

## **Champion Racing Association Powered by JEGS**

### **Tech Bulletin (July 13, 2020)**

CRA officials consulted with multiple industry stakeholders, reviewing data from multiple S.E.A.L. tests performed by Eddie Chew and Ricky Brooks, analyzing the data used by the JUKASA event last year and their rules for this year and reviewing details with engine builders such as Phil Harper and Dewayne McGunegill, the following adjustments to weights for CRA crate late model events will be made going forward. This serves as a compromise between previously announced adjustments and requests from the industry to use less weight breaks as a way to equalize the different engine packages.

Due to the closeness to the Nashville Masters event, the options below were built to give the racers the option to use the package they prefer (with less weight), or a desire to not use a restrictor. Harper and McGunegill were both very supportive of these changes, and felt they were a great improvement and provided the racers with quality options.

S.E.A.L committee members Eddie Chew and Ricky Brooks have stated they are committed to even more analysis, with the future holding even less weight differences and more fine tuning of the use of restrictors to equalize the packages.

#### **Weights:**

D347SR & 425LM (no restrictors) 2800 lbs.

Rebuilt GM 604 (no restrictors) 2775 lbs.

D347SR & 425LM (restrictors as described below) 2750 lbs.

Rebuilt GM 604 (restrictors as described below) 2725 lbs.

Factory Sealed 604 with allowed upgrades 2725 lbs.

Factory Sealed 604 with no modifications 2700 lbs.

#### **Restrictor Program:**

All Fords and Rebuilt GM engines that use a restrictor based weight package must be equipped with a 1" adjustable base plate manufactured by Allstar Performance (Part # ALL26060) with 4 reducer inserts 1.250 diameter (Part # ALL26066). All of these components must be unaltered.

Please contact CRA Tech Director Eddie Chew with any questions.