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# RACECO REVIVAL

**A LEGACY IS REBORN WITH A  
BEAUTIFUL NEW CLASS 10**



**A**t the peak of its dominance in the mid-1980s, a North American Raceco chassis was often first to the finish line. Known for almost being magically able to blend the seemingly polar opposites of light weight with brute strength, Raceco buggies developed a reputation over the years of being absolutely bomb-proof. With courses becoming increasingly tougher and rougher, it was a trait that helped Raceco become one of the most competitive racers available at the time. Then, like the sad fate held by many of the smaller specialty constructors of that era, Raceco would eventually fade away and close its doors.

The legacy of what was created by David Kreisler and the North American Raceco team was not completely lost though, and remained in the minds of many. Included among those who never forgot about Raceco's many accomplishments was talented fabricator Jamie Campbell. After a long career working for other teams and fabrication shops, Campbell decided to set out on his own, but didn't want to create a meaningless name for his new venture. Rather, he wanted to revive a brand that had both heritage and a stellar reputation. Bringing back the defunct Raceco moniker turned out to be a perfect choice.

"I have been doing this for almost 20 years, and I wanted to do something new and unique, and I wanted to have a brand rather than just my name on the door," shares Campbell. "David Kreisler was also ahead of his time and had a forward-thinking ability to bring new ideas into the sport and try them. They were also kind of a production car, but I liked that for the most part they were still built by hand. If he wanted to try something new, he just laid some tubes and did it."

Campbell brought that same forward thinking and willingness to try new ideas to the new Raceco-USA as is readily evident by the stunning Class 10 pictured here. "I wanted not just to build your typical flat-paneled racecar. If I was going to bring Raceco back, I wanted the first Raceco to make a statement. I wanted it to be as nice as I could build a racecar as far as chassis construction, the geometry and the body," explains Campbell. The amazing results of Campbell's desires speak for themselves and became an easy choice for this month's Masterpiece in Metal.



RACECO  
USA

RICH'S SIGNS

TRH  
TRUCKS, TRAILERS, RACE VEHICLES

PRIME  
FABRICATION &  
POWDER COATING

TRADITIONS

METHOD  
RACE WHEELS

PA  
Racing Products

**LEFT:**

Vital to the construction of a proper Class 10 car is keeping weight (both unsprung and overall) to a minimum while still yielding strength, and the Raceco-USA front suspension does this beautifully. It features exquisitely crafted Raceco-USA dual A-arms that cycle out to 20 inches of wheel travel via a Fox Racing Shox 2.5 four-tube bypass shock and a Fox 2.0 coil carrier equipped with Eibach springs. Located between the twin arms are ProAm Racing Products spindles finished with Raceco-USA snouts. A ProAm hub and 11-inch rotor, along with a Wilwood four-piston caliper completes the front suspension, while a ProAm steering rack guides the lightweight racer through the dirt.

**BELOW:**

Raceco-USA trailing arms are used in the rear to help create 18.5 inches of wheel travel controlled by a Fox Racing Shox 3.0 four-tube bypass shock and a Fox 2.0 coil carrier with Eibach springs. Visible on the end of the trailing arm is a ProAm Racing Products hub and 11-inch rotor that is squeezed on by a Wilwood four-piston caliper. 934 CVs with 300M cages attach to Performance Products 33-spline axles that send power from the stout Weddle HV-1 four-speed trans-axle equipped with a Kennedy clutch.

**LEFT:**

The complex curves and shapes of the hand-built aluminum body took plenty of time and skill to create, but really set the FMF-themed car apart from many of the other Class 10s out there.



**RIGHT:**

Taking advantage of recent rule changes and of the major cost savings offered by them, the Class 10 features a 2.4L Chevrolet Ecotec four-cylinder that was prepped and sealed by CBM Motorsports. A stock fuel injection system is fed clean air via a UMP 4-inch air cleaner assembly and a custom Raceco-USA intake. The quick exit of spent gases is handled by a unique Raceco-USA-built exhaust that uses twin FMF Powercore mufflers and a PowerBomb in each primary tube. Complete, the package produces roughly over 170 horsepower and 170 lb.-ft. of torque.

