



2027 Limited Weld

THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR. IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CANT.

General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
2. Any American make car can run with the following exceptions: 4x4's, ambulance, hearses, trucks, limousines, etc...
- 2b. FOR CORNHUSKER CHAOS 2K27 4 Man Teams you are Allowed (2) 73 & Older Imperial, 70 & Older Lincoln, or 2003 & Newer per Team, The remaining (2) cars can be all old iron, new style or mixed. Duo Driver Can be any Car for Cornhusker Chaos 2027.
3. All drivers must sign the driver's paperwork, or they will not drive in the event.
4. Driver must wear a seat belt, helmet, FIRE SUIT JACKET & Long Pants (no more exceptions to the fire jacket rule).
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
8. No drivers are allowed alcohol -period. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the Tech staff only. Everyone else will stay back until cars are deemed to be legal.
10. Any complaints that a driver has about another car prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we do not want to hear about it after the show.
11. Any questions, give me a call or text: Logan Dowhy 308-627-0827. If these rules or a phone call to us does not say you can do it THEN DON'T. We cannot stress enough to call first.
12. Judge's decisions are FINAL!!!
13. 30"x30" Roof Sign Max
14. **Absolutely no painting of frames or undercarriage, if frame or undercarriage is found excessively painted the car will not be teched until all paint is removed.**

IF THE RULES DO NOT SAY YOU CAN DO IT YOU CAN'T!!!!!!!!!! DO NOT READ ANYTHING INTO THESE RULES, JUST READ THE RULES!! If it does not say you can, YOU CAN'T or you will be loaded, your choice!

DO NOT paint anywhere on suspension or frame, we will not even inspect your car.

Body

Remove all glass mirrors and plastic. Remove all decking in wagons Vehicles must be swept clean of all debris

1. No sedagons, ZERO crease enhancement, ZERO sheet metal or frame shaping, forming, or folding.
2. Hood must be 100% in stock location and open for inspection.
3. Anything can be removed, NOTHING can be added
4. You may weld doors 12" inches total on each vertical seam only (no welding of top or bottom door seams) 3"xl/8" Strap.
Drivers' door may be welded 12 inches total on vertical seams only 3" x 1/8" strap, in addition for safety you may plate the exterior or Interior of the driver's door with 1/8" thick piece of plate not to exceed 2" past the Driver door seams, (FOR DUO DRIVER or PASSENGER EVENTS YOU MAY DO THE FOLLOWING TO THE PASSENGER DOOR AS WELL! Do not weld hood.
5. Trunk: Exterior Trunk seam is allowed to be welded shut 3" on 3" off with 3" wide x 1/8" thick flat strap OR you will be allowed to bolt the trunk seam shut with (16) 3/8" bolts & standard size 3/8" washers. In Addition, you will be allowed (2) pieces of 1" all-thread to pass through the trunk lid & the trunk floor. This all-thread may pass through a factory body mount hole but a 1" spacer must be used between body/frame the nut/washer must be up inside the frame. These all-thread pieces must remain completely vertical, if you chose not to go through a factory body mount hole you will be allowed to weld this all-thread to the side of the frame. Only 2" of all-thread is allowed to touch the frame with only (1) 2" long x 1/2" wide weld bead may attach the all-thread to the frame & must be done vertically. 