

COLEMAN STEPS UP

COLEMAN MOTORSPORTS MOVES UP TO CLASS 10

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Mention the name Jimco and many people in the industry already know you are talking about a quality race car build. Under the direction of company owner Mike Julson, Jimco has been building race vehicles for the top names in off-road racing for over three decades. Builds include everything from open-wheel buggies to trophy trucks and prerunners. Drivers of Jimco race cars have numerous wins and championships.

That's the quality and experience that Jason Coleman, owner of Coleman Motorsports, was looking for when he contracted Jimco for the design and build of his Class 10 car. Coleman says, "I like their great team aspect in putting the build together." Coleman said everybody at Jimco was easy to work with. "Anytime I wanted changes made, they were on top of it. I would have a photo of something by the end of the day," Coleman says. "I looked at three to four other builders and spent time looking at the pros and cons of their vehicles. Ultimately, I selected

Jimco because of their long list of wins and championships and reputable build quality."

Coleman is no stranger to off-road motorsports and championships. In 2008, Coleman started racing in the 1600 Class and over the years secured two championships. Coleman says jumping into a Class 10 "is the natural progression to the next step." The 1600 Class had 50 car fields and now Coleman says he is looking for that same experience in Class 10.

Going for a race win with the new car, Coleman will have his work cut out for

him. Twenty-nine Class 10 cars will race the Best in the Desert Las Vegas to Reno, dubbed the "longest off-road race in United States." Coleman says he plans to follow the Class 10 car count, competing in the Best in the Desert Parker 425 in 2015. Coleman also says he'd like to tackle some of the Mexico races as well as return to the SNORE Series, where it all started for him. Coleman says he wants that "big class competition." But before Coleman had the chance to get the car dirty in the desert, we got him to bring it our studio where it still had that new car smell.





INTERIOR:

A lot of thought and design went into the interior of Coleman's Jimco Class 10. That's where Coleman and his navigator will be doing most of the work, so the beautifully crafted carbon-fiber dash has everything needed. Coleman was going for comfort and functionality in the design. The navigator has a 10.4-inch Lowrance HDS GPS to keep Coleman on course during the race. The shifter positions and switches were all placed exactly where Coleman wanted. You won't find any standard gauges on the dash. Coleman went with Motec's new C125 system, allowing him to monitor temperatures on the car. Coleman is pleased with the color display and ease of use on the Motec. The dash also features a 12V plug-in for powering tools or charging a cell phone in the desert.



LIGHTS:

Baja Designs LED OnX lightbars are featured on the top and front of the Jimco Coleman Class 10. Coleman was impressed with the lighting capabilities. Baja Designs is always improving on their lighting technology never leaving Coleman out in a dark desert.



ENGINE:

Powering the car is a Chevy Direct Injected Ecotec 2.4 Engine built by Adam Wik at Wik's Racing Engines. Class 10 rules state the car's engine must remain stock and sealed with a tag, keeping competition fair. Coleman has no problem getting on the gas with the 200 hp and 195 lb-ft of torque.



TRANSMISSION:

Fortin's six-speed sequential was selected as the transmission because Coleman wanted the best of everything. Coleman likes having an extra gear on the Fortin, just in case he needs it. Coleman had a potentiometer added that engages when he is shifting.



REAR SUSPENSION:

Twenty inches of travel also make up the rear of the Jimco Coleman Class 10 car along with King's new finned shock reservoir. The finned reservoir keeps the temperatures on the shock up to 107 degrees cooler than King's regular competition shock, allowing Coleman's Class 10 car to endure the brutal heat of the desert. Coleman's Class 10 car also features Jamar's four-piston caliper brakes. Jamar's brakes are all billet aluminum. Coleman really likes the stopping power of the brakes.

**FRONT SUSPENSION:**

Jimco always pays great attention to detail when designing the front suspension of a race car. Jason Coleman wanted Fortin hubs and King shocks to manage the 20 inches of wheel travel on his Class 10 car. The car features King's 3.0 bypass shocks with 2.0 coilovers. Coleman has run King Shocks since 2008, so there was no question the car would be built on King Shocks. The spindles were designed and manufactured by Jimco.

**REAR VIEW:**

Coleman's Jimco Class 10 car sits on 33-inch Radar Tires. After looking at other tire manufacturers, Radar was selected because of their newfound dedication to the sport. Radar already has back-to-back Baja victories. The Radar tires complement Method Racing's 15-inch beadlock wheels. Tim Cecil at Sign Pros did a great job with the paint and graphics on the car, making it stand out. Overall, Coleman is pleased with every detail on the Jimco Class 10, and is ready to bring back the championship success he saw in the 1600 class.

BUILDSHEET

COLEMAN MOTORSPORTS JIMCO CLASS 10

POWERTRAIN

ENGINE:

Chevy Direct Injected Ecotec 2.4

BUILDER:

Adam Wik/Wik's Racing Engines

MAX HORSEPOWER:

200 hp

MAX TORQUE:

195 lb-ft

MODIFICATIONS:

Adam Wik/Wik's Racing Engines

INDUCTION:

Fuel injected

SUSPENSION

FRONT:

Jimco spindles, Fortin hubs, 20 inches of travel, King 3.0 Bypass 2.0 coilovers finned reservoir

REAR:

Jimco Spindles 20 inches of travel, King 3.5 Bypass 2.0 coilovers finned reservoir

COOLING

C&R Radiators

PLUMBING

Jimco

WIRING

Gary Powell, Proformance Engineering

BRAKES

Jamar 4-piston (front and rear)

WHEELS/TIRES

WHEELS:

15x4.5 Method Race Wheels

TIRES:

33-inch Radar Tires

EXTERIOR

BODYWORK:

Jimco

GRAPHICS

PAINT/GRAPHICS:

Tim Cecil, Sign Pros

INTERIOR

SEATS:

Cobra

GPS:

Lowrance

RADIO/INTERCOM:

Rugged Radios 110-watt Vertex VX6000, Intercom RRP510

DASH:

Walker Racing (all carbon fiber)

SHIFTER:

Fortin

GAUGES:

Motec C125 Electronic System

CHASSIS:

Jimco

GENERAL

CHASSIS:

TrophyLite R-4

DIMENSIONS:

Wheelbase: 125 inches

Overall Length: 14 feet

Overall Height: 68 inches

Track Width: 82 inches

Weight: 2,500 pounds



ADDITIONAL INFORMATION

// WWW.COLEMANMOTORSPORTS.COM

// WWW.JIMCORACE.COM

// WWW.FORTINRACING.COM

// WWW.RADARTIRES.COM

// WWW.WIKSRACING.COM