**ABOVE:**

A detail photo shows the impeccable welds and craftsmanship that went into building the FMF exhaust. That level of detail and fabrication is found throughout the whole car.

**LEFT:**

The cockpit of the Class 10 is absolutely stunning with an aluminum dash hand built by Will Ritzman of Raceco-USA housing a big Lowrance Globalmap 7600 GPS unit, Autometer Phantom series gauges, a Kenwood 110-watt race radio with remote face and a PCI intercom system. Both occupants are secured via Cobra Suzuka Pro seats and Simpson harnesses while the driver interacts through a Sparco Mod 375 steering wheel, ProAm Racing Products shifter and Wilwood pedal assemblies. All of the gauges and electronics, along with the rest of the car, were professionally wired by TRH's Nick Tiedemann.



**ABOVE:**

The hand-built aluminum body of the Class 10 racer is definitely a masterpiece. With FMF's involvement in the build, the inspiration for the design was to make the lines of the body resemble that of a motorcycle with the curvature of the front hood and side panels following the lines of a dirt bike front fender and radiator shrouds. Also visible are the Baja Designs 6-inch Prerunner HID's and 40-inch Stealth LED light bar.



**RIGHT:**

Weighing in at just 2,247 lbs. dry, the Raceco-USA racer is a featherweight. Helping to keep weight to a minimum are 33x10.50R15 BFGoodrich Baja T/As on 15x4-inch Method aluminum bead-lock racing wheels. **DS**

**BUILD SHEET**  
**RACECO-USA CLASS 10**

**POWERTRAIN**

ENGINE:  
2.4L Chevrolet Ecotec four cylinder

BUILDER:  
CBM Motorsports

MAX HORSEPOWER:  
170 hp

MAX TORQUE:  
170 lb-ft

MODIFICATIONS:  
Stock, sealed engine with custom FMF exhaust

INDUCTION:  
Stock EFI with custom Raceco-USA intake manifold, UMP 4-inch air cleaner assembly

TRANSAXLE:  
Weddle HV-1 four speed

**SUSPENSION**

FRONT:  
Dual Raceco-USA A-arms, ProAm Racing Products hubs and spindles, Fox Racing Shox 2.5 four-tube bypass shocks and 2.0 coil carriers, Eibach springs, 20 inches of wheel travel

REAR:  
Raceco-USA trailing arms, ProAm Racing Products hubs, Fox Racing Shox 3.0 four-tube bypass shocks and 2.0 coil carriers, Eibach springs, 18.5 inches of wheel travel

**COOLING**

Custom CBR radiator and coolers

**PLUMBING**

Performed by Raceco-USA using Fragola fittings and hoses

**WIRING**

Nick Tiedemann of TRH

**BRAKES**

FRONT:  
Wilwood four-piston calipers and 11-inch rotors

REAR:  
Wilwood four-piston calipers and 11-inch rotors

**WHEELS/TIRES**

WHEELS:  
15x4 Method beadlocks

TIRES:  
33x10.50R15 BFGoodrich Baja T/As

**EXTERIOR**

BODYWORK:  
Custom aluminum Raceco-USA body

PAINT/GRAPHICS:  
Prime Fabrication and Powdercoat

**INTERIOR**

Cobra Suzuka Pro seats, Simpson harnesses, Autometer gauges, Lowrance GPS unit, Sparco steering wheel, ProAm Racing Products shifter, Kenwood 110-watt race radio, Wilwood pedal assemblies

**GENERAL**

CHASSIS:  
Raceco-USA Class 10

DIMENSIONS:  
Wheelbase: 119.5 inches,  
Overall Length: 192 inches  
Overall Height: 65 inches  
Track Width: 85 inches  
Overall Weight: 2, 247 lbs (dry)



**ADDITIONAL INFORMATION**

- // RACECO-USA.COM
- // FOXRACINGSHOX.COM
- // WILWOOD.COM
- // CBR-PERFORMANCE.COM
- // METHODRACEWHEELS.COM
- // PROAMRACING.COM
- // BFGOODRICHTIRES.COM
- // BAJADESIGNS.COM
- // EIBACH.COM
- // FMFRACING.COM



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