

The Wise Report

1970 Dodge Challenger R/T Convertible 440-4bbl

JS27- U0B-212913



Dave Wise
MMC Detroit LLC Associate

MMC Detroit LLC.
Embossed seal

Moparr Motors – Detroit LLC
www.mmcdetroit.com

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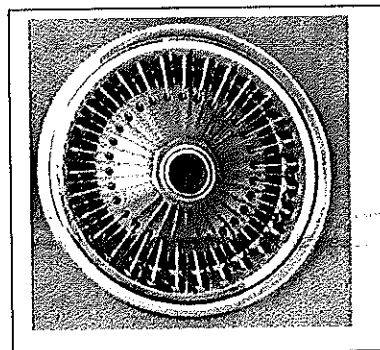
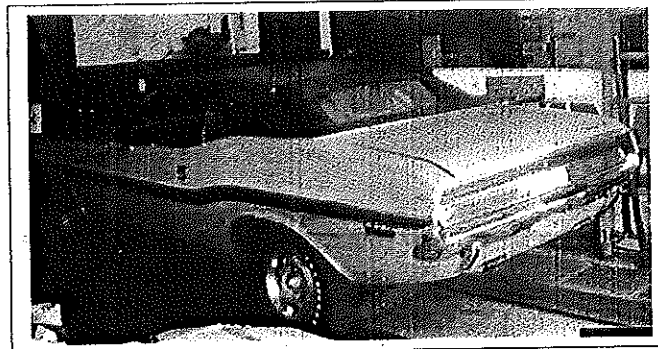
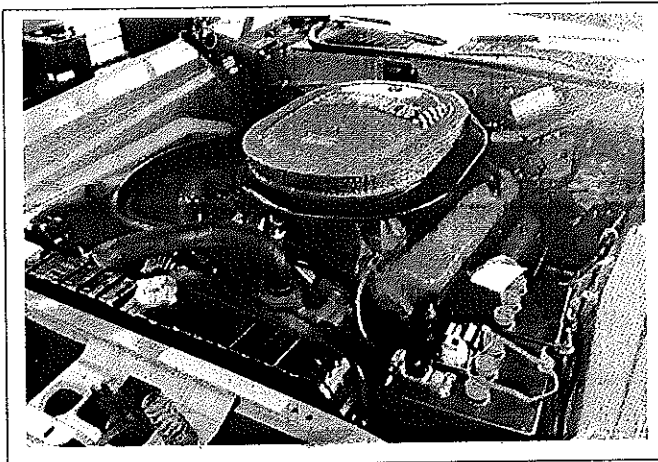
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Scope of Review:

This report covers a "basic" vehicle inspection based on a physical review, review of photographs, internet research and multiple conversations with the owner. It does not include drivability, performance, mechanical, and emission, component date code correlation to the scheduled production date, electrical or structural integrity testing or evaluation.

This review conforms to the Unified Standard of Professional Appraisal Practices (USPAP) as prescribed by the American Society of Appraisers (ASA). Moparr Motors - Detroit LLC., liability shall not exceed the cost of our product and/or services provided.

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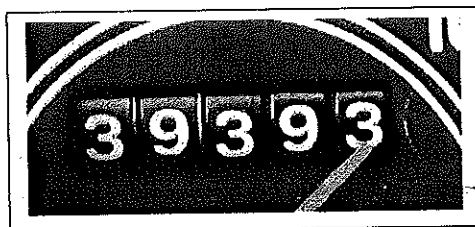
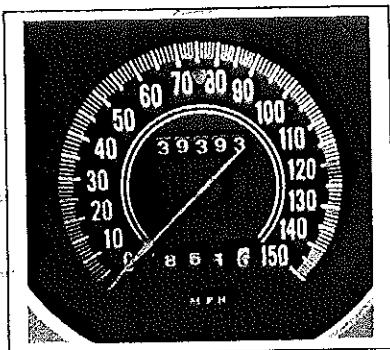
Conclusion:

This is an exceptional example of an ultra-rare, highly documented semi-survivor 1970 Challenger R/T convertible 440CID 4 BBL with a 4 speed Dana 60 series transmission with a Hurst shifter. This car has known owner history. This vehicle was built at Hamtramck assembly plant also known as "Dodge Main" in Hamtramck, Mi. This car runs and drives great. I had the opportunity to drive it approximately 5 miles and no issues were observed.

The E body big block convertibles like this one continue to increase in value. The rarity, collectability, combined with the original broadcast sheet makes this Dodge Challenger R/T convertible a solid A grade investment based on the following points:

- Excellent drivability
- Known owner history
- Extra cost High Impact exterior
- White interior
- Highly documented with outstanding original dealer and factory paper work
- Original E body with an excellent foundation that is rust free
- Numbers matching engine
- Numbers matching 4 speed transmission
- The originality of the exterior sheet metal
- The underside is still original for the most part:
 - Original exhaust system
 - Original suspension.
 - The originality of the chassis, frame and floor pans

Vehicle Reference Information	Comments
Updated Report Date	TBD in the future as needed
Original Report Date:	12/15/15, 1/3/16
Original Physical Inspection Date:	Saturday 12/12/15 @ 10am at Mister Auto Repair
Vehicle Year/Make/Model	1970 Dodge Challenger R/T convertible
Original Selling Dealer	Unknown
Dealer stock/ invoice number	Unknown
Original vehicle price	Unknown
Delivery Date to the original owner and invoice	Unknown
Mile showing and it appears to be original	The mileage as indicated on past records on 9/1/86 was 33,400 the current mileage showing is 39,393
Inspection Location	Mister Auto Repair @ 6302 Avenue N, Brooklyn, NY
Condition (See enclosed rating scale)	Overall rating 2.5 This is a great rating for a semi-survivor.



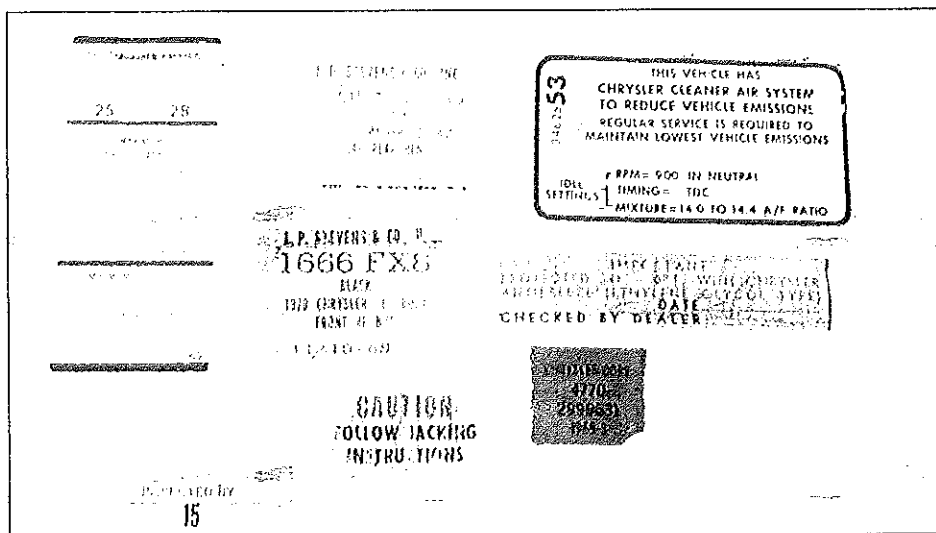
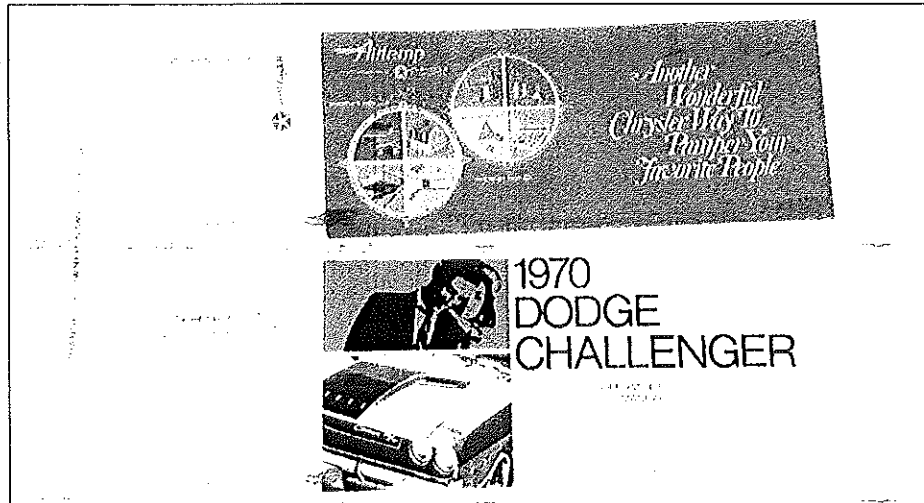
Summary of Findings (Level 3):

Several key areas are focused on in the review of this vehicle validating the authenticity as follows. **Note:** There were detail notes taken and multiple photo to provide additional detail if necessary for any of the following areas of the vehicle.