5" Square or 5" Round Washers are allowed on these 1" all-thread pieces to fasten trunk lid shut. May bend down hoods in the front. Tucking of the trunk ok but 50% must remain in factory position & on hinges, you are allowed to completely remove the trunk lid. Notching of the rear frame is allowed but no pre-bending! Wagon tailgates are considered "Trunk Lids".
6. Body mounts and Bolts Can be replaced. Maximum 1/2" Bolt Diameter, Maximum 5" Bolt Length, Maximum 2.5" O.D. 3/8" thick max Washer inside frame & on top of body for body bolt. Body Mount can be solid steel or hockey pucks. BODY MUST HAVE 1" gap between frame & body or you will fix it. Body Spacers & Washers must be individual for each body mount location, Body spacer max OD is 3", Body Spacer Minimum Height is 1" & Maximum of 2". Do Not weld spacers, washers, bolts, or nuts to frame, body, or any other bolt in's.
7. Hood Bolts: You are allowed a total of (6) hood bolts 1" in diameter maximum. (2) of these hood bolts must pass through the factory core support mount holes in the core support & frame. No welding allowed to fasten the core support hood bolts; you may use 5" washers & 1" nuts maximum to fasten, Washers & nuts are not allowed to be welded to the frame or core support. Core support spacers are allowed up to 8" in length maximum & 3" Diameter maximum. Core support spacers CAN NOT be welded at all they must be free floating. All hood bolts other than the (2) Core Support ones are 10" Length Max.
8. Windshield Bars #9 wire, 3/8" chain, (2) 2" wide x 1/4" thick pieces of flat strap may be used (weld 4" to roof & 4" to top of firewall) in front windshield or One Single 2" Square tubing from the top of the dash bar to the front side of the halo bar. You may only choose one of the 4 above options.
9. Hood, Trunk Lid, Fenders, Quarter Panels. Hood must have a minimum of (2) 8" Holes in it for fire control, the sheet metal in a hood can be pinched together & bolted w/ (8) 3/8" standard bolts, nuts, & washers. (8) bolts total for the hood sheet metal. Trunk Lid must have (1) 8" hole for inspection. Front Fenders & Quarter panels can be pinched & bolted together w/ (4) 3/8" standard bolts, nuts, & washers per wheel well opening. NO BODY SHAPING expect folding around of the front fenders.
10. Front Clip/Core Support may be swapped for "like" Clip or Core Support but must bolt on as Factory. (71-76 Chevy on a 71-76 BOP is OK, Box Fomoco to Box Fomoco, Bubble Fomoco to Bubble Fomoco etc. One Single Car (No pickup, van, semi, tractor, implement, intercooler, etc. Allowed) AC Condenser may be used in front of the radiator, this AC Condenser may be attached to the Core Support Only w/ a Max. of (6) 3/8" Standard Bolts, nuts, & washers OR Welded in using (2) 1/8" thick 8" Long 2" wide flat straps. Condenser can not attach to anything else other than core support. Only one method is allowed to attach.

