

## Auto Futura - The New CAV GT

The GT40 earned its place in motorsport history and has always had a huge following. That some 40 years later it is still turning heads says it all. To do justice to the original, a replica had to be true in spirit to the racecars while bringing something new to the experience. The **CAV GT** brings a 200 mph racecar pedigree to the road, to satisfy those boyhood dreams of racing at Le Man...



Auto Futura took over the manufacture of the **CAV GT** in early 2004 when the Cape Town Motor Vehicle Corporation went into liquidation. In the final days of the Cape Town Motor Vehicle Corporation, the production of the **CAV GT** had come to a complete halt so to get it all started again was a huge challenge. At their peak, the Cape Town Motor Vehicle Corporation had around 200 staff members and was producing 6 cars a month. We were starting with eight staff members and our plan was to limit production to two cars per month while concentrating on quality. We knew it wasn't going to be easy but then nothing worth doing ever is. Even at the beginning, it was obvious that while the **CAV GT** had been favourably received around the world, there was still room for improvement. We made it a policy that when we found something that could be improved, we would try and effect that change right away. As we are both perfectionists, the

hard bit was deciding which bits to change first! Build quality had to top the list. Training staff and sub-contractors to work the same way we would was essential if we were to produce cars of a consistently high quality. From the day we started there has never been a dull moment!

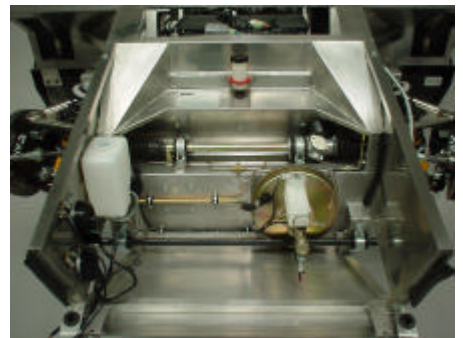


The changes we have implemented range from small detailed parts that are hidden and the owner will never see right through to suspension upgrades that the driver will most certainly feel. Where possible, the upgrades were also designed so that they could be retro-fitted to old **CAV GT's**. This was important to us as the **CAV GT** has a large following and we wanted the owners of those 82 cars to benefit from our new component designs as well.

As with any sports car the driver interface is all-important. To this end we designed new seats that hold the driver more firmly and offer more support. We also added an adjustable race style pedal box. The old indicator unit was also replaced, making the whole driving experience more enjoyable. A new engine bulkhead cover that reduced engine

noise and heat in the cabin was added along with sound deadening foam under better quality interior carpets. From chassis 100 onwards, the car will feature an additional 1.5" of headroom when seated in the car.

For those who are a little more technically inclined, the front suspension kingpin angle was increased to 13 degrees to reduce the scrub effect. The front and rear wishbones were braced for improved safety. From car 100 onwards, new front and rear uprights with revised suspension geometry will be standard. A new engine mount system was designed to accept the 302 and 351 engines while allowing the engine installer to optimise the position of the engine. The rubber fuel cells have had several internal changes, which include a non-return valve in the filler and the addition of a slosh tank. The cast aluminium filler cap has also been re-designed to be more authentic and make it easier to fill the tanks with petrol.



The quality of the fibreglass components is constantly being improved and several of the moulds have already been re-made. Each body is set up on a chassis in our workshop before going off to be shaped and sprayed. From that point on, the body and chassis stay together which ensures that the gapping and lines remain correct. Over 200 man-hours are spent on shaping and preparing each body before spraying. Any paintshop will tell you that getting a good finish on fibreglass is not easy and we have worked hard to make sure each car is completed to the highest standard possible.

Quality comes at a price and the new **CAV GT** is no exception. Those who know the original **CAV GT** will be able to see and feel the difference. The feedback we have had so far has been very positive. 2005 is going to be remembered as the year of the **NEW CAV GT**. It is all about attention to detail. It is a handcrafted vehicle that has had more than 600 man-hours spent on its manufacture. It's a car for the enthusiast. It is about owning a piece of those childhood dreams.

To give some idea of cost, a rolling chassis (excluding options and shipping) would sell into the UK at around £ 38 000, depending on the exchange rate. Those interested in a detailed price list should e-mail us or fill out an enquiry on our web page ([www.cav.co.za](http://www.cav.co.za)). Prices are quoted in South African Rands (ZAR).



We are committed to making the **CAV GT** the finest replica GT 40 available. We want to produce a car that exceeds people's expectations and that will retain its value due to the fine build quality. There is nothing quite like a high-powered sports car to put a smile on a guy's face. When that car also happens to be a GT40 ... well I don't need to say any more. We look forward to sending more **CAV GT's** to the UK and encourage club members to get in touch with us for more information.