

XTRA

1-OF-1 COLOR COMBO 1968 GTX



If you've read MCG for any amount of time, we've always been very big on the phrase "never say never" when it comes to old Mopars. More than any other car manufacturer of their day, if you went into a dealership and ordered the weirdest car you could possibly dream up, provided you put down enough of a deposit and had good credit, Chrysler would build it, no matter

what it was. The same cannot be said for Ford or GM, who seemed to have fairly rigid bylaws about what could and couldn't be built. Thankfully, Mopar devotees don't live in that closed-off world and the possibilities are virtually endless for us. At MCACN in 2024, we saw a variety of old Dodges and Plymouths that seemed to defy the laws of what's known to be correct and what's never been seen before. One of the biggest attention-get-

ters for Mopar fans was Scott Wynne's 1968 Hemi GTX. There are a few things you need to know about Scott up front, then we'll get into the extremely well-documented history of the car. Despite the appearance of the car, Scott isn't a filthy rich super-collector by any stretch of the imagination, and this is his first, and only, old muscle car. The 2024 MCACN show was the first car show that Scott's ever participated in as entering a

SPECIAL

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Photos by: Tim Costello
Photographed @ MCACN
Rosemont, IL



car was concerned; certainly, he'd been to smaller parking lot shows before just to look around, but he'd never brought any car to any car show before. So, as many of us got our eyes opened to a never-before-seen Hemi GTX, Scott and his entire family got a major eye-opening experience being at the big show and very unexpectedly being bombarded with questions and compliments all weekend long! It goes without saying, you will be

seeing this car at some of the more major Mopar events in 2025.

So, what's the story here? Go get a Dr. Pepper and come back, this is one of those somewhat miraculous stories that we very seldom hear anymore. We start way back in the latter part of 1967, when Scott's uncle, Jerry Wynne, started seeing the new '68 Plymouths being hyped in the car magazines. Jerry, by every account under the sun, was an

absolute genius. He went to Georgia Tech and got degrees in engineering and aerospace engineering (a pretty lucrative field in the late sixties), and finishing as a 4.0 student across the boards. NASA took notice of this up-and-coming boy and hired him directly out of college. He went to work for NASA at their gigantic facility in Huntsville, Alabama, and his first project was helping design systems



for the Apollo 6 Saturn V rocket! So, yes, Jerry literally was a rocket scientist. Shortly after his success with NASA, Jerry got a better offer in the private sector and went to work as an engineer for Lockheed Martin in their aerospace division. If you were helping design rockets and missiles (and things such as that) in the late sixties, you were somewhat akin to a rock star, a rock star with a pocket protector and sensible shoes, but a rock star, nonetheless.

While not engineering rockets, the young man was fascinated by all things mechanical, and he'd been fascinated by the 426 Hemi since 1964 when it came out. Seeing the redesigned and downright swoopy-looking 1968 GTXs in the magazines, Jerry decided he had to have one, so he marched down to Kelly Chrysler/Plymouth, sat down with the salesman, and ordered up what has to be one of the most unusual 1968 GTXs built. Once again, we'd love to have known what was going through Jerry Wynne's mind when he created this

Plymouth. Perhaps having the mental capacity of a computer, making his exotic new hot rod stand out from the crowd (like there ever was a crowd of these things) made sense. Whatever the case, sit down and hold on, as we're quite certain the salesman was giving him sideways looks as well when they were ticking off boxes on the order form!

Jerry wanted the 426 Hemi first and foremost, but since he did a lot of driving on the streets of Atlanta, he wanted a console-shifter TorqueFlite because he reasoned he'd get darned tired of shifting the thing. With that, he got the 3.55 Sure Grip 8-3/4" rear axle because he planned to drive it daily. After that, things got kinky. Basic white paint, but with a dark green vinyl top, the deluxe two-tone bucket seat interior with two contrasting shades of green, and most notable of all, stripe code 316, which Plymouth simply called, "horizontal sport stripe green." If you're out there thinking you've never seen a green side stripe on a '68 GTX before, neither have

we. In fact, neither had most of the biggest B-body fanatics in the country until this car came out of hibernation. The somewhat avocado green stripe was a one-year-only option, and since it obviously had very limited use, it was done away with after 1968 and never came back into the option books. Continuing from there, he opted for the basic AM radio, the light package, and interestingly (as you'll soon find out), the 15"x7" steel wheels with the basic dog dish hubcaps. Conspicuously absent on the order list are hood pins, power steering, and the passenger's side mirror. Even still, the GTX had a hefty sticker price, but the rocket man had the money, so Chrysler built him the car, delivering it to Kelly Chrysler/Plymouth in April of 1968.