Primary Importance	Area	Discovery
	VIN tag	The VIN tag is factory original
	Broadcast sheet	The production broadcast matches this car and is original
	Trim tag	The trim tag is original.
	Primary body VIN	See the body validation photographs for additional information. The upper radiator core support has the VIN stamp on it, in the typical location where it is found as stamped from the factory.
	Secondary body VIN	See the body validation photographs for additional information. The rear deck lid seal ledge the has the VIN stamped on it, in the typical location where it is found as stamped from the factory.
	Transmission	See the powertrain validation photographs for additional information. The VIN stamp on this transmission does match the car. VIN stamp is identical to factory original ones found during this production period at the factory.
	Engine	See the powertrain validation photographs for additional information. The VIN stamp on this engine does match the car. VIN stamp is identical to factory original ones found during this production period at the factory. Original carb, intake and distributor are not on the car but in the owners possession. The alternator, exhaust manifolds, oil pan, valve covers etc is correct and original to the car. The intake on the car is a correctly dated 440+6. the carburetors are over the counter aftermarket Holly 2 bbls (3482373 dated 1976). Incorrect aftermarket starter.
	Axle Assembly	Original Dana 60 series (C34155) is original: 11/31/69 sub assy and 11/15/69 final assy BOM 603100-1. Axle yoke # 2643008
	Chassis/ Frame Reinforcements	Rear supplemental supports (torque boxes and inner/ outer plates) is in place. The rear / frame beam support is in place Axle pinion snubber contact plate is in place.
Secondary Importance	Area	Discovery
	Body and exterior sheet metal	The fenders, doors, deck lid, Dutchman panel, A pillar, B pillar, rocker panels, and deck lid are original and no patches were found. Exterior panel fit, gaps and alignment are good. The exterior trim plating and/or finishes is in good condition. The trim is original OEM Mopar. LH rear quarter panel has had some repair.
	Radiator core support	No issues observed – Die lot stamp numbers are visible
	Inner fenders	No issues observed.
	Cowl and fire wall	No issues observed.
	A pillar	No issues observed.
	B Pillar	No issues observed.
	Front frame rails	No issues observed.
	Floor pans	No issues observed on the front, center or rear pans. A few die-lot stamp numbers are visible that correspond to the correct production period for this vehicle.
	Rocker panels	No issues observed. All pinch welds appear correct. Sill plates were removed
	Rear frame rails	No issues observed.
	Torsion bar mount	No issues observed.
	Rear shock mount	No issues observed.
	Rear beam	No issues observed.
	Quarter panel rain gutter	No issues observed.
General Information	Drive shaft	No issues observed. Original Chrysler style.
	Body paint	No issues observed. Excellent exterior paint job quality 8 out of 10 Tape stripe re-applied
	Grille	No issues observed.
	Tail panel	No issues observed.
	Glass and bright work	No issues observed. All glass is factory original
	Interior	No issues observed. The seats, glove box, seat belts (3-1969 ,carpet , door panels, dash trim, instrument panel are all correct for the car. The original door panels are in the possession of the owner. Antenna 2983306
	Engine compartment	No issues observed. Original radiator 2998956 dated 3349, core support and all weld points are original. Wiper motor #3431077 dated 3079
	Trunk and extension	No issues observed. Original jack and spare. Aftermarket inflator bottle
	Front suspension	No issues observed. RH LCA 302/911. Original front rubber brake hoses. Aftermarket shock absorbers. K frame #77 dated 3390-1. LH lower ball joint 22-4003-02
	Rear suspension	No issues observed. Original leaf springs
	Wheels / Tires	No issues observed. Aftermarket tires

Documentation Review:

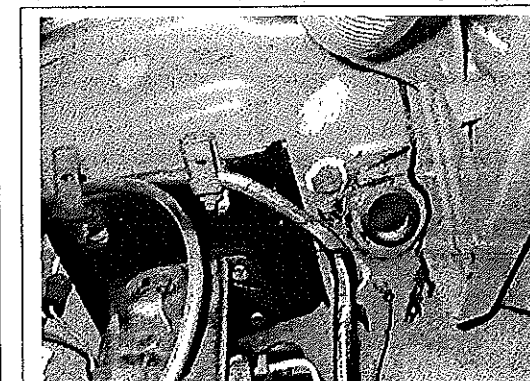
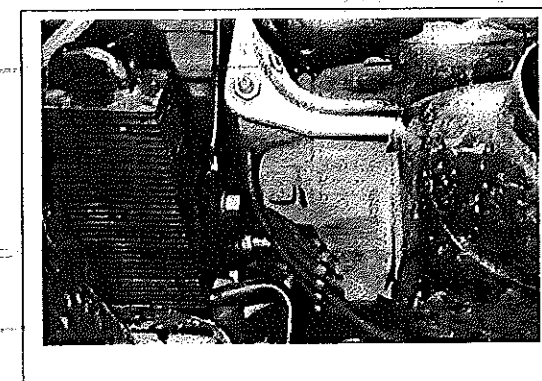
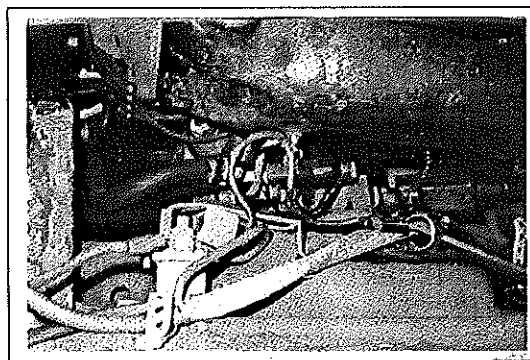
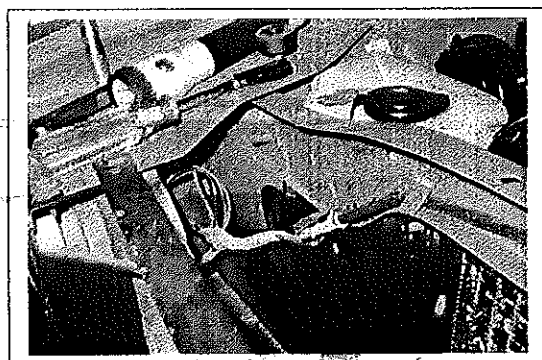
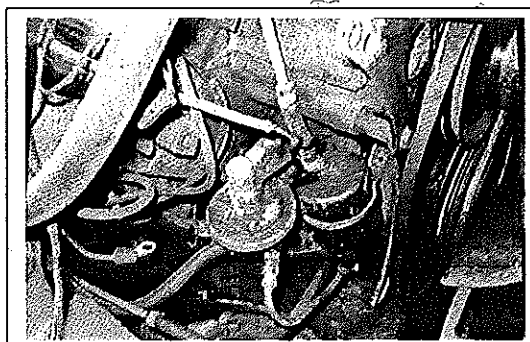
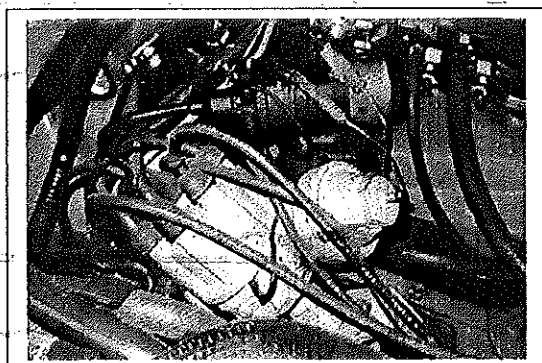
A	Review Items	Available Y/N/NA	Comments
1	Broadcast sheet	Y	This is a positive impact to the value and future collectability of this vehicle.
2	Owner's manual package of information	Y	Partial package was available
3	Consumer information braking sheet	N	Not presented at the time of inspection
4	Any IBM card	N	Not presented at the time of inspection
5	Dealer Invoice	N	Not presented at the time of inspection
6	Advanced dealer shipping notice	N	Not presented at the time of inspection
7	Dealer order form	N	Not presented at the time of inspection
8	Monroney (Window sticker)	N	Not presented at the time of inspection
9	Warranty related	N	Not presented at the time of inspection
10	Restoration documentation or photographs	Y	Interior, top, engine compartment was restored. It basically has regular maintenance performed and one repaint.
11	Vehicle history	Y	There is very good documented vehicle history from past owners in Lakewood and Englewood, Colorado



Original operators manual, labels and stickers removed during the lite restoration

