

10 REASONS PURE STOCK MUSCLE CARS ARE QUICKER AND FASTER NOW

MUSCLE CAR REVIEW

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ULTRARARE
CORONET
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MIGHTY MOPARS

**HEMIS,
SIX PACKS
& MORE**

- CORONET R/T & A990
- GTX 440+6

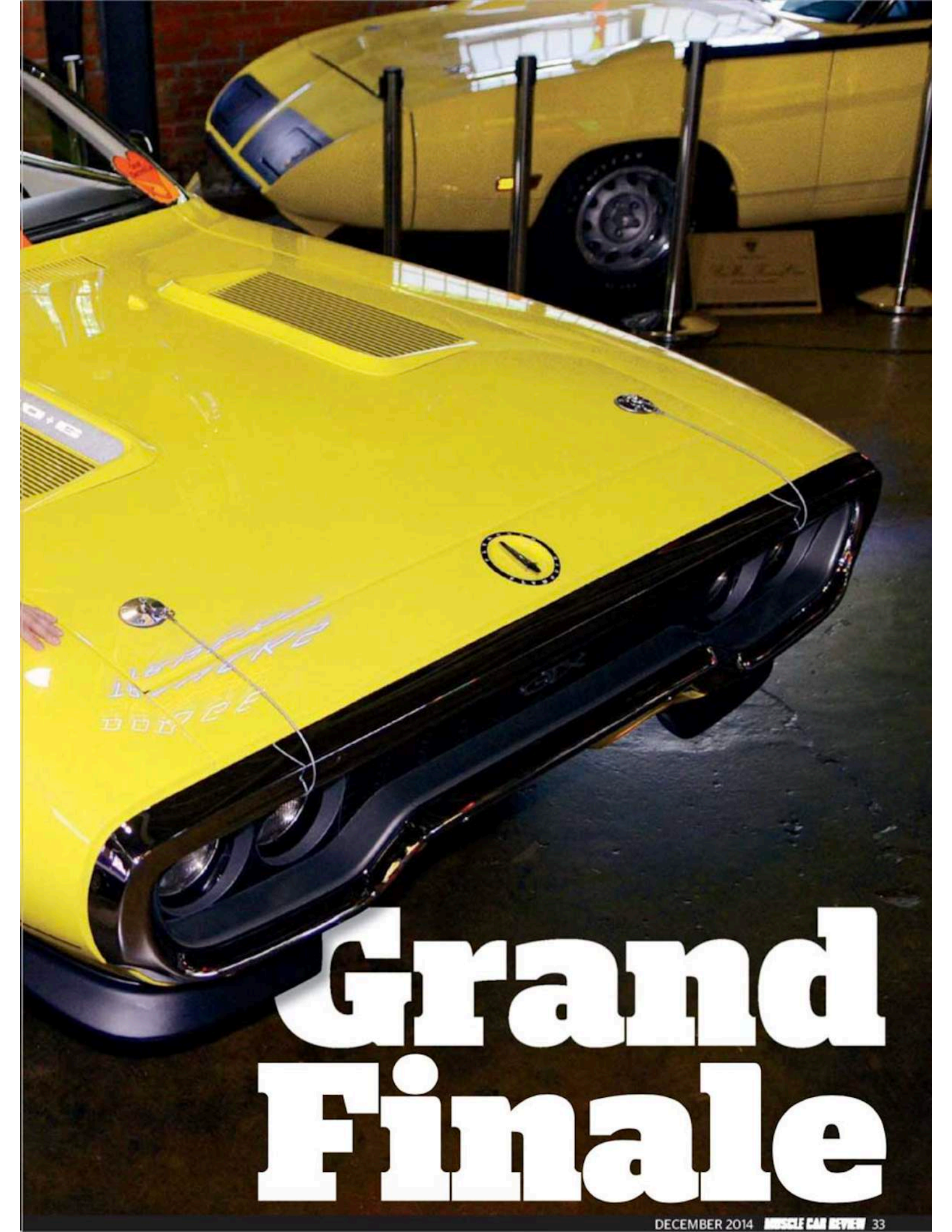
INTERIOR HOW-TO:
HEADLINER & CARPET INSTALL

The Wellborn Museum's 440+6 GTX Sums Up the '71 Mopar Lineup

By Geoff Stunkard

For Chrysler fans, the designs of the '71 model year are often heralded as the high water mark of the era. You have the '71 Cuda and its outrageous grille styling, the release of the new "fuselage" body styles in the B-Body line, the refined final Hemi and Six Pack engine packages, and options never seen before or since. But since the market for these cars was on the wane, they were built and sold in relatively small numbers. That rarity makes them in high demand today.

