

bit, so he ran a standard rail. I gave mine to Pumpkin Man to run, as my regular rail car bit a lot better.

These first isos were regular .047-.055 plumber-on-the-chassis cars that were braced and cut in half. Their major problem was they got tweaked very easily because of their weak design.

One thing the isos did do was to really get through the glue, and they got super contact.

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photos by fred "da flash"

No. 1

This is one of the first four East Coast isos ever built. It was nothing more than a standard, plumber-on-the-chassis car, cut in half. It ran quite well and Pumpkin Man eventually did a 3.91 with it. The major flaw was the plumber on the chassis, and the weak design in the center, as the car bowed from running around the banks and heaven help you if you hit a wall!

No. 2 No. 2A

This iso, which I built for one of my customers, Bill Mack, currently holds the Buzzarama track record at 3.75, only three-hundredths off the pro record. Bill used a Greenaway 24 and had Pumpkin Man set up the entire car. The arm is a 1-1/4" Parma, cut down to 1-1/8" so the frame doesn't end up too wide. The two center rails are soldered to the arm and run back to the motor cage and then to the rear tube to form the center section. The next two rails are hinged on the center section and support the front axle. The rest of the car is built like a regular frame with .032" Parma pans. All the rails on this car are .063" piano wire.

No. 3 No. 3A

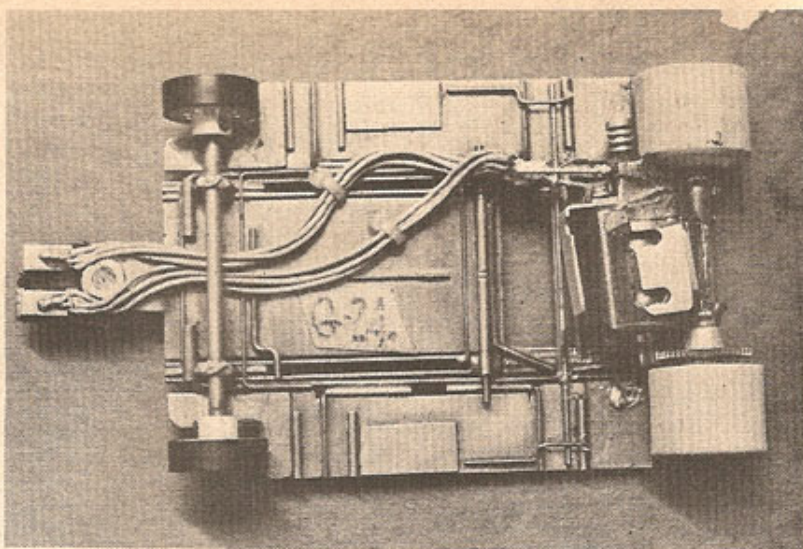
This is Al Defeos Boltizar-built iso. Al held the semi-pro record of 3.79 with this car. Rick used a 3-3/4" wheelbase and a 7/8" guide lead on the frame. The main rails are .047-.055", with long .063" half rails. Both the pans and the arm are .040" units and the plumber is mounted on the chassis. Notice how far back the cross piece for the plumber is. This seems to be the best place for it on an iso, unlike regular frames, where it works best farther up.

No. 4 No. 4A

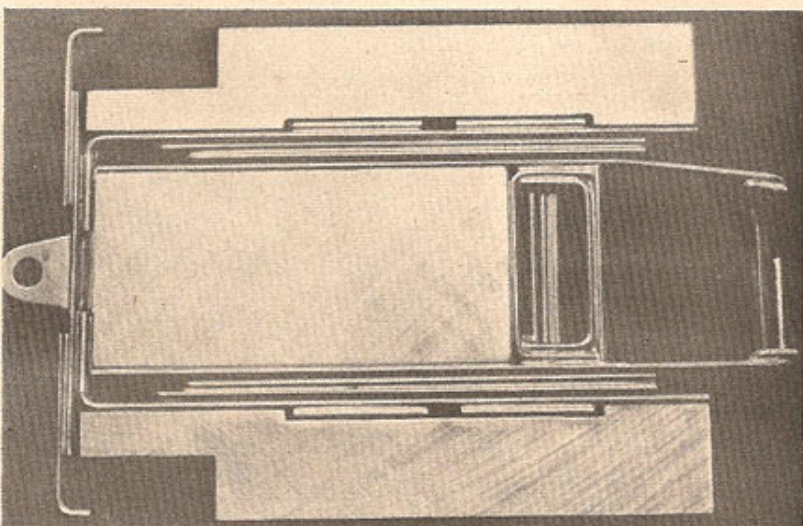
This iso frame was built by John Gorski. John uses .040" Parma arms and .032" Parma pans on his frames. The big difference is the single main rail. John says by doing this, he doesn't have to cut down the arm and the frame is just as strong. John also used the California type bumper on his frames.

No. 5 No. 5A No. 5B

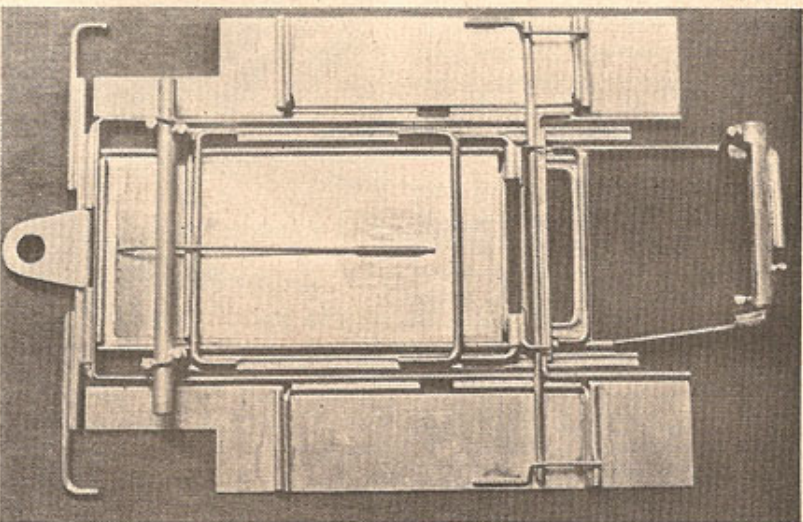
This is one of my isos that I have been running at Buzzarama lately. It's the old standard version. The wheelbase is 3-3/4", the guide lead 7/8". The arm is an .040" with Parma .032" pans. This particular frame seems to run well with a lot of glue or with very little glue. The rails are also .063". Notice the half rail, which runs half way up the arm. This bulletproofs the middle of the car and keeps the center section from bending in the middle.



No. 3A



No. 4



No. 4A