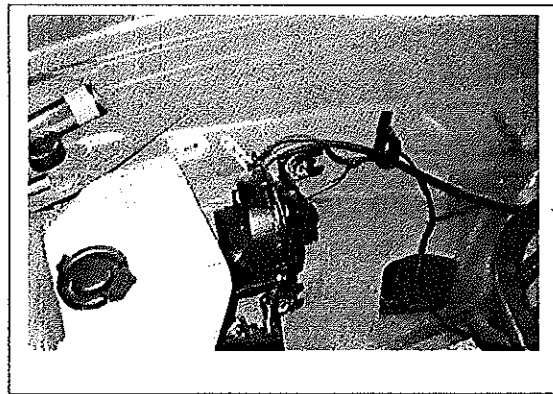
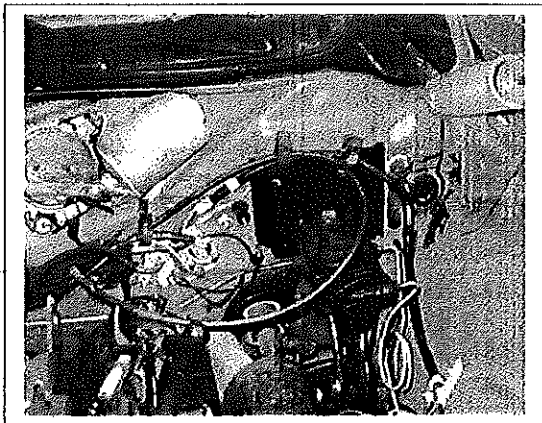
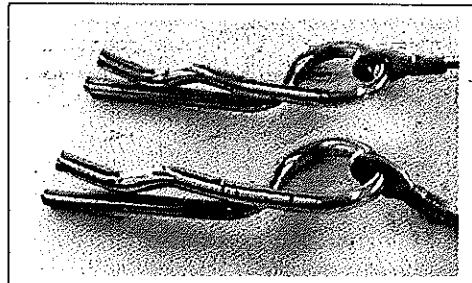
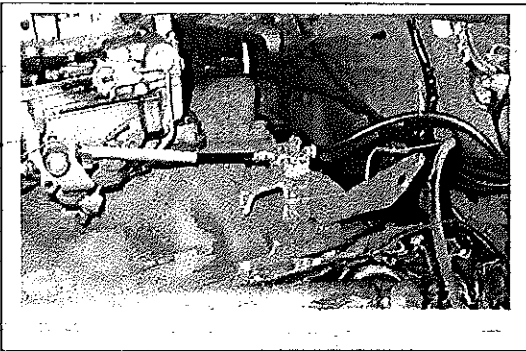
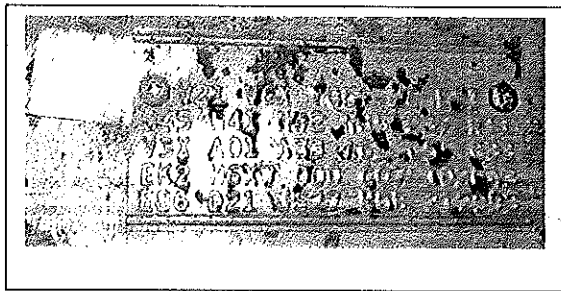
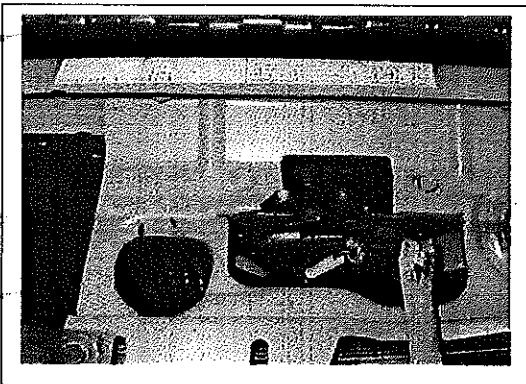
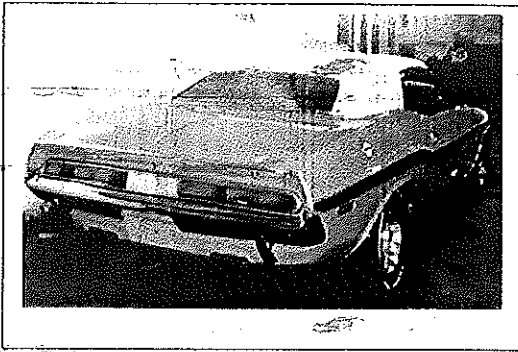
Pre- Restoration Photographs

The following are just a few of the pre- restoration images



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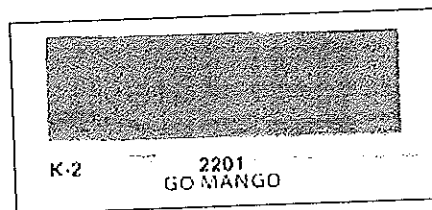
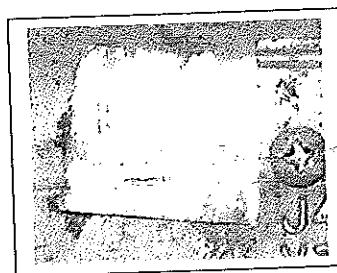
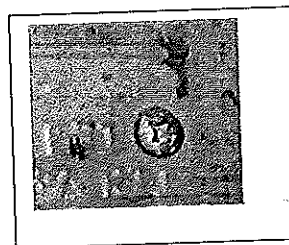
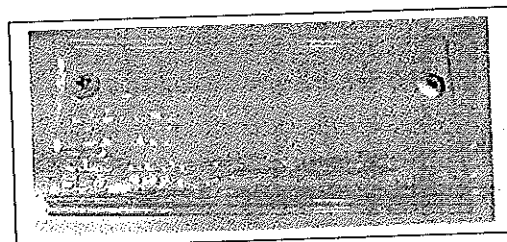
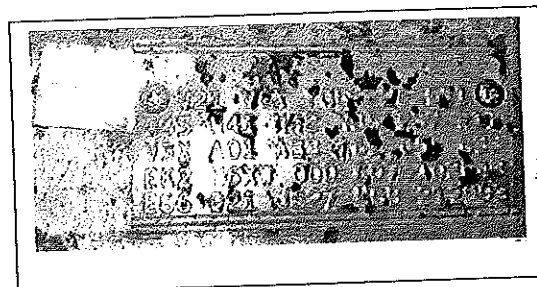


Chrysler 10,000 day Production Calendar

1969 Build Date Table												
Day								1970 Model Production				
	Jan	Feb	Mar	Apr	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	2714	2745	2773	2804	2835	2865	2895	2925	2957	2987	3018	3048
2	2715	2746	2774	2805	Scheduled vehicle assembly date				58	2988	3019	3049
3	2716	2747	2775	2806	2836	2867	2897	2928	2959	2989	3020	3050
4	2717	2748	2776	2807	2837	2868	2898	2929	2960	2990	3021	3051
5	2718	2749	U joint strap date			2869	2899	2930	2961	2991	3022	3052
6	2719	2750	2778	2809	2839	2870	2900	2931	2962	2992	3023	3053
7	2720	2751	2779	2810	2840	2871	2901	2932	2963	2993	3024	3054
8	2721	2752	2780	2811	2841	2872	2902	2933	2964	2994	3025	3055
9	2722	2753	2781	2812	2842	2873	2903	2934	2965	2995	3026	3056
10	2723	2754	2782	Transmission assembly date				2935	2966	2996	3027	3057
11	2724	2755	2783	2814	2844	2875	2905	2936	2967	2997	3028	3058
12	2725	2756	2784	2815	2845	2876	2906	2937	2968	2998	3029	3059
13	2726	2757	2785	Engine assembly date			2907	2938	2969	2999	3030	3060
14	2727	2758	2786	2817	2847	2878	2908	2939	2970	3000	3031	3061
15	2728	2759	2787	2818	2848	2879	2909	2940	2971	3001	3032	3062
16	2729	2760	2788	2819	Axle sub assy build			2941	2972	3002	3033	3063
17	2730	2761	2789	2820	2850	2881	2911	2942	2973	3003	3034	3064
18	2731	2762	2790	2821	2851	2882	2912	2943	2974	3004	3035	3065
19	2732	2763	2791	2822	Axle final assy build			2944	2975	3005	3036	3066
20	2733	2764	2792	2823	2853	2883	2913	2945	2976	3006	3037	3067
21	2734	2765	2793	2824	2854	2885	2915	2946	2977	3007	3038	3068
22	2735	2766	Transmission main case casting					2947	2978	3008	3039	3069
23	2736	2767	2794	2825	2855	2886	2916	2948	2979	3009	3040	3070
24	2737	2768	2796	2827	2857	2888	2918	2949	2980	3010	3041	3071
25	2738	2769	2797	Engine block casting			2919	2950	2981	3011	3042	3072
26	2739	2770	2798	2828	2858	2889	2919	2951	2982	3012	3043	3073
27	2740	2771	2799	2830	2860	2891	2921	2952	2983	3013	3044	3074
28	2741	2772	2800	2831	2861	2892	2922	2953	2984	3014	3045	3075
29	2742		2801	2832	2862	2893	2923	2954	2985	3015	3046	3076
30	2743		2802	2833	2863	2894	2924	2955	2986	3016	3047	3077
31	2744		2803		2864		2925	2956		3017		3078

Vehicle Options Trim Tag Information Reference

Code Ref	Description
E86	Engine 440 1 x 4 BBL 375 HP
D21	Transmission: Manual 4 speed w/ Hurst shifter \$194.85
JS	Car line: Dodge Challenger R/T
27	Body Type: 2 door sports model
U	Engine: 440 V8 1x4 BBL
0	1970 Model year (F series)
	Assembly plant: Hamtramck assembly plant
B	
212993	Assembly plant sequence number
EK2	Exterior color: High Impact Go Mango
H	Trim grade: High
6	Front seat Vinyl
	Color: White
XW	
000	Upper door frame colors: None
C07	Scheduled build date: December 7, 1969
102043	Vehicle order number
V3X	Style roof/color: Black convertible
A01	Light Group
A33	Performance axle package Dana 60 3:54:1 ratio
A62	Rallye gauges
C55	Bucket seats
G33	Chrome racing mirrors LH remote Rh manual \$15.15
J45	Hood Pins
N41	Dual exhaust
N42	Chrome tips
N85	Tachometer
P37	Power top
R11	AM radio Music master 2 watts
V21	Hood performance treatment
V6X	Sport stripe : Black tape R/T body side
Y05	Built to US specifications
26	Radiator diameter: 26"
EN1	End of codes production line 1

