

2007 Stock & Super Stock Plans

The finalized versions of the 2007 Stock and Super Stock Plans have been approved by the National Control Board and Board of Directors and are now posted on the AASBD website.

When comparing the drafts to the finalized plans, there is one constructional change. In Step Seven (Brake Pad Installation), the draft plans use a ¼" lock washer and ¼" nut when installing the brake pad to the plunger. In the finalized plans, the washer and nut are replaced by the use of a ¼" lock nut. Please note that in Tech Tip E24 (Permitted Modifications) it is stated, "The brake pad may be installed to the plunger using *both* the ¼" washer and ¼" nut (provided by others) instead of the ¼" lock nut". The new lock nut will be included in future kits; however, it is not mandatory for existing cars to use the lock nut until after the 2009 All-American SBD Championship Race.

2007 Masters Plans

The draft version of the 2007 Masters Plans is currently on the AASBD website so that racers have access to them; however, the plans are still being reviewed by the National Control Board and are subject to approval by the Board of Directors. The target release date for the finalized version of the Masters Plans is mid November with all finalized changes going into effect on January 1, 2007.

Some of the updates for the Masters Plans that are subject to review and approval by the National Control Board and the Board of Directors are as follows:

1. No drilling of holes in any of the mounting plates is permitted.
2. The foot rest, axle stops and/or brake pedal can be mounted to the front plate using only the four mounting bolts.
3. The tubular bracket is now replaced by an angle iron in the Masters Kit. The tubular bracket is now an alternative set-up that can be purchased separately from the AASBD.
4. There is a new PVC steering cable adjuster and cable route; refer to the draft plans for the new set-up. You may use the AASBD turnbuckle steering cable adjusters or the AASBD PVC steering cable adjusters. All other designs must be submitted to the National Control Board for approval.
5. No mounting of optional brake parts to the steering and brake assembly is permitted.
6. Behind the driver's head you must trim excess weight bolt and pad the bolt with foam.
7. No adjustable weight with a height greater than 1 ½" is permitted between the legs of the driver and steering shaft.
8. When installing the shell, finish washers must be added to all 1 ¼" screws.
9. One 1 ¼" screw with a finish washer must be in the nose of the car. Notch the nose gauge to accommodate the washer and screw.
10. The AASBD white foam on the hatch must be a minimum of 6" in depth in front of the driver's face.
11. Mount the leading edge airfoil with screws or similar type of pin through the front axle; the trailing edge should be mounted by a similar method. If tape is used to help secure the rear airfoil, only two pieces of 2" wide clear tape will be allowed per airfoil.