

# BANDIT BULLETIN #33'S 2023 IN REVIEW

by Cody Quattlebaum #33

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## What is the Bandit Bulletin?

Bandit Off-Road Racing B.O.R.R. is starting the off-season with a new communication tool, know as the Bandit Bulletin. The purpose of these bulletins is to provide you, our partners, friends, family, and fans with updates of the team throughout the season. What better way to start off the B.O.R.R. newsletters than with an end of season wrap-up of Cody Quattlebaum's 2023 season.

### What to expect from our bulletins?

- Bulletins will be sent on a regular bases through email, social media, and posted to BanditOffRoadRacing.com
- Team announcements
- Partner highlights
- Start of the season bulletin with 2024 plans
- Race report updates for each race
- Mid season progress and remainder of season outlook
- End of season wrap-up with highlights of the year



### 2023 Results

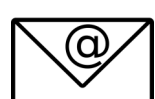
- 3<sup>rd</sup> Ultra 4 at MidAmerica in OK
- 3<sup>rd</sup> Ultra 4 Reading Rumble in PA
- 2<sup>nd</sup> Ultra 4 East Regional Championship
- 2<sup>nd</sup> Ultra 4 West Regional Championship
- 1<sup>st</sup> C.O.R.S. Aoinia Pass in GA

### 2023 Fun Facts

Entered 8 Endurance Races  
 Over 28hrs on course racing  
 Over 500 prerun and racing miles  
 Raced in 6 states  
 ~18,000 miles traveled to and from races



Check out our social media. Be sure to like, share, subscribe to stay up to date! Find ways to contact us below.





2023 Started off with a huge undertaking of taking the 2 seater 2019 Polaris RZR XP Turbo (left) and the pieces of the Polaris RS1 chassis we purchased from a fellow racer (right) into a raceable machine for the 2023 season. In late February, [Casslake Metal](#) joined forces with us on this very difficult time line to make it to the 1st Ultra 4 USA regional race of the season, Rush, Kentucky in April. The build took countless hours, some ingenuity, and a lot of determination but we were able to unveil the car on time.



Cassie (left) and Lakeson (right) standing by the brand new #33 Turbo RS1.

Little did we know, I would be testing how safe the car was in the first 30 seconds of driving the car.....During qualifying I would hit the kicker jump too fast and front flipped the new RS1 multiple times. This was a huge disappointment for the team and our partners, and most of all myself. Luckily I walked away with very little bodily harm, other than a few bruises. There was an outpouring of support from our race family, friends, and partners which was enough to help get us back wrenching on the car at Casslake Metals new shop. The Casslake Metal family cut out the damaged tubing and fixed the car up in time for us to make it to Visions 2023 in June.





Visions 2023 Ultra 4 4900 Open class winners. Poppa Poe (left), Ian Dickie (center) and Cody Quattlebaum (left)

Visions 2023 was an absolute blast! I was coming off of the huge crash from the last race and what better way to redeem myself than to walk away with my first ever podium! JT built a tough 8 mile course with water crossing, steep hill climbs, tight woods, and fast fields. Throw a rock ledge in the mix and we had a helluva race. This was my first race getting to truly test the car and it performed amazingly. The [Aftermarket Assassins](#) tune had the Turbo RS1 screaming through [Trinity Racing](#) exhaust, I was flying in the fields with power to spare.



Visions had so much more than Ultra 4 racing as well. We got to see Nitrocircus perform for the first time ever! That was an awesome experience. We also got to watch MAO short course and Nitrocross racing, which even had an EV class. We were doing all that while sitting by the lazy river pool, eating some great food off of the local food trucks, sipping cold beverages, and hanging with friends & family. We even got to see some jet ski acrobatics in the swimming pools, hill killing racing downhill barbie jeep racing and class 11 short course racing! Talk about an exciting week long event.





Reading Rumble 2023 Ultra 4 4900 race. Tough rock climb section. Photo: Harlen Foley.

Our next stop was the Reading Rumble at Famous Reading Outdoors in Pennsylvania. This was one of the toughest courses of the season. About a 10 mile lap consisted of a tough joker line, some fast wide open sections with mud puddles and whoops, tight woods, and a tough rock climb that a lot of people had to win up. The mix of terrain made this a very fun course, maybe my favorite of the season. Our [Kryptonite Products](#) radius rods and tie rods held up great on the rough terrain. My [Warn](#) winch with Factor 55 ultrahook came in handy at this race, the only time all season I had to use when I broke an axle on the tough rock climb section. Even with the axle failure I was able to walk away with another 3rd place finish!