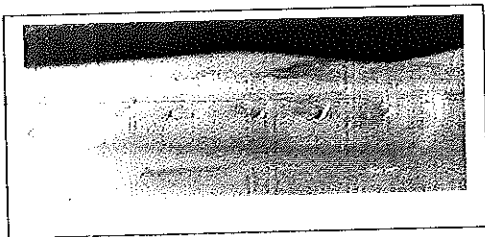


Factory original VIN tag and rivets

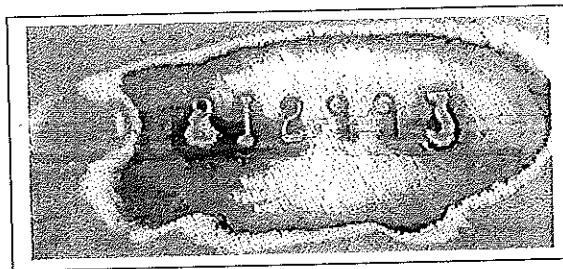
Production Broadcast Sheet Decoded

Field	Description	Code	Description
1	Broadcast Copy Station # 1 Hamtramck Assembly Plant	A01	Light group \$34.70
035086	Sequence Number: Broadcast print	A33	Axle package: Track Pak 3.54:1 ratio Max cooling.
C07	Scheduled build date: December 7, 1969 Sunday	A62	Ratye instrument cluster
102643	Vehicle order number	B11	Brakes : manual drum
JS	Car line Dodge Challenger	No	B41 Front Brakes Disc
27	Body type: Convertible	No	B51 Brakes: Power required with front disc brakes
U	Engine designation: 440 CID V8 1 x 4 bbl 375 HP	No	C16 Console with woodgrain top \$54.45
0	Model year 1970 (F series)	No	Rear arm rests with ash tray - \$20.40
B	Assembly plant - Hamtramck Assembly Plant	No	Rear shoulder belts - C14
212993	Assembly plant sequence number	C55	Front seat: Bucket
Y05	Order type: built to US specs for US order	No	C62 Seat adjuster \$33.30
No	Y 14 Sold car sales bank	C93	Carpeting
E86	Engine: 440 CID 1x4bbl 375 HP	F25	Battery heavy duty 70 amp red caps
D21	Manual 4 speed: 833 4 speed manual 18 spline Hurst shifter	F96	Oil pressure gauge
D56	Axle: 3.54:1 Track Pac Dana 60 series 93/4"	G15	Glass: Tinted windshield
D91	Axle: Sure grip	G31	Side mirrors chrome
T87	Tires F70x14 RVL Polyglas GT \$63.25 Standard	G34	Side mirror chrome
W34	Spare tire: collapsible B F Goodrich F78 x14"	G41	Prismatic day/night rear view mirror
H	Trim grade: High	H11	Heater: front with defroster
6	Front seats: Vinyl Bucket	No	H31 rear defogger
XW	Interior: white	J11	Glove box lock
000	Upper door frame	J15	Cigar lighter- \$21.90
V01	Paint Style: mono-tone	J21	Electric clock
EK2	Body paint: High impact Go Mango	J25	Variable speed wiper with electric washer \$5.40
V3X	Roof paint style: Black vinyl top	J31	Dual horns
V21	Hood performance treatment - Black tape	No	J41 Pedal dress up
215	E body steering floor shift 4 speed - power steering	J45	Hood pins optional \$15.40 (Wholesale \$11.00)
X9	Steering column: black	J54	Sports hood
7000	Steering: power steering Ignition lamp: No	J64	Instrument panel with woodgrain
04 TT	Steering wheel type: three spoke woodgrain	J25	Variable speed wiper with electric washer \$5.40
02 X9	Type/ Color: padded Horn button black		Undercoating All cars received undercoating in wheel wells
215	E body steering floor shift 4 speed - power steering	L05	Map light
2998956	Radiator width: 26" Max cooling	L11	Glove box lamp
2863257	Radiator inlet hose: 26"	L16	Ash receiver lamp
3438172	Alternator 37 amp single putey	L26	Trunk compartment light
2863216	Fan: 7 black, high capacity, 18 5" dia, 2 1/2 steel Hi capacity	No	L31 Hood mounted turn signals
2863270	Fan Spacer: Torque drive 7 1/2" diameter	L65	Ignition light with timer
2642969	Battery 70amp/ 27 group redcaps	L72	Head light signal on
V6X	Stripe: black R/T tape	L74	Light time delay
27	No Vacuum Fitting: one way power brake	L76	Heater control lamp
3418114	Engine assembly: 440 V8 4 BBL speed w/ heater	Std	M25 Molding: sill
53	Carburetor: Holly 1 x42 BBL	M26	Molding: Wheel well
3401677	Trans code: Manual A 833 18 spline input shaft	No	M81 Front Bumper guards
2538936	Pinion 36 tooth	M85	Rear bumper guards
2883775	Prop shaft: #7290 / 3.25" dia x 42.60" long	N41	Dual exhaust system
3432080	Axle assembly 4:10:1 Dana 60 10" drum	N42	Chrome exhaust tips with Q clamp
17	Road wheels: standard black wheels	N51	Maximum cooling
TX9	Color: Spare painted black	N65	Torque drive fan -
81	Spare Collapsible F78x14" BF Goodrich		
00	Wire wheel covers		
3466477	K frame: E body 440 V8 with skid plate		
2835862	Front anti sway bar: .88" diameter		
3400056	Shock front: Firm ride	N85	Tachometer
3400854	Shock rear: Firm ride	P37	Power top
23	Front brake: front / rear drum	R11	Radio AM radio Music master 2 watts
1857781	Torsion bar: Left Hand 41" x .92" (2) brown Hemi	Std	Antenna: Telescoping Rh front fender
1857780	Torsion bar: Right Hand 41" x .92" (1) brown Hemi	S15	Suspension Hemi w/ front sway bar
3400034	Left springs: 5 1/2 leafs heavy duty	S25	Shocks: Firm ride front ride front and rear
3400024	Right spring: 5 1/2 leafs heavy duty	S31	Sway bar: Front
33/20	Clutch and brake: manual brakes B11	S77	Power stg Option \$105.20 Includes pwr steering cooler (wholesale \$ 68.30)
3462553	Label idt: 900 RPM in neutral 5 degrees BTC	S81	Steering wheel: Woodgrain
3402062	Label tire: F70x14 load range B	W15	Wheels: Wire wheel covers
3404565	Exhaust LT: 440 exhaust pipe		
3404563	Exhaust RT: 440 exhaust pipe	Remarks	None
3404558	Tail pipe LT: with muffles and tip		
3404556	Tail pipe RT: with muffler and tip		
EP1	Car height: E body power steering		
31	Master Cylinder: E body drum brakes		
12	Broadcast print hour 12:00		
42	Broadcast print sequence 42		

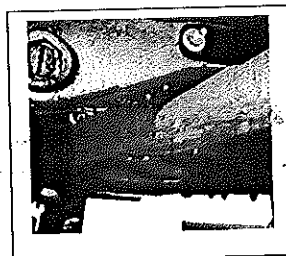
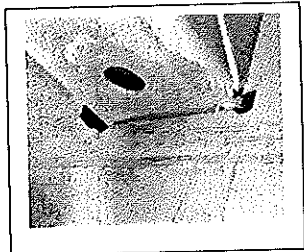
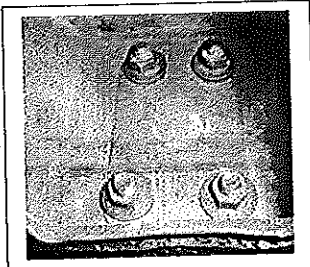
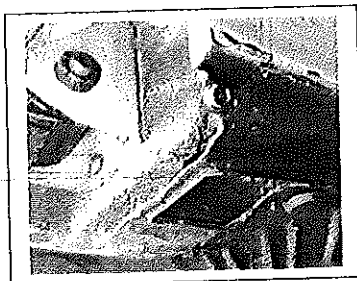
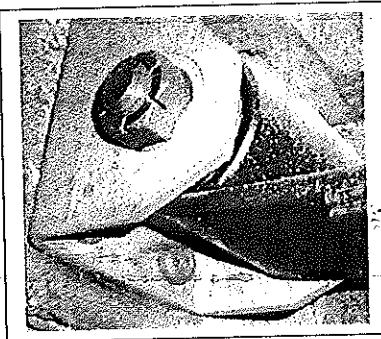
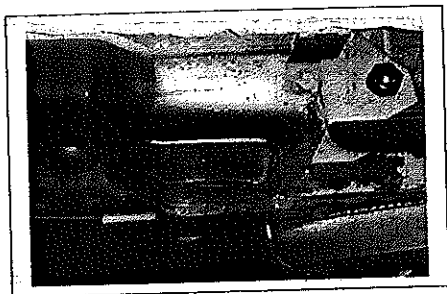
Vehicle Inspection Reference



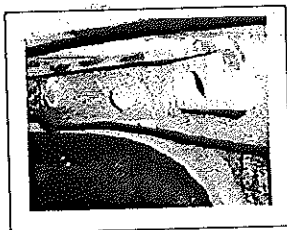
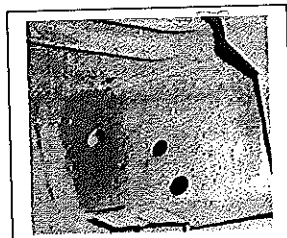
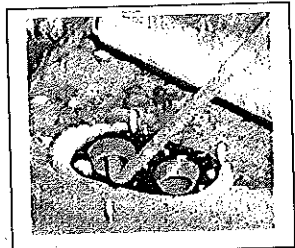
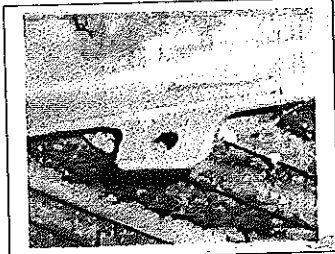
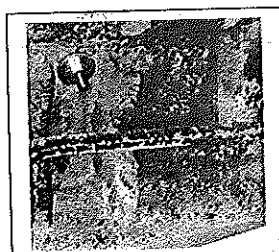
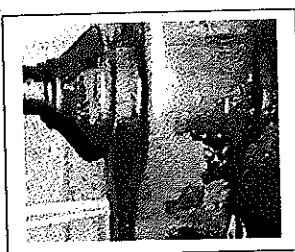
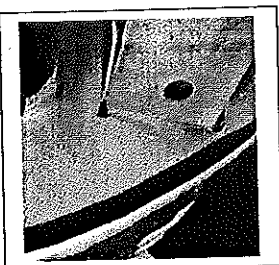
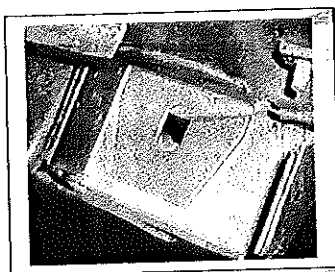
Correct primary VIN stamped on upper radiator core support