The GTX had been one of Plymouth's most upscale vehicles. Sold at a premium with sporty standard equipment and only two engine options (the 440 and the Hemi), it was marketed toward the buyer who wanted curbside appeal, horsepower, and interior comfort. Of course, though the engine's raw ability negated having air conditioning on all but four-barrel models, many other things could be added. As you can see, the example here got FYI Lemon Twist paint, the spoiler package, the vinyl canopy top in black, a white interior, an AM/dicta-phone cassette recorder, 15-inch road wheels, and the light group, which also took the turn signal indicators off the front fenders and placed them on the



Grand Finale



■ Look close and you can see the turn signal lights mounted on the hood.

■ The reflective GTX decal on the back deck is an N.O.S. piece. Note, too, the orange paint in the exhaust tip, making it look like the car is shooting flames out the back!

■ Though the Six Barrel version of the 440 was detuned a bit for 1971, it still packed 385 (rated) horsepower. The Wellborn's GTX retains its born-with engine (including the original carburetors) and transmission.

“That rarity makes them in high demand today”

AT A GLANCE

1971 440+6 GTX

Owned by: Tim and Pam Wellborn, Alexander City, AL

Restored by: Andrew White, Apex Restorations, Grafton, WI

Engine: 440ci/385hp V-8

Transmission: A727 TorqueFlite automatic

Rearend: 8 $\frac{1}{2}$ with 3.23 gears and Sure Grip

Interior: White vinyl bucket seat

Wheels: 15-inch Rallye

Tires: G60-15 Goodyear Polyglas GT

Special parts: Canadian-spec car, Lemon Twist Paint, canopy vinyl roof, Go Wing rear spoiler, hood tie-downs, AM/cassette/dicta-phone sound system, performance hood

hood's center. Under the hood is the 440 Six Barrel engine backed by a TorqueFlite and a 3.23 Sure Grip 8 $\frac{1}{2}$ differential. We would call it stunning from day one.

This car was actually custom-ordered in Canada early in the model year, but even there, problems prevented the original buyer from completing the sale. It was given to a Chrysler executive who used it during the summer of 1971, then sold to a Canadian couple as a low-mileage used car in 1972. They kept the GTX as a summer driver for two decades. Showing minor wear but solid metal, it entered the hobby and went through a couple of owners before becoming part of a collection owned by John Hadgis of Ohio.

John was a diehard fan of the '71 cars, and this one was added to his collection,

which not only encompassed a number of cars but also an immense group of OE dealership parts he had gathered. However, as times changed, he decided it was perhaps time for someone else to become their caretaker. That led to a conversation with a couple of noted aficionados of this model year, Tim and Pam Wellborn.

The Wellborns, who operate the museum that bears their name, are most noted for a stellar collection of '71 Hemi Chargers. But the opportunity to own literally truckloads of period parts, plus John's carefully-selected cars, made this a perfect match. Tim allowed a couple of the cars to go to other collectors, while other original ones were left in their as-found condition. The GTX, however, with its accompanying stash of N.O.S. unobtainium from the parts



■ Despite the handsome “fuselage” restyling and high-performance engine options that included the Six Barrel and Hemi, sales of the GTX dropped significantly—to just 3,212—for the '71 model year. This one, now in the Wellborn Musclegar Museum, was originally sold in Canada.



■ Two-tone black and white interior is gorgeous. The dash pad is original to the car.

■ This view of the console gives you a good look at the cassette player with the dictaphone option.



pile, was scheduled for a better-than-new makeover.

Everything went to Andrew White of Apex Autosports in Grafton, Wisconsin. Andrew has become one of the premier restorers at this level and been awarded numerous accolades for his efforts. He spent a year and a half getting the car back into the shape it is now, and the car made its debut last year at MCACN to a great deal of appreciation.

Tim admits he likes to drive these cars, and despite its rarity and superclean condition, this one gets a run around the environs of Alexander City on occasion. As we all know, there would be no more after this model year, making it a fitting end to an era that, in most of our opinions, disappeared all too soon. ■



MISS ALABAMA IN HEMI LAND

Pam Wellborn sponsored actress Jessica Ahlberg, who is an Alabama native and a graduate of Auburn University, for the title of Miss Alabama in the Miss USA pageant. Jessica won the statewide contest. In addition to her responsibilities with her growing acting career and contest representation, she spent a day wearing classic Mod clothing that Pam had selected for a shoot at the Wellborn Musclegar Museum. Go to www.jessicaahlberg.com for more info on her.