Frame

NO welding on frames allowed. You may Shorten the front of the frame no farther back than the front edge of the lower radiator support, this will be checked where the frame meets the radiator support, no moving, bending, altering the radiator support. Rear frame can not be shortened or altered. You are allowed to "Cold Bend/Tilt" behind the A-Arms in one place & one direction, IF YOU ARE CAUGHT CUTTING, TILTING, & WELDING YOU WILL NOT RUN.

Frames must match Make & Model of Body. this includes re-stubbing of a pre-ran car. (Example 79-11 Ford Frame must be under a 79-11 Ford Body, 71-76 Chevy Impala frame must be under 71-76

Chevy Impala bodv. 71-72 Caddy frame under 71-72 Caddy bodv. 73-74 Caddy under 73-74 caddy. 75-76 under 75-76 caddy, Mopar are to follow the same rules. Y-Frame Sub under Y-Frame bodv, Shocker Sub under Shocker Frame Bodv, Imperial Sub can be under a Y-Framer Body but you are not allowed to re-located any brackets or mounts on the sub or body to make it work.) No shorting of frames under doors to make fit etc. On all re stubbing of pre-ran cars, **no re-stubbing of fresh cars**, officials decision is final. You Must Call before re-stubbing a pre-ran car.

1. Suspension modifications allowed. But only what is listed here: tie rod ends & ball joints may be changed out to a new stock joint or end only, nothing bigger than factory. A-Arms & Spindles can be swapped out if they are a direct bolt in: Example; Box Ford on a 92-02 Ford, Metric GM on an Old Iron GM. **But These MUST remain make to make Only! (No Metric GM on Fords, etc.) All Suspension parts must remain car parts & stock OEM or equivalent.**
2. Upper A-Arms are allowed to be welded down by using (2) 2"x4"x1/8" thick straps per upper A-Arm. No Other welding will be allowed on A-arms to frame etc. These 2"x4"x1/8" thick straps must be a rectangle (no diamond or parallelogram shapes)
3. You may use 3 strands #9 wire or (2) 1" weld beads to hold coil spring to rear end and leaf sprung cars may use (2) 2"x4"x1/4" thick Clamps per side (Passenger side & drivers' side) (4) 3/8" bolts per clamp maximum.
4. You are allowed 3/8" chain in place of shocks on the rear axle ONLY! These chains must be bolted into place (NO WELDING) & must be in the exact placement of the factory shocks. **No wrapping or looping chain around the hump. Watts Conversions NOT Allowed.**
5. Doubled coil springs in the rear ok. **Stock "Car" Coil Springs Only no Aftermarket, Van, Pickup, etc.**
6. Leaf spring cars can have a max of 6 leaf's **5/16" thick**, with a 5" total stagger (**2.5"** on the front side of the rear end & **2.5"** on the back side of the rear end) **each leaf must have a minimum of 1/2" of stagger.** Must be stock Main leaf spring to make, model and year of **car you are running & be located in the stock location (on top of the stack as well).** No flat stacks. You may use 2 clamps, 1 in front of the housing and 1 in the back (maximum size 2"x 4"x 1/4" thick) per side with a maximum of (4) 3/8" diameter bolts per clamp. May use chain in place of shocks, 3/8" chain maximum. Chain must be in stock shock location. **NO ALL THREAD IN PLACE OF SHOCKS .** Mopar's or Cars without the rear spring hanger directly under the frame/uni-body are allowed to fabricate leaf spring hanger brackets out of 1/4" thick 2" wide by 6" long to reposition the leaf springs underneath the rear sub (NO shortening the factory length of leaf springs)

Drive Train

1. ANY drivetrain allowed with the following criteria.
2. Only the lower stock style engine mounts (NLR basic style allowed) may be welded to engine saddle only. You may use two 1/2" thick spacers to raise engine to clear steering components, may not exceed rubber mount area. You may extend off back of engine saddle but nothing excessive, 1/2" flat plate only (example SBC in Caddy, Mopar)
3. Cast Aluminum Bell Housings are allowed (JW Ultra Bell Etc. NO Nerat or NLR Homemade bell housings allowed) No tranny protectors, stock mounting only, **(1) Single** stock cross member for the car you are running (If you need to Re-Locate the stock Crossmember you will be allowed (1) 2"x2"x1/4" thick 4" Long Piece of angle iron per side to re-mount your crossmember, this will only be allowed for the purpose of re locating the stock crossmember) If you use these angle iron pieces you must completely remove the factory crossmember mounts. **No 2" Tubing Crossmember**
4. Rear end swaps allowed, Any Rearend Allowed Including 8 Lug, rearend bracing must remain 4" from the frame, package tray, & cage/gas tank protector. Bracing must not exceed 13" off center of housing horizontally & 10" vertically. Pinion brakes will be allowed, and NO Re-enforced trailing arms, **single trailing arms only, no doubling up.**
5. Floor shifters allowed, headers allowed, gas pedals, Clarification: none may strengthen car. (DUO DRIVER EVENTS: DRIVERS SIDE MUST HAVE THE STEERING WHILE PASSENGER SIDE MUST HAVE THE THROTTLE, EITHER SIDE CAN HAVE THE SHIFTER AND BRAKE PEDAL!)
6. Lower engine cradles w/ front plate only. Pulley protectors allowed if sway bar is removed, skid plates, protectors of any kind, no aftermarket parts of this nature at all. No Mid plate is allowed, may use a BOP adapter plate but it must not exceed 2" outside of the factory bellhousing footprint. **Carb halo/ header protectors are OK but must not go any farther rearward that 2" behind the center port style headers, nothing can go forward off the front plate.**
7. You may swap engines, i.e... Chevy in a Ford.
8. Slider drive shafts are allowed