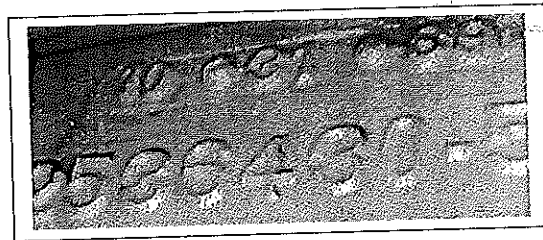
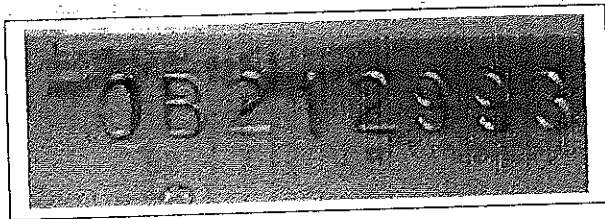
Correct secondary VIN stamped on drivers side of the cowl



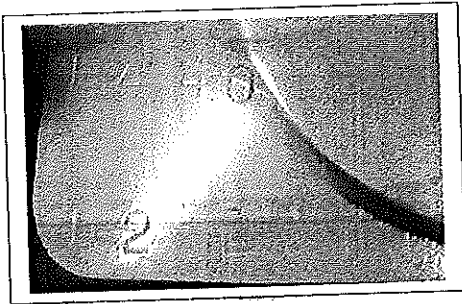
Correct and typical rear torque boxes with front and rear reinforcement plates and original exhaust system



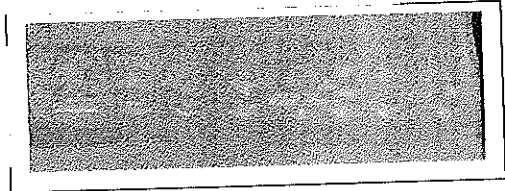
Powertrain Photographs -Engine



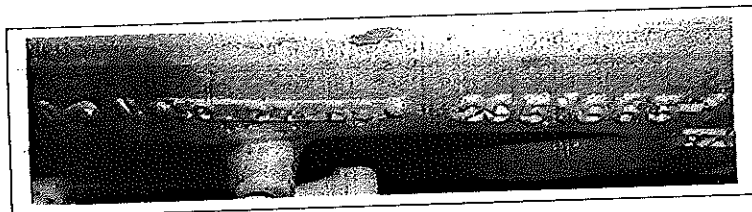
It is an original numbers matching engine casting date 10/31/69 Engine casting-2536430-5



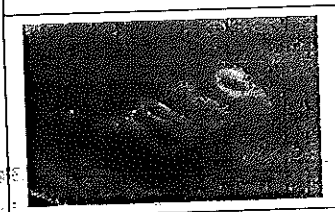
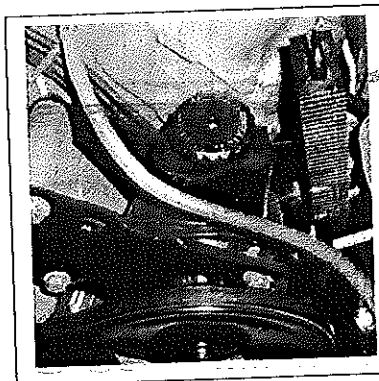
Engine manufacturing
information: F series F440
12/11 HP



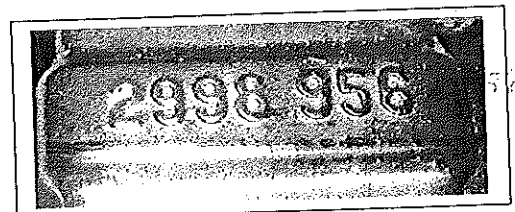
Exhaust 2999879 cast 11/ 2/ 69. 2951865-1 10/27/69



Original water pump housing 9903
/9015 dated 8/22/9

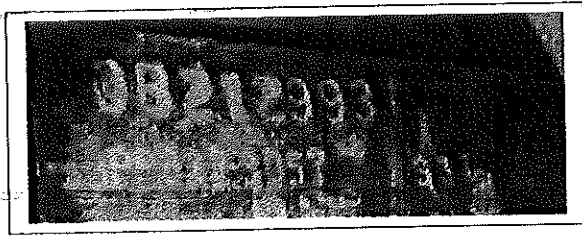


Original power steering pump and cooler. The pulley is dated 2939

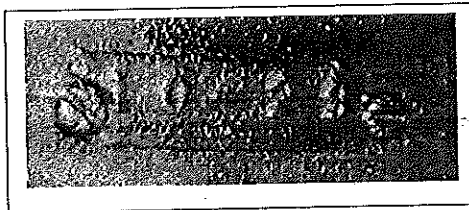


Powertrain Validation Photographs Transmission and Axle

Transmission and Rear Axle Assembly

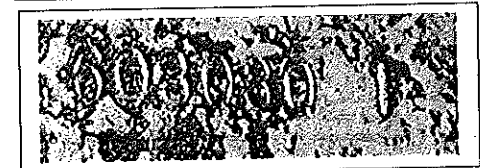
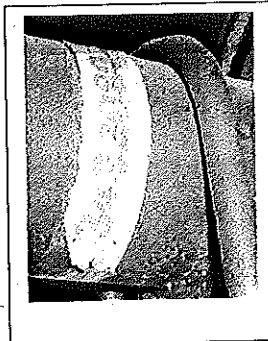
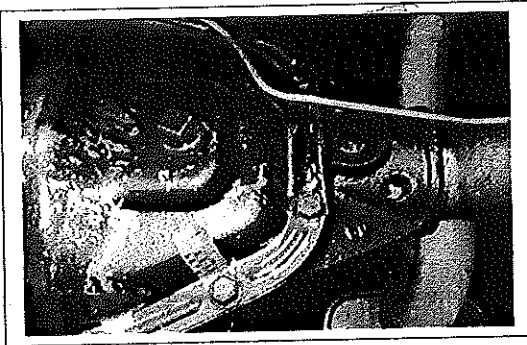


Correct VIN stamp on the transmission. Trans part #PP8333057 0931. Built 3057.

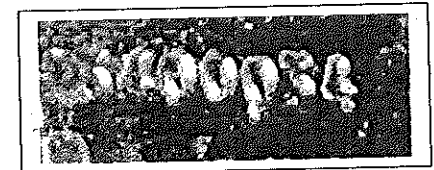
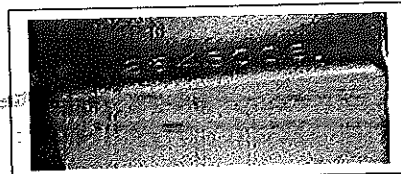
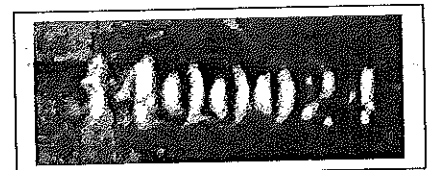
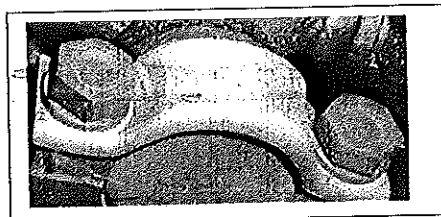
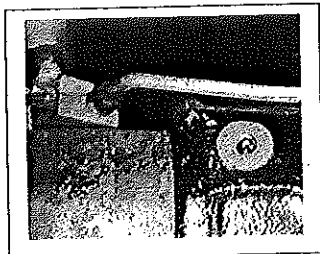


