



# MOTORSPORT SOUTH AFRICA NPC

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## MSA NATIONAL HISTORIC CIRCULAR 1 OF 2021

### TECHNICAL FINDING AND DECISION REACHED ON THE V8 CHEVROLET CAN-AM REAR SUSPENSION.

The Historic Technical Working Group ("TWG") has found and noted that all existing and known V8 engined Chevrolet Can-Am rear suspensions are of the 3-link type and therefore not in compliance with articles **4.2.1** and **4.2.2** of the National Historic Regulations.

Written evidence was provided to the TWG by a member of the original dealer team to show that the original manufacturer's 4-link rear suspension was retained in the Chevrolet Dealer Team race cars built (See picture of evidence below on page 2).

The TWG has since conferred on the matter and has agreed to extend a special dispensation to all existing V8 Chevrolet Can-Am competitors for the balance of the 2021 season in order to rectify such non-compliance.

For the sake of clarity, all V8 Chevrolet Can-Am competitors (existing and/or new) will need to compete with a 4-link rear suspension for the 2022 season onwards in order to comply with the relevant articles of the National Historic Regulations.

No valid and existing HTP will unnecessarily be withdrawn in the above regard for the remainder of the 2021 season.

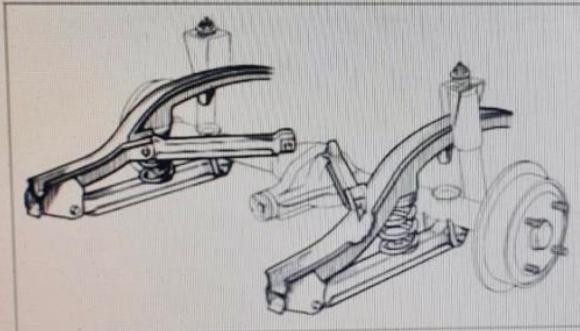
*MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA*



Directors: A. Roux (Chairman), A. Scholtz (Chief Executive Officer), R. Beekun (Financial), Mrs. D Abrahams, A. Harri, M. Hashe, FC. Kraamwinkel, Dr G. Mills, C. Oates, R. Schilling, Ms M. Spurr, S. Themba

### Rear Suspension

Both Vauxhall and Holden had championed the four link 45° upper control arm rear suspension design on most models. The Holden's Torana XU1 Homologation special built from that extended Vauxhall Viva HB floorpan had to handle the 3.3 (202) Holden straight six (completely different engine to the Vauxhall 3.3). Holden had done the job of beefing up the rear arms and mountings for their package. I remember Jonny arriving at the Prototype bay one day with floor/axle bracketry and control arms from Holden. The Holden based rear end became the spec for the Can Am. This was a very competent design and in use on the race cars was one of the more significant advantages the Can Am had over the 'banana' leaf sprung rear end on the race Perana.



THE FOUR LINK REAR SUSPENSION COMMON TO FIRENZA

**BRENDAN SMITH**

**HISTORIC COMMISSION PRESIDENT**

30 July 2021

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