9. Any Wheel/Tire Combo allowed, Inner bead locks allowed but not outer.

Driver Compartment

4-point square cage with (2) 3"x 3" down bars to TOP OF FRAME or sheet metal per side not both. max 60-inch side bars (this includes Halo) 6-inch max. Halo bar allowed to attached back seat bar or Top of Frame. Halo bar must attach to the roof in a minimum of 2 locations with a maximum of 4 locations, attachment points cannot extend any farther than 4" off the halo bar. All "down bars" MUST be within the INTERIOR Door seams (Front edge of the front door on the interior & rear edge of the rear door on the interior, 2 door cars front edge & rear edge of the interior seam) Still must remain 2" forward of the dog leg body mount. ENTIRE down bar must be within INTERIOR door seams. All "down bars/halo" must be vertical, not angled back, forward, or to the sides at all. Driver side ONLY door bars can be stacked drivers & passenger on Duo (12" height max) All cage must remain a minimum of 8" above top of frame or Uni-Body These "door" bars may be against inner door panel, but not between door panel and outer door skin.. All Cage & halo must remain 2" forward of the center of the dog leg body mount bolt & 6" away from the firewall. In addition all cage including but not limited to: center bar, dash bar, back seat, & gussets must remain a minimum of 6" away from sheet metal even if the sheet metal in a particular area is removed, other than the 4 corners where attached to the body.

1. Gas tank and battery must be moved and secured. Tank behind the seat, Battery centered in the passenger front floor. (For Duo Driver Battery can be behind the seats or on the dash bar but must not reinforce the car. Simple Gas Tank Protector Allowed must be minimum of 2" away from back seat sheet metal (speaker deck) even if sheet metal is removed. & 6" away from floor & any other sheet metal even if sheet metal is removed. Wagon or any car with 3rd row seating Gas Tank Protectors must remain 8" in front of center line of the rear axle housing. 30" Wide Gas Tank Protector Max. 36" Wide in DUO ONLY.
2. Nothing may be mounted in a way that strengthens the car.
3. Trans coolers allowed. Must be mounted inside 4-point cage area. (Outside of Cage ok in Duo.)

Bumpers

Bumpers can be changed out to any car bumper (if it did not come with a 5mph shock bumper you may put one on) May use the brackets that came with the year, make and model of car. You may reinforce bumpers on the inside of the bumper. All support must be inside. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around.

Welding the bumper skins (chrome to inner liner) is allowed. No welding bumper to the body in any fashion! Bumper height not to exceed 22" to the bottom of the bumper to the ground and must be a minimum of 14" from the ground to the bottom of the bumper or the frame, whichever is lower.

OR

You may manufacture a homemade bumper, it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 34" overall, the bumper cannot exceed 16" wide at the tip of the point, these measurements must come from the top to the bottom of the bumper. The point may only extend out 8" from the flat part of the bumper. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails. Manufactured Pointy Bumpers are allowed as long as they meet the above spec.

Bumper Brackets

can be welded to the bumper and to the frame on one of the four sides of the frame. Bumper can be welded to the frame with no foreign material, factory brackets are allowed to be stretched back and placed on any ONE side of the frame but must not extend any farther than 10" behind the bumper. OR a piece of 3/8" thick, 4" wide by 10" long strap may be used instead of the stock brackets (not both). TEE PEE or FORMED BUMPER BRACKETS ARE ALLOWED but must start out as a piece of 4" wide x 3/8" thick x 10" Long piece of material. You are

also allowed to wrap this strap around the front of the frame 4" to create an "L" shape, this is to give you enough material to weld your bumper to the strap. Your bumper strap MUST NOT exceed 14" long total this includes the 10" allowed to weld flat along the frame and the 4" allowed to wrap around the front of the frame making a "L" shape for the Total piece being NO MORE than 14" long! No brackets can extend any further back than the first 10" of the frame. Nothing can be put inside the frame and all brackets can only be on one side of the frame. All bumper brackets must be on the exterior of the frame, unless they came from the factory on the interior of the frame. If using the stock bumper

bracket and it came from the factory on the interior, it may remain on the interior of the frame. All homemade bumper brackets must remain on the exterior of the frame. NO EXCEPTIONS.