Transmission side cover C95664. Main cast casting date 10/24

Rear Axle Assembly

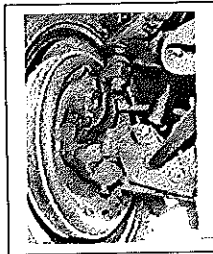
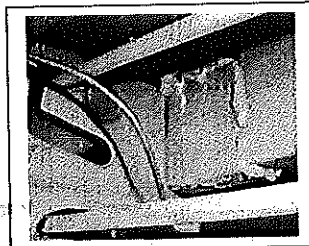
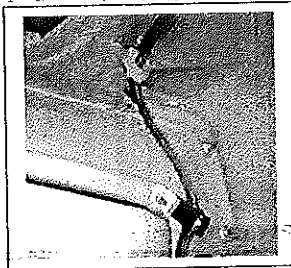
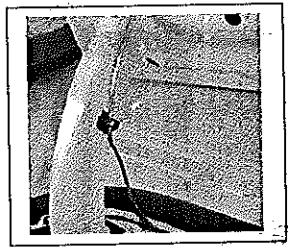
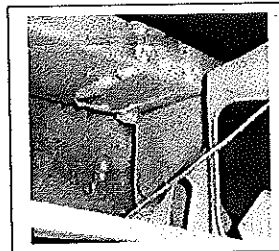
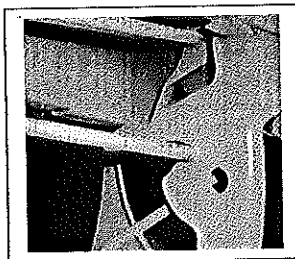
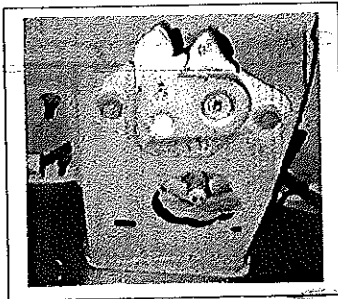
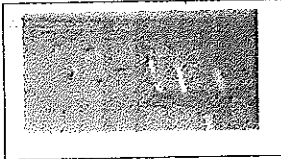
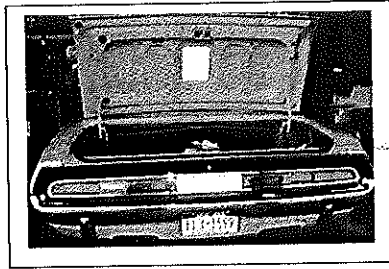
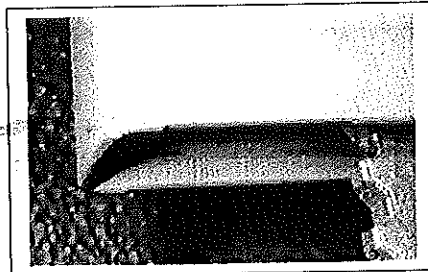


Correct Dana 60 C34155. Sub assy 11/31/69 and 11/15/69 final assy BOM 600310-1. Axle yoke # 2643008. Part ID tag #3432080

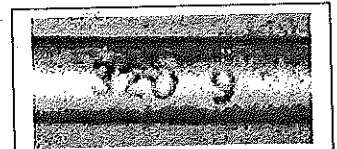
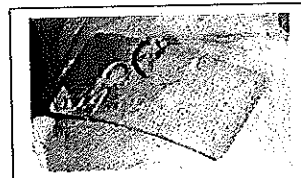
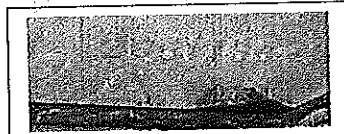
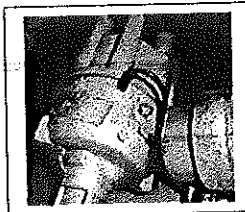
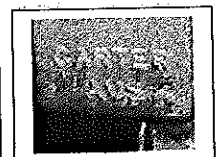
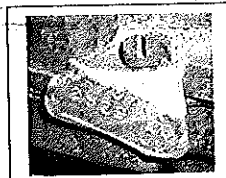
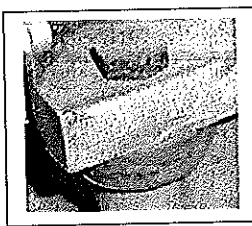
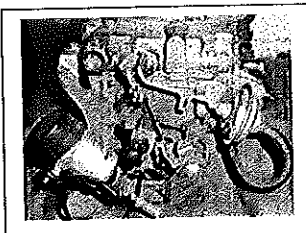
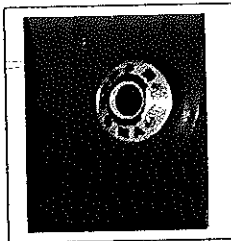


Original axle universal joint clamps 10/7/69 H Yoke 2643008. Original leaf springs 3400024 and 034. U bolt plates 3400836 and 837

Miscellaneous Photographs



Original parts that were removed and are in great shape that are in storage for the car: Carter 4 bbl K9 4737S, carburetor, ignition distributor 3438222 46 9, intake manifold, air cleaner with hoses, engine call out pie tin and date coded throttle cable 320th day of 1969.



Vehicle Rating Scale

Vehicle rating scale		The following table was use in the evaluation of the above vehicle
Rating Scale	Condition *	Comments – Relating to Evaluation of Overall Vehicle Condition
1	Excellent	Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.
2	Very Good	Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing very minimal wear. Many aftermarket items.
3	Good	Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components or a partially restored car with all parts necessary to complete and/or valuable NOS parts. Decant survivor.
4	Restorable	A drivable vehicle needing no or only minor work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent", but the car is mostly useable "as is".
5	Rough	Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked or stripped to the point of being useful only for parts.
6	Parts Car	May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts.

General Information: Dodge Challenger first generation (1970-1974)

The Challenger was described in a book about 1960s American cars as Dodge's "answer to the Mustang and Camaro."^[5] Introduced in fall 1969 for the 1970 model year, it was one of two Chrysler E-body cars, the other being the slightly smaller Plymouth Barracuda. "Both the Challenger and Barracuda were available in a staggering number of trim and option levels" and were intended "to compete against cars like the Chevrolet Camaro and Ford Mustang, and to do it while offering virtually every engine in Chrysler's inventory. However, the 1970 Challenger was "a rather late response to the ponycar wave the Ford Mustang had started" with its introduction in April 1964. In his book *Hemi Muscle Cars*, Robert Genat wrote that the Challenger was conceived in the late 1960s as Dodge's equivalent of the Plymouth Barracuda, and that the Barracuda was designed to compete against the Mustang. The 1964 Barracuda was actually the first car in this sporty car segment by a few weeks, but was quickly overshadowed by the release of the segment defining Mustang (the segment being referred to as "Pony Car"). He added that Chrysler intended the new 1970 Dodge as "the most potent ponycar ever," and positioned it "to compete against the Mercury Cougar and Pontiac Firebird." Genat also noted that the "Barracuda was intended to compete in the marketplace with the Mustang and Camaro/Firebird, while the Dodge was to be positioned against the Cougar" and other more luxury-type musclecars.

The Challenger's longer wheelbase, larger dimensions and more luxurious interior were prompted by the launch of the 1967 Mercury Cougar, likewise a bigger, more luxurious and more expensive pony car aimed at affluent young American buyers. The wheelbase, at 110 inches, was two inches longer than the Barracuda, and the Dodge differed substantially from the Plymouth in its outer sheetmetal, much as the Cougar differed from the shorter-wheelbase Ford Mustang. Air conditioning and a rear window defogger were optional.

Exterior design was done by Carl Cameron, who also did the exterior for the 1966 Dodge Charger. Cameron based the 1970 Challenger grille off an older sketch of his 1966 Charger prototype that was to have a turbine engine. The Charger never got the turbine, but the Challenger featured that car's grille. Although the Challenger was well received by the public (with 76,935 produced for the 1970 model year), it was criticized by the press, and the pony car segment was already declining by the time the Challenger arrived. Sales fell dramatically after 1970, and though sales rose for the 1973 model year with over 27,800 cars being sold, Challenger production ceased midway through the 1974 model year. A total of 165,437 Challengers were sold over this generation's lifespan.

A 1970 Challenger R/T 440 Magnum was featured in the existentialist 1971 film *Vanishing Point*. For the 1973-74 season of the TV show *Mannix* the title character drove a 1974 Challenger Rallye, which was specially ordered and built for the show. The car had every option available including the 360 4-barrel engine and the rare factory sunroof.

The Challenger was available as a two-door in either a hardtop coupe or a convertible body design, and in two models for its introductory year. The base model was the "Challenger" with either a I6 or V8 engine, as well as a "Challenger R/T" that included a 383 cu in (6.28 L) V8. The Special Edition or "Challenger SE" that added a number of appearance, convenience, and comfort items was "available as a model in either the Challenger R/T or Challenger. The standard engine on the base model was the 225 cu in (3.7 L) six-cylinder. The standard engine on the V8 was the 230 bhp 318 cu in (5.2 L) V8 with a 2-barrel carburetor. For 1970, the optional engines included the 340 and 383 cu in (5.6 and 6.3 L), as well as the 440 and 426 cu in (7.2 and 7.0 L) V8s, all with a standard 3-speed manual transmission, except for the 290 bhp 383 CID engine, which was available only with the TorqueFlite automatic transmission. A 4-speed manual was optional on all engines except the 225 CID I6 and the 2-barrel 383 CID V8.

A 1970-only model was the *Dodge Challenger T/A* (Trans Am) racing homologation car. In order to race in the Sports Car Club of America's Trans American Sedan Championship Trans Am, Dodge built a street version of its race car (just like Plymouth with its Plymouth 'Cuda AAR) which it called the Dodge Challenger T/A (Trans Am). Although the race cars ran a destroked version of the 340, street versions took the 340 and added a trio of two-barrel carburetors atop an aluminum intake manifold, creating the 340 Six Pack. Dodge rated the 340 Six Pack at 290 bhp (216.3 kW), only 15 bhp more than the original 340 engine (which also had the same rating as the Camaro Z/28 and Ford Boss 302 Mustang). The engine actually made about 320 bhp. It breathed air through a suitcase-sized air scoop molded into the pinned down, hinged matte-black fiberglass hood. Low-restriction dual exhaust ran to the stock muffler location, then reversed direction to exit in chrome tipped "megaphone" outlets in front of the rear wheels. Options included a TorqueFlite automatic or pistol-grip Hurst-shifted four-speed transmission, 3.55:1 or 3.90:1 gears, as well as manual or power steering. Front disc brakes were standard. The special Rallye suspension used heavy duty parts and increased the rate of the rear springs. The T/A was one of the first U.S. muscle car to fit different size tires front and rear: E60x15 Goodyear Polyglas in the front, and G60x15 on the rear axle. The modified chamber elevated the tail enough to clear the rear tires and its side exhaust outlets. Thick dual side stripes, bold ID graphics, a fiberglass ducktail rear spoiler, and a fiberglass front spoiler were also included. The interior was identical to other Challengers.

