

**Year:** 1971

**Make:** Mitsubishi

**Model:** Colt Galant GTO (1972 'Works' Replica)

**HISTORY:**

The GTO was originally built for Andrew Cowan as their 'flagship' rally car in 1972. It was built and prepared for the long distance Safari-type events like the Southern Cross. However, due to the pillarless design and lack of a comprehensive roll cage, body flex became an issue at high speeds during pre-event testing.

Due to this unsettling issue, Andrew reverted back to the 'proven' A51 4dr Galant, in which he subsequently won the Southern Cross.

Only 2 Works GTO's were ever built and sadly, both were destroyed in accidents (whilst leading events). Both wrecked cars were shipped back to Japan, never to be seen again.

This is now the only known example in existence with a (Log-booked) rally history and is a replica of Cowan's original Works car, subsequently crewed by Barry Ferguson/Gary Connelly (now Chairman of AIMSS) and later by Cowan again, winning the 72' KLG rally with it.

This car competed in the 50<sup>th</sup> Anniversary Southern Cross Rally in 2016 – 3500km over 11 days, finishing 2<sup>nd</sup> O/R behind the legendary Ross Dunkerton in a 2.4L Datsun P510.

**ENGINE:**

**1798cc SOHC 4G35** (Specifically Homologated for the GTO's)

Internally polished block, baffled sump, fully balanced, ARP bolts/studs throughout. Custom SPS forged pistons, head by HSD with OS stainless valves, FJ20 double valve springs, titanium collets etc and original Works #5 camshaft. This has been built to replicate as close as possible the original Works head design/performance.

Electronic MSD ignition, Twin 44 Solexes, Works replica inlet manifold and headers, twin Facet red-top fuel pumps.

Approx 180HP at the flywheel

**TRANSMISSION:**

Original KM132 5spd fitted with replicated Works close ratio gearset (by Holinger Industries) with Extreme Button clutch.

**REAR END:**

8 bolt with a 4.6 Genuine Works LSD centre (housing modified to take the Starion disc brakes)

**SUSPENSION:**

**Front:**

Original MacPherson struts – upgraded with adjustable platforms/strut tops and custom-valved 40mm Bilstein Commodore inserts.

**Rear:**

Galant wagon leaf packs with inverted top 1/2 leaf and custom-valved Bilstein shocks.

**BRAKES:** Upgraded from the original (dismal) factory units

Front: Mitsubishi Starion rotors with Ford Focus calipers.

Rear: Mitsubishi Starion

Starion master cylinder, hydraulic handbrake and bias proportioning valve fitted.

**BODY:**

Correct A53 series shell – rotisserie rebuild with all rust removed. 1970's period style bolt-in roll cage (with added front legs and windscreen bar not originally fitted in the 72' Works cars)

Long-range 90L Works fuel tank with twin pick-ups and aluminium Works tank guard.

**INTERIOR:** Original interior retained incl. Halda, correct average speed/stopwatches, switchgear and maplights. Modern concessions for competition use include Stilo intercom, Terratrip and Velo seats/harnesses upgraded to current regs for safety.

The build is on-going as we slowly source/add more original 'Works' components from around the Globe and while now a very rare car, it has been (and will continue to be) used for competition in events such as the famous Alpine Rally.