Right away, Jerry set about using the GTX for his daily transportation, and in the first several years of ownership, a couple of very curious things were done. Generally, when you order a Hemi car with the plain basic 15" steel





wheels, that signals to the world that you plan to put fat tires and mags on it. Jerry hadn't planned on that. Why he ordered the basic wheels will forever remain a mystery, but somewhere in 1969 or 1970, he took the dog dish hubcaps off and replaced them with full-wheel deluxe hubcaps! So, he never put the fat tires or mags on, but shortly after buying it, he ordered new full hubcaps to put on it! You gotta admit, that's curious, but even more curious is the fact that he yanked the factory mufflers and resonators off the car and installed a set of obnoxiously loud Thrush mufflers, and it remained in service throughout its life with one set of the thunderous mufflers being replaced by another set. Jerry might have wanted his Hemi GTX to look a bit on the demure side, but he definitely wanted you to hear him coming down the road! And how do we know all of this? Because of the current owner, Scott Wynne, Jerry's nephew.

Scott grew up seeing the car all the time, his uncle drove it over to his parents' house quite often, and he got childhood rides in the big, fantastically loud, machine. His uncle was absolutely fanatical about the car and part of that fanaticism spilled over to Scott. Scott, admittedly, has never been a hardcore car devotee, but he loved that white and green GTX, and as a youth, he didn't think anything unusual about the car's color combo.

Time marched on, the Plymouth was driven less and less, and finally, in 1983, Jerry Wynne parked his beloved GTX in a well-sealed barn on his property, intending to go through the whole car again, but still being busy with things that blast fire and vault into outer space, he didn't have the time to devote to refreshing the car. Aside from his family and a few hardcore Hemi folklore hunters, the Plymouth was forgotten about, and the longer it sat, the more forgotten it became. Every so often, somebody would get word of it and make an offer to buy the car, but every time, Jerry turned them down and knew he'd never get rid of it, so prices were never discussed. As the decades ticked past, Scott's dad talked his brother into putting the GTX in his will to go to Scott, because he knew the boy had always loved the car, and Uncle Jerry knew he had too, so Scott Wynne found himself penciled into the "eventual owner" category several decades back. Regrettably, Jerry's health was in a somewhat steady state of decline. Retired, he spent most of his time at home just watching television, enjoying the scenery, and thinking back on a life very well lived and filled with remarkable achievements. Then, Scott's chance at owning the sealed-up GTX almost came to an unexpected end several months before Uncle Jerry passed away. Yet another gent showed up out of the blue and wanted to look at the GTX in the barn. He was told it wasn't for sale, but since he'd driven a long way, and being a true Southern gent, Jerry couldn't refuse to let him look at the car. He made several laps around the car and blurted out that he'd give Jerry \$40K for the car just as it sat. And having never had an actual cash offer thrown at him, that took Jerry aback – forty grand for a car that hadn't run in forty years, sitting on four

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flat tires, and was downright filthy? Was this guy crazy? Scott's dad told him that wasn't an overly high offer with the muscle car market as it was, and besides, he didn't need the money and had promised the car to Scott. He sent the man home without the car and he had a newfound respect for the old Plymouth's value. Unfortunately, Jerry Wynne passed away only two years after that day.

With Uncle Jerry's estate being settled, it was finally time for Scott to move the GTX out of the barn, and with some makeshift tires on it, the car emerged from the barn in early 2022 and was trucked over to Scott's garage. Looking at the car he'd always admired and loved, Scott began taking stock of what he had on his hands, and since there was only minimal rust in the expected areas and most of the problems on the car seemed not too bad, he was hopeful most of the originality could be preserved and someone could revive it, repairing only what was necessary and leaving it a "survivor," just as his uncle had driven it. That plan soon turned to mush as more and more little things were found wrong. All the while, Scott was researching who would restore the car. Over and over again he kept getting referred to Le Hodge at Hodge Mopar Restorations in Inman, South Carolina. As many of you know, having read this book, Le Hodge has been a very frequent flyer in MCG

and he's honestly forgotten more about 1968 to 1970 B-bodies than most of us will ever know. Loving those cars himself, Le can do an OEM Gold restoration on any old Mopar, but with those particular cars, it's definitely personal with the boy!