Dodge contracted Ray Caldwell's Autodynamics in Marblehead, Massachusetts to run the factory Trans-Am team. Sam Posey drove the No.77 "sub-lime" painted car that Caldwell's team built from a car taken off a local dealer's showroom floor. When the No.76 was completed mid-season from a chassis provided by Dan Gurney's All American Racers, Posey alternated

between the two. Both cars ran the final two races, with Posey in the #77. Ronnie Bucknum drove the No.76 at Seattle Washington, and Tony Adamowicz drove it at Riverside, California.

The Challenger T/A's scored a few top three finishes, but lack of a development budget and the short-lived Keith Black 303 c.i. engines led to Dodge leaving the series at season's end. The street version suffered from severe understeer in fast corners, largely due to the smaller front tires. Only 2,399 T/As were made. A 1971 model using the 340 engine with a 4-barrel carburetor was planned and appeared in advertising, but was not produced since Dodge had left the race series.

The "Western Special" was a version available only to west coast dealers. It came with a rear-exit exhaust system and Western Special identification on the rear decklid. Some examples came with a vacuum-operated trunk release. Another late production version was the low-priced "Deputy", stripped of some of the base car's trim and with fixed rear side glass.

Cosmetic variations

Although the body style remained the same throughout the Challenger's five-year run, there were two notable changes to the front grille. The 1971 models had a "split" grille, while 1972 introduced a design that extended the grille (nicknamed the "sad-mouth") beneath the front bumper. With this change to the front end, 1972 through 1974 models had little to no variation. The only way to properly distinguish them is that the 1972s had flush mounted bumpers with no bumper guards, (small bumper guards were optional), while both the 1973 and 1974 models had the protruding "5 mph (8.0 km/h)" bumpers (with a rubber type filler behind them) in conjunction with large bumper guards. The 1974 cars had larger rear bumper guards to meet the (new for 1974 and on) rear 5 mph rear impact law. These changes were made to meet U.S. regulations regarding crash test safety.

The 1970 taillights went all the way across the back of the car, with the backup light in the middle. In 1971, the backup lights were on the left and right instead of the middle. The taillight array also changed for 1972 onwards, with the Challenger now having four individual rectangular lamps.

Collectability

Although few mourned the end of the E-body models, the passage of time has created legends and highlighted the unique personalities of both the Challenger and the Barracuda.^[6] With a low total production, as well as low survivability over the years, any Challenger is worth a substantial amount of money. In a historic review, the editors of *Edmunds Inside Line* ranked these models as: 1970 was a "great" year, 1971 was a "good" one, and then "three progressively lousier ones" (1972-1974).^[6] With total sales and production off by 2/3 from 1970, the performance engine 1971 Challengers are the most rare. Sales and production of the 1973 cars (with only two V8s available) actually exceeded 1971 by approximately 1,700 cars.

Export markets

Dodge Challengers were mainly produced for the U.S. and Canadian markets. Interestingly, Chrysler officially sold Challengers to Switzerland through AMAG Automobil- und Motoren AG in Schinznach-Bad, near Zurich. Only a few cars were shipped overseas each year to AMAG. They did the final assembly of the Challengers and converted them to Swiss specs. There are few AMAG cars still in existence. From a collector's point of view, these cars are very desirable. Today, less than five Swiss Challengers are known to exist in North America. Chrysler exported Dodge Challengers officially to France as well through their Chrysler France Simca operation, since Ford sold the Mustang in France successfully in small numbers. However, only a few Challengers were exported and Chrysler finally gave up the idea of selling them in France.

Engines

Engine choices by Chrysler included the following:

- C: 225 cu in (3.69 L) Slant 6 16: 1970-71 145 bhp (108 kW) SAE gross, 1971-72 110 bhp SAE net
- G: 318 cu in (5.21 L) LA V8 (2-barrel carburetor, single exhaust): 1970-71 230 bhp SAE gross, 1971 155 bhp SAE net, 1972-74 150 bhp SAE net
- H: 340 cu in (5.6 L) LA V8 (4-barrel carburetor, dual exhaust): 1970-71 275 bhp SAE gross, 1971 235 bhp SAE net, 1972-73 240 bhp (179 kW) SAE net
- J: 360 cu in (5.9 L) LA V8 (4-barrel carburetor, dual exhaust): 1974 245 bhp (183 kW) SAE net
- J: 340 cu in (5.6 L) LA V8 (3 x 2-barrel carburetor): 1970 290 bhp SAE gross, used in T/A
- L: 383 cu in (6.28 L) B V8 (2-barrel carburetor, single exhaust): 1970 290 bhp SAE gross, 1971 275 bhp SAE gross, 1971 190 bhp SAE net
- L: 383 cu in (6.28 L) B V8 (4-barrel carburetor, dual exhaust): 1970 330 bhp SAE gross (likely 240 bhp SAE net)

- N: 383 cu in (6.28 L) B V8 Magnum (4-barrel carburetor, dual exhaust): 1970 335 bhp SAE gross, 1971 300 bhp SAE gross, 1971 250 bhp SAE net
- U: 440 cu in (7.2 L) RB V8 Magnum (4-barrel carbureted): 1970 375 bhp SAE gross, (Charger R/T only in 1971 370 bhp SAE gross, 305 bhp (227 kW) SAE net)
- V: 440 cu in (7.2 L) RB V8 Six-Pack (3 × 2-barrel carburetor): 1970 390 bhp/490 lbf-ft (660 N·m) SAE gross, 1971 385 bhp SAE gross, 1971 330 bhp SAE net
- R: 426 cu in (6.98 L) Hemi V8: 1970-71 425 bhp 490 lbf-ft (660 N·m) SAE gross, 1971 Costing an extra US\$1,228 with very few sold.

SAE gross HP ratings were tested with no accessories, no air cleaner, or open dyno headers. In 1971, compression ratios were reduced in performance engines, except the 426ci and the high performance 440ci, to accommodate regular gasoline. The compression ratio would be reduced on the high performance 440ci starting in 1972. 1971 was the last year for the 426ci Hemi.

Production numbers

- 1970 = 76,935 *includes 2,539 T/As
 - Hardtop I6: 9,929
 - Hardtop V8: 39,350*
 - Sports hardtop I6: 350
 - Sports hardtop V8: 5,873
 - Convertible I6: 378
 - Convertible V8: 2,543
 - Hardtop R/T: 13,796
 - Special Edition hardtop R/T: 3,753
 - Convertible R/T: 963
- 1971 = 26,299
 - Hardtop I6: 1,672
 - Hardtop V8: 18,956
 - Convertible I6: 83
 - Convertible V8: 1,774
 - Hardtop V8 R/T: 3,814
- 1972 = 22,919
 - Hardtop I6: 842
 - Hardtop V8: 15,175
 - Hardtop V8 Rallye: 8,123
- 1973 = 27,930
 - Note: All models were V8-powered hardtops
- 1974 = 11,354
 - Note: All models were V8-powered hardtops

Challenger Factory-Installed Extra-Cost Equip., Cont'd 1

Code		M.S.R.P.
V21	Hood Performance Tape Treatment—Avail. w/340 engine on Challenger & all R/T models—N.A. w/Shaker Code (N96) or Fiberglass Code (N94) Hoods	123.50
J45	Hood Tie-Down Pins	15.20
J31	Horns—Dual (Coupe only) Standard others	5.10
N96	Hood—Shaker—N.A. 6 Cyl. or 2-bbl. engines—N.A. w/Air Cond.	
	w/340 engine on Challenger & all R/T	94.00
	N.A. w/340 CID engine N.A. R/T	114.20
N94	Hood—Fiberglass—w/Fresh Air Pack—N.A. 6 Cyl. or 2-bbl. engines—N.A. w/Molding Group Code (A46)	
	w/340 engine on Challenger & all R/T	152.95
	N.A. w/340 CID engine N.A. R/T	173.20
J64	Instrument Panel—Wood Grained—N.A. w/Rallye Instrument Panel Code (A62) N.A. R/T	5.70
A62	Instrument Panel Rallye Cluster	
	8 Cylinder Models Only—N.A. w/(N96) Shaker Hood—Std. R/T	87.30
	8 Cylinder Models Only—Code (N96) Shaker Hood Req'd. Std. R/T	76.75
A44	Louver Package—N.A. Conv. N.A. in the State of Pennsylvania w/Radio Group Code (A04)	73.70
	N.A. w/Radio Group Code (A04)	88.65
G41	Mirror—Inside Day/Night Coupe Only—Standard others	7.05
G33	Mirror—L.H. outside Remote Control (Chrome)	14.95
G31	Mirror—R.H. Matching Code G33 Req'd	10.80
G35	Mirrors—Outside Painted—Left Remote Control & R Matching N.A. w/Radio Group (A04)	
		25.75
M05	Molding—Door Edge Protector	6.00
M25	Molding—Sill	21.05
M28	Molding—Wide Grille Surround N.A. w/Elastomeric Bumpers	16.30
	Molding—Body Side—Vinyl (N.A. w/stripe) Coupe Only	28.50
	Body Side—Vinyl (N.A. w/stripes) Replaces Paint Stripe (N.A. Coupe)	14.25
	Paints—Including Stripes	
	High-Impact Paint Colors	13.85
	Body Side Lacquer Paint Stripe—Coupe Only—Standard Challenger HT & Conv	14.65
	Body Side Perf. Tape Stripe—(Coupe Only, Std. R/T)	28.50
	Body Side Perf. Tape Stripe—(Hardtop & Conv. Std. R/T) (Replaces Paint Stripe)	14.25
J41	Pedal Dress-up	5.40
B51	Power Assists—Brakes	41.55
S77	—Steering	106.95
P31	—Windows (N.A. Coupe)	101.30
P37	—Conv. Top	48.70
M91	Rack—Luggage on rear deck lid (N.A. w/Rear Spoiler or Louver Pkg.	31.30

Challenger Factory-Installed Extra-Cost Equip.

