

## THE ISO CHASSIS (Cont'd)

After the race, the isos weren't really used for more than a thrash car until February of this year, when the glue started getting put down so heavily at Buzzy's that a regular car wouldn't get contact.

It seems everyone came up with the same idea at the same time, as five isos showed up the same night. Ed Sohl turned a 3.79 for a new track record and the pole. I was second with a 3.87. Pumpkin Man did a 3.91 and Rick Boltizar a 4.00 for the last sit-out — all using iso chassis. The main thing the isos had was their ability to get through the glue. (This was also the night we found out Limpach tires got better bite for qualifying by not running them before you teched in.)

Everyone was stoked at the times, but nobody really noticed that the cars were pretty slimey in the race itself.

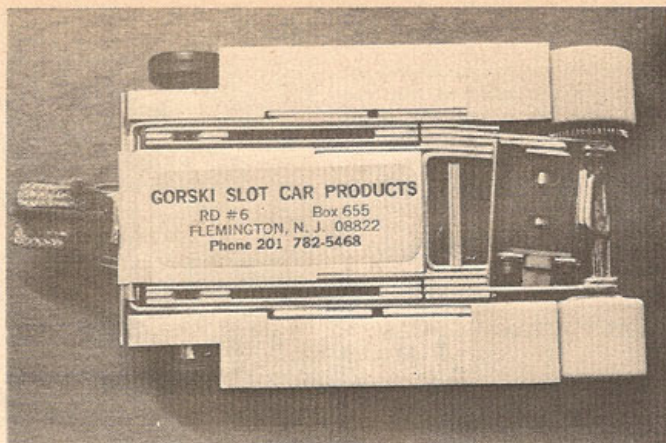
The next big race was the Pittsburg Grand Prix. All the East Coasters figured we would really cream everyone with our new isos. Well, the track turned out to be a super bumpy slime pit, and needless to say, the isos did not do well at all. Although John Gorski and Rick Boltizar both made the main with theirs, they were never really in contention once the race started. The isos just slimed and were the big joke of the race. The Camen crew really busted us about running isos.

The iso was to prove itself about one month later, by winning its first pro race. The place was the big Buzzarama pro race. Sohl showed he was to be reckoned with, as he put his iso into the main with a 3.76 — one-hundredth of a second behind Monty's new world record (3.75). In the race, Sohl had things pretty much his own way as he walked away with the race. Da Flash surprised everyone by getting second with his iso and Boltizar was also running well in the main with his, until his guide broke.

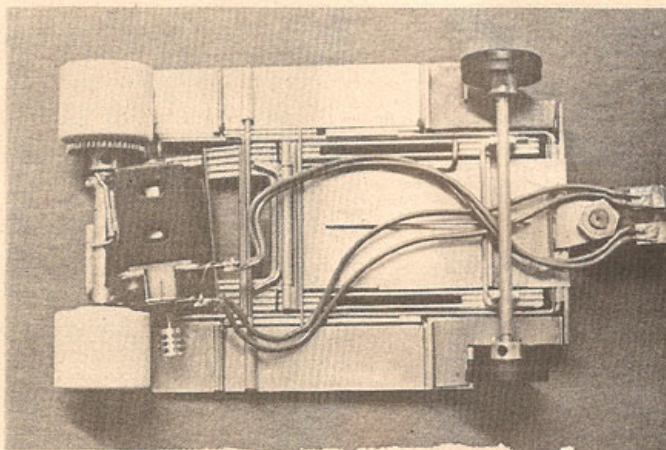
The next race at C&C, the Camen crew was converted, because both Limpach and Monty showed up with isos and were first, and second fastest qualifiers and finished one-two in the main, as well.

Since that race, the iso has won countless races, both here and in the Ohio area.

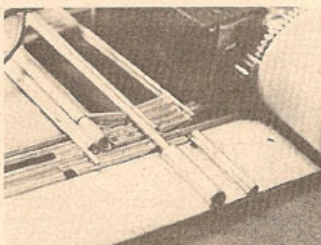
There are two ways to build an iso frame. One is the old way of building a regular center section and cutting it in half. The other is to build a center section connected along the sides of the



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arm with a separate set of rails to hold the front wheels. Both of these types are shown in the photos. The main thing to remember is to make the chassis super stiff between the motor and the arm. If this is not stiff, the chassis will twist and bow and the guide will not ride flat in the slot. Also, if the front half holding

on the front wheels is weak, it will tweak every time you hit a wall.

Most pros seem to favor the plumber-on-the-arm chassis, as this seems to give a much smoother running car.

If you're going to build an iso, make the rails out of .063" wire, as flex means even less on an iso than on a regular frame. The cross piece should be behind the hinge, because if it's in front, it pushes the front wheels onto the track, causing loss of contact. Also, if you use a spring, make the tension super light to get super contact.

I wouldn't build an iso with pans thicker than .032", as the isos run much lighter than a regular frame.

The iso seems to work much better with the Lancer Prosche coupe and roadster bodies, than with any other bodies.

So that's the iso story. Give yourself a break — try one.