Scott talked to Le and then hauled the car to Le's shop, and we wish we could've been there. Like us, Le thought he'd seen pretty much everything, but he made lap after lap in and out of this GTX, smiling from ear to ear, and he was astonished by it. Looking barn-fresh, the car was untouched from the late seventies and almost everything was still original, including the original green stripes which Le had never seen either. All hope of leaving it as a survivor vanished as Le picked apart the many little problems the car had, but Le Hodge underscored to Scott the car deserved a full-bore OEM-quality restoration because it had to be a one-of-one car. That was the epiphany moment for Scott because he hadn't considered that before. Surely this thing wasn't that unusual, was it? Le assured him it was, they looked through countless old photos and talked a long while about the car's history, and interestingly, when Le raised the hood, there was a homemade Air Grabber setup unlike anything Chrysler had ever dared to dream of, and it was extremely elaborate and complex. Le looked at it,

and said, "Good Lord, was this man a rocket scientist?" Which, of course, led to some good laughs. By the end of the day, a plan of action was formed; Scott wanted the Plymouth to look exactly as it had when his uncle picked it up brand-new at the dealer. Spare no expense, cut no corners, make it every bit as nice as it had been when brand new – which is exactly what Le Hodge loves to hear.

Le and his crew tore the Plymouth completely apart before 2022 was over, and after pulling the car down to the bare metal, the rust turned out to be far less of a problem than anticipated. A little bit of metalwork cured those ills, and the Plymouth's still wearing every bit of steel it was born with to this very day. The Hemi was rebuilt to like-new 1968 specs, the transmission, rear end, and the entire suspension were gone through and received Le's typical over-the-top detailing. One of the interesting problems was finding new stripes for the car. Nobody reproduces a green stripe for 1968 GTXs, so Le saved every scrap of the originals he could and set bigger pieces of them aside to have a set custom-made. That wasn't easy or cheap, but it did net them the only set of reproduction 316 green

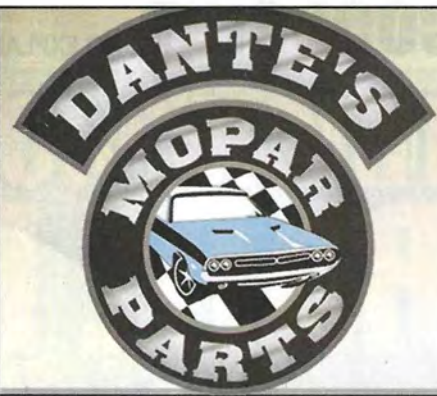
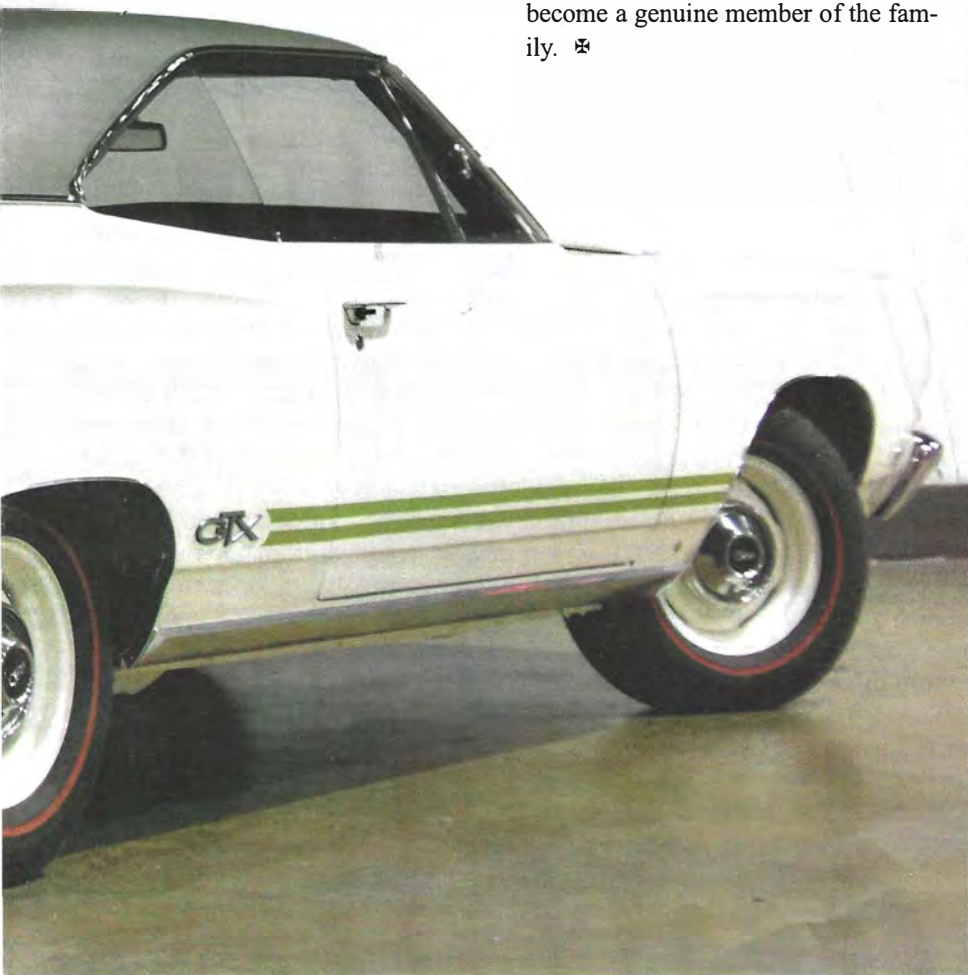