Code		M.S.R.P.
Radios		
R11	Music Master AM	\$ 61.10
R35	Multiplier AM/FM Stereo	196.60
R26	AM Radio w/Stereo Cassette	201.60
R36	Multiplier AM/FM Stereo w/Cassette	317.05
R33	Microphone Avail. w/Cassette only	10.75
R31	Rear Seat Speaker (Single) (N.A. Conv.) (N.A. w/Stereo)	13.85
R32	Rear Seat Speaker (Dual) (w/Stereo Radio) (N.A. Conv.) Col- lapsible spare tire Code (W34) req'd when ordered w/ rear defogger Code (H31)	25.05
C62	Seat, Manual—6 way adjuster left bucket only	32.20
C13	Shoulder Belts—Front (Conv. only)	24.40
C14	Shoulder Belts, Rear (N.A. Conv.)	24.40
S25	Shock Absorbers, Firm-Ride Std. w/340 4-bbl., 383 4-bbl., 440 or Hemi engines Std. R/T	4.80
A45	Spoiler—Front & Rear—N.A. 6 Cyl. or 2-bbl. engines—N.A. w/Format Roof Pkg. Code (A78)	54.65
J81	Spoiler—Rear Only—N.A. 6 Cyl. or 2-bbl. engines—N.A. w/Format Roof Pkg. Code (A78)	34.35
M51	Sun Roof—Including vinyl roof—N.A. Conv. N.A. w/Format Roof Pkg. Code (A78)	445.85
S13	Suspension—Rally w/sway bar, Std. w/340 4-bbl. and 383 4-bbl., Std. R/T Std. 440 & Hemi	14.30
Transmissions:		
D21	4 spd. manual—Floor Mtd.—N.A. w/Bench Seats, N.A. w/6-cyl. or 2-bbl. engines, Performance Axle Package (Code A33 or A34) Req'd w/all 440 or 426 Hemi engines	194.10
D34	Torqueflite w/6-cyl. N.A. R/T, N.A. w/159 eng.	209.00
D34	Torqueflite w/318 eng. 383 2-bbl. N.A. R/T	209.00
D34	Torqueflite w/340 4-bbl., 383 4-bbl., 426 Hemi, 440 6-bbl. eng. only	279.35
J55	Undercoating & Hood Insulator Pad	20.80
	Vinyl Roof—Std. w/A78 Format Roof Pkg. or M51 Sun Roof N.A. Convertibles	82.40
Wheel Covers & Wheels, Set of 4		
W11	Deluxe 14" N.A. w/Hemi Eng.	25.15
W15	Wire 14" N.A. w/Hemi Eng.	64.55
W12	Wheel Trim Rings 14" & 15" w/Hubcaps	25.15
W21	Rallye type—14" or 15" 14" N.A. w/Hemi eng.	54.25
W23	Road w/Chrome Trim Ring 14" only, N.A. w/Hemi engine	83.30
J25	Windshield Wipers, Variable Speed w/Electric Washers (Std. w/Rallye Cluster Code A62) & Shaker Hood Code N96 Std. R/T	10.60

Mopar Vehicle Valuation Reference

This information will provide you with some insight into better understanding how to establish the approximate value of a vehicles compared to other similar vehicles in the market place. However, please keep in mind that there are many variables to consider and this is just a guideline.

The first item to consider is the total production of the vehicle. If a vehicle was produced in very small quantities (under 200-300 units) and is highly desirable like a 1970-71 Hemi Cuda Convertible it may not be as strongly affected by a non-numbers matching powertrain component as a more common or less popular model (i.e., base model Road Runner, Super Bee, Charger, Cuda's, Challengers, station wagons, Vans, pick-up trucks etc...) might be. The extremely rare vehicle will always be in a category all their own and establishing the true value is very challenging.

Partial factory or dealer documents, rusted or partially legible VIN or trim tags, unreadable numbers stampings on drivetrain parts or the body will impact collectability and the value of a vehicle. The clarity and correctness is of upmost importance in estimating the value of a vehicle.

The following is a list of items to consider and their estimated value by being present.

• Original legible factory production broadcast sheet:	Add 10%
• Original factory vehicle traveler:	Add 1- 2%
• Original consumer information breaking sheet:	Add 2-3%
• Original factory in process inspection documents:	Add 1-2%
• Original hardware and final line build sheet:	Add 10%
• Original IBM card(s):	Add 1- 2% / card.
• Original monroney (Window/suggested list price) sticker:	Add 4%
• Original certicard (1964-68) and/or Warranty Car:	Add 2 - 3%
• Original manufacturer door VIN decal:	Add 1%
• Original advanced dealer shipping notice:	Add 1%
• Original Chrysler issues invoice to the dealer :	Add 1%
• Original new car preparation sheet:	Add ½ -1%
• Original glove box packet (owner's manual and info):	Add 1/4 %
• Desirable paint colors (i.e. High impact, black etc...)	Add +5%
• Non original trim tag:	Deduct 5%
• Non matching engine: (>1967)	Deduct 10%
• Non matching transmission: (>1967)	Deduct 5%
• No trim tag or build sheet:	Deduct 15-25%
• Missing primary and/or secondary body numbers:	Deduct 25%+

Other consideration in establishing the value

- Vehicle Provenance. The more original factory paperwork always adds to the value of any vehicle.
- All original body panels, frame rails, floor pans etc...
- Original paint, "survivor" cars, factory promotional cars etc...
- Date and part numbers on components (the more the better).
- Correct original accessory and other components (the more the better).
- Having your vehicle validated/certified by a nationally recognized authority

There is this information in greater detail as well as much more information in the MMC/ICCA reference restoration manuals that can be ordered on line at mmcdetroit.com web site.

MMC Detroit : Business background Where it all started in 1952.

Our family has specialized in all aspects of Chrysler, DeSOTO, Dodge and Plymouth cars since the early 1950's out of our base operation in Detroit, Michigan, the "Home of the Motor City".

We offer services ranging from appraisals, authenticating, quality inspector, validation, pre-purchase inspections, expert witness, restoration consulting and local and national show judging. MMC Detroit also has developed and published many world class restoration reference manuals that help serve and support the Mopar enthusiast. These manuals are highly detailed, and provide an unprecedented level of information unlike any other manuals in the collector car hobby.

We pride ourselves at keeping informed with all facets of the Mopar automobile hobby relating to muscle/collector cars in order to stay current with the pulse of the hobby and pass valuable information onto our customers. When only the best will do please reach out to us to assist with your Mopar needs.

Mission Statement:

To continuously strive to enhance and advance the Mopar Automobile collector hobby.

Our Quality Policy:

To provide products and services that meet or exceed your expectations at a fair price.

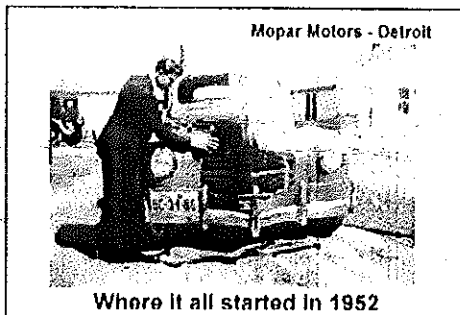
Our Goal:

To be a trusted resource for reliable information, products, and services.

Our Objective:

To share the information and knowledge acquired since 1952 and provide a customer experience second to none. We have established a web site (www.mmcdetroit.com) that has been developed to be the best source to obtain information relating to all aspects of Mopar automobile hobby from restoration services, parts dealers, car registries etc...

Please feel free to contact us for your needs at info@mmcdetroit.com



Original MMC brand logo 1952

Conditions of Review

Moparr Motors - Detroit, disclaims any warranty, either expressed or implied. Moparr Motors - Detroit LLC., does not assume or grant any other parties liability in relation with the sale of this vehicle. Moparr Motors - Detroit makes no representation and disclaims all express, implied and statutory warranties of any kind to the user and/or any third party, including any warranties of accuracy, timeliness, completeness, merchantability and fitness for a particular purpose.

The record of this review by the MMC Detroit LLC representative and applicable photographs will remain on file in our office for a minimum period of 3 years.

The vehicle review was conducted based on our experience, knowledge, logic, information available and known data at the time of the inspection. We reserve the right to amend the inspection report should information relating to the vehicle authenticity be discovered or presented to us after the inspection has been completed. The findings will be communicated to the original requester of the report.

Most vehicles have traded hands to many individuals through the years and there are some individuals in the collector car hobby that go through painstaking efforts to ensure that every detail is accurate within a nano-micron to the factory process in an effort to deceive or misrepresent the vehicle. This is sometimes challenging to initially detect during the initial review. It is also illegal to intentionally misrepresent a vehicle in most states and countries.

This amendment process is important because in most cases the vehicle is not in an environment nor will the owner allow a forensic study conducted on key items like the VIN tag, trim tag, body stamping numbers, Broadcast sheets, manufactures certification label, powertrain stampings etc... Continuous improvement in reproduction stamps, tags, documentation technology is not for the greater good over the long run, anyway! We do not endorse it.

The amending of the vehicle report will be done in the spirit of continuous improvement in an effort to enhance the car collection experience for current and future owners. Any additional reviews requested at the owner of this car will be at extra cost.



See the Supplemental Reports I and II for additional information.