-sox-and-martin-drag-car/>
Posted sold result \$429,000. AHRA GT1 / Super Stock context; adjacent to, not a direct Pro Stock twin of, the Motown Missile.

SOURCE 22 / Harrisburg, 3 August 2019

Mecum — 1968 Plymouth Barracuda B029 Sox & Martin Boycott, lot S104
<https://www.mecum.com/lots/379973/1968-plymouth-barracuda-b029-sox-and-martin-boycott/>
Posted sold result \$220,000. S/S sportsman history; protest against Pro Stock rules does not make the car itself Pro Stock.

SOURCE 23 / 6 August 2019; updated 15 July 2024

Hemmings, Kurt Ernst — Trio of Sox & Martin Mopars crack the top-10 at Mecum's Harrisburg sale
<https://www.hemmings.com/stories/trio-of-sox-martin-mopars-crack-the-top-10-at-mecums-harrisburg-sale/>
States the two 2019 results are fee-inclusive. It does not create additional independent sales.

SOURCE 24 / Las Vegas 2023; reviewed 29 September 2026

RM Sotheby's — 2013 Mercedes-AMG Petronas F1 W04, chassis F1W04-04
<https://rmsothebys.com/auctions/lv23/lots/r0003-2013-mercedesamg-petronas-f1-w04/>
Posted sold result \$18,815,000. The catalogue connects the chassis to Lewis Hamilton's 2013 Hungarian Grand Prix victory. Exceptional Formula One context; not a direct comparable, current appraisal, seller-net figure or Motown Missile floor.

SOURCE 25 / Kissimmee, 11 January 2020

Mecum — 1971 Plymouth Hemi 'Cuda Sox & Martin Pro Stock, lot S145
<https://www.mecum.com/lots/397356/1971-plymouth-hemi-cuda-sox-and-martin-pro-stock/>
Posted sold result \$412,500. Catalogue describes restoration to 1971 race configuration, Ronnie Sox and Dave Christie letters, 426 Hemi and four-speed. Nearer category evidence, not a matched twin; catalogue descriptions may be consignor-supplied and are not independently authenticated here.

SOURCE 26 / 2026 public release; reviewed 29 September 2026

Art Basel and UBS — The Art Basel and UBS Global Art Market Report 2026
<https://www.artbasel.com/stories/the-art-basel-and-ubs-global-art-market-report-2026>
Reports global art-market sales of \$59.6 billion in 2025, up 4% year on year; dealer sales rose 2% and public-auction value 9%. This is art-market turnover, not collector-car market size, total collectibles or a transferable return.

READ. VERIFY. THEN DECIDE.

Explore the car's digital home

<https://motownmissile.com/>

The Car

<https://motownmissile.com/the-car>

Provenance

<https://motownmissile.com/provenance>

Engineering

<https://motownmissile.com/engineering>

The Missile Files

<https://motownmissile.com/the-missile-files>

Collector Briefing

<https://motownmissile.com/collector-briefing>

Collector Guides

<https://motownmissile.com/insights>

The Current Custodian

<https://motownmissile.com/#current-custodian>

Private Viewing

<https://motownmissile.com/private-viewing>

Collector Access

<https://motownmissile.com/collector-access?intent=collector-information>

Current auction details

<https://motownmissile.com/auction-details>

Collector Research

<https://motownmissile.com/collector-research>

Seller-commissioned collector research. The project team has a commercial interest in marketing the Motown Missile. This is not an independent appraisal, fairness opinion, investment recommendation or promised return. McKinsey, IBISWorld, Hagerty, Knight Frank, FIVA and auction houses are not authors, sponsors or endorsers.