stripes thus far on the planet! Mice had largely eaten the car's wiring through the years, and likewise, they'd nibbled here and there on the interior, so all of that got pulled out, fresh pieces were installed, and Le did a deep dive into his huge cache of NOS parts to put as many original pieces on the car as he could. Then came October 1, 2024, and the GTX rolled out of Le's shop looking exactly as you see it here, and we can assure you, the bottom is detailed to perfection just as much as everything else.

While working on the car, Le told Bob Ashton (the promoter of the MCACN show) about it and, naturally, he wanted to unveil the unusual car at the big show in Chicago. So, it's a bit funny, but when Le handed the keys back to Scott, he informed him the car had been invited to MCACN in Chicago and was to be unveiled there, and Scott asked him, "What's MCACN?" Le assured Scott he and the car needed to go, and that's how Scott and his Uncle Jerry's '68 Hemi car ended up in Chicago with almost every member of Scott's family on hand to see the big event. And that

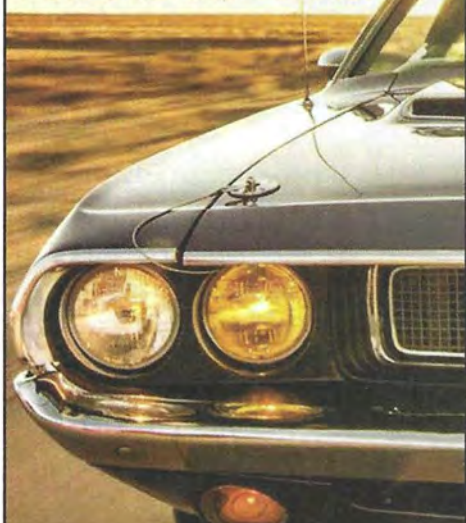
brings us around to where we started; to say Scott was taken aback by the reaction the car got would be a massive understatement. All weekend long, excited Mopar enthusiasts congratulated him on the car and raved about what an incredible piece it was. Admittedly, Scott didn't know what to expect when headed north with the car, but he certainly didn't expect that! So, as of now, the family heirloom is spending time in Scott's climate-controlled garage and enjoys brief trips on sunny days. Given that the car has been in the immediate family since new, Scott has zero plans of ever getting rid of the car he's known since childhood, and it will be handed down to somebody in the next generation of Wynnes.

Thank Heaven Jerry Wynne had the foresight to create such an amazing car, and better still, hang onto it his whole life to pass it along to his nephew. We should all be so lucky, and Scott now knows that he won the lottery when this car was signed over to him. After the exhaustive restoration, he's dedicating himself to preserving it forevermore just as it is. Watch for this one at upcoming shows; now more than ever, this machine has become a genuine member of the family. ✖



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