Rear Bumper will conform to the front bumper rules with the following requirements. If fabricating a rear bumper as a "wedge" it must have a minimum of a 2" blunt surface on the face of it. (Can not be a sharp edge)

Rear Bumper Brackets

(1) 10" Long 4" wide 3/8" Thick (Must start out as this size) per frame rail and must attach to the bumper in the factory manner (If the bumper was mounted to the body from factory that is how it must remain, the bumper bracket can only attached to the factory bumper mounting

location) Rear bumpers must remain in the factory position (Shocks can be collapsed or removed to "hard nose") If factory Brackets, shocks, or cups are used you will not be allowed the 10"x4"x3/8" bracket One or the Other. **If factory rear brackets are used you are only allowed to weld the first 10" of them beginning at the end of the frame.** Body can not be welded to the frame using the bumper or bumper bracket. Officials' decision is final.

If you call me on these rules, the answer is most likely NO! Simple rules, simple build, keep it that way. Again, do not get "creative" or read into these rules, let us get back to the basics. Remember, if it is not clearly described above, it is NOT allowed.

03 & Newer Rules

1. Must use factory **2003+ Crown Vic, Merc, Lincoln Car** rack & pinion **no adapters**, no steering box conversions.
2. Must run the factory aluminum cradle, NO added metal.
3. Struts, spindles and a-arms may be switched to a direct bolt on (From a FOMOCO CAR ONLY). No cutting, welding, or fabricating to make it work.
4. Strut spacers are allowed only big enough to bolt strut to, no taller than 2.5" and at no point may it reinforce anything.
5. Engine Mounting, you may use a engine saddle like Grey Area, NLR, or Budde BASIC saddle or you can fabricate your own. **1/4" Thick Material Max. You can NOT encase the entire aluminum saddle with steel, the top portion of the Aluminum is the only part allowed to be "capped/covered" Do Not get carried away building a steel engine saddle, call & ask before doing, you may not have the opportunity to fix it. Still must use a stock style rubber mount.** The cradles are allowed to attach with one **1/2"** bolt through each aluminum tower **in stock motor mount location**, no other attachment points and must remain **1/2** inch off the side rail. Cradle cannot go over or under the frame rails.
6. Repair plates may NOT be used to tie cradle into the rails **on Fresh Cars.**
7. Watts link conversions are NOT allowed.

Repair Plates:

ALL REPAIR PLATES MUST HAVE A MINIMUM OF 1/2" HOLE IN THE PLATE TO GAUGE THICKNESS

Repair Plates will be allowed to be "altered" (taco, tee pee, formed,) But they must remain one piece & Remain a 6"x6"x1/8" thick square (no diamonds or parallelograms allowed). Repair plates will only be allowed to attach to the frame (cannot attach or come within 6" of the drivetrain at any point)

Once a repair plate is welded onto a frame it will not be allowed to be cut off & moved at all.

Fresh Car's will be allowed (1) 6"x6"x1/8" thick repair plate per frame rail (Passenger side & Drivers side Frame Rail)
Cornhusker Chaos 2027 Only: After through Tech First Time you will be allowed to add a 2nd Repair Plate per rail
DUO Driver Cars Cornhusker Chaos Only: (3) Repair Plates Per Rail on a Fresh Car.
2027 Summer Season: Fresh Cars will be allowed all (5) Repair Plates Per Rail (Still no moving of plates once they are welded on)

Pre-Ran Car's will be allowed (5) 6"x6"x1/8" thick repair plates per frame rail. (Passenger side & Drivers side Frame Rail)

Frame Rust Repair: Will be allowed but must call for approval & send photos. **DO NOT REPAIR FRAME RUST WITHOUT CALLING FIRST! Logan 308-627-0827**

Sheet Metal Rust Repair: Sheet metal rust repair will be allowed in the floor boards of the car & in the body mount area (the body mount area must show visible rust or you will cut it), sheet metal must be the same thickness as the factory floor pan for the car you are running. This repair will be allowed to be welded in 2" on and 2" off. **DO NOT WELD IN SOLID!** Best to send pictures before repairing any sheet metal.

#9 Wire is Allowed on PRE-RAN CARS ONLY. (2) Place Per window opening with (4) loops= (8) Strands. This wire is only allowed to go from the roof to the frame or floor. All #9 wire must stay within the flat part of the floor. NOT AROUND the cage at all. "Eye Bolt" bolts are allowed to tighten Wire. You are allowed a standard 1/2" flat washer where the wire passes through sheet metal but the washer **CAN** be welded.