I had rebounded from the worst wreck of my life and began getting wins. I couldn't have been happier with how the car was performing and how the season was progressing. The car was now proven, we were halfway through the season, and it was time for our biggest venue of the year, Crandon International Raceway.



Reading Rumble 2023 Ultra 4 4900 race, 3rd place! Photo: Harlen Foley.

Getting to Crandon, Wisconsin is a challenge in itself. This was our longest drive of the season, ~1000 miles from Middle Georgia to Northern Wisconsin for our 2nd year in a row. It is difficult to describe this event and the feelings you get racing at this venue. The entire town supports the races and loves seeing the racers in the annual parade, driving down the roads seeing the kids wave and look at our cars gives you chills as you remember that was me when I was younger and now I am the driver in the car. On top of that, we get to full send our cars through the best short course in the country in front of ~60,000 spectators, what an adrenaline rush. We even got to see KISS live, this was a race we would never forget.



In 2022 I had fuel issues and was not able to get as much track time as I would have liked and we were only 64" wide which made sliding through the corners a difficult task. Just before I left for Crandon we decided to go Mid travel at 70" wide to help with stability. [HCR Racing](#) joined the team and I couldn't have been happier with the form and function of their MTS RS1 kit. This year I was able to run the entire Rage on the Rocks short course race and get the full experience. The [Elka](#) suspension tune by [Double E](#)



[Racing](#) soaked up the jumps and rocks amazingly, being 70" wide made a huge difference. I was able to hit the largest jump at ~65-70 mph into turn 2. Our race ran into the night so we were also racing under the lights which was an awesome experience. Every lap you could see camera flashes going off and the fans standing and screaming over the excitement. This was the last race of the East Regional championship and were able to

finish 5th in class which put us in 2nd for the season, right next to our teammate Dirt Princess 7 in the 3rd spot!



Rage on the Rocks at Crandon 2023 Ultra 4 4900 race. East Regional Championship awards. 1st Place Jeff Donda (not pictured), 2nd place Cody Quattlebaum, 3rd place Payton Dumford. Photo: Harlen Foley.

And now we are here, at the end of the Ultra 4 USA season. The culmination of the entire year coming down to the final race. I was sitting 2nd place in the West Regional Championship with a slim chance of being able to get 1st if I could beat our friend Josh Smith. Once again, JT built an amazing course and Disney, OK is always a good time. The Best Dam Race of the year would prove to be a good dam race. JT had us skimming a 25ft water crossing at 75mph, racing and dropping off of ledges at 60+ mph, running through some tight woods, and hitting a joker line that I was unable to practice due to time.



Best Dam Race of the year 4900 Open. Passing our friends with Dumpster Fire Offroad coming out of the woods. Photo: Harlen Foley

After about 5 laps I was sitting in the top 6th. I stopped in the pits to reset an engine code and they told me I had moved up to 4th. This meant I had a solid pace and that 1st place championship was within reach. This was the lap I decided to hit the joker line. I was far enough into the race to get finishing points and secure 2nd place in points but it was early enough to make up some time since I knew it would be a tough obstacle. I drove to "the waterfall" and started my way up. The crowd was cheering and I was smoking rubber on the wet rock. I refused to get out and winch myself up the ledge and had told myself "don't get out of



the car unless you roll or break, you're making it up". After about 4-5mins I finally hit it just right and crawled up with no damage to the car. The HCR suspension with Elka shocks kept me planted and not rolling over, the custom Casslake Metal chassis didn't get hung up on the rocks and the wheelbase helped me make the climb. I let the engine sing and pushed it for the last couple laps, laying my fastest lap of the day on my 8th and final lap.



I had my fair share of troubles during the race, with the engine code, the car turning off once due to a loose plug, and the waterfall obstacle taking a while to pass. I finished the race in 7th place which meant I secured the 2nd place West a Regional Championship. I couldn't not have been more pleased with the car and all my partners parts that culminated to a successful season of 4 Ultra 4 USA podiums. Josh Smith took the 1st place spot and once again my teammate Dirt Princess rounded out 3rd.



**Bonus!** I went to race a C.O.R.S. 2hr endurance race at the Aoinia Pass Raceway grand re-opening the week after Disney. With minimal prep, and having to race at night, I was able to come away with my first ever 1st place win! Our friend JT Strickland came down to help pit and my wife Lindsey kept up with my lap times throughout the race so they could let me know what position I was in. I could not have been more thrilled and I am excited to start racing more C.O.R.S. endurance races since they are local to my hometown.



Thank you for taking the time to read our first Bandit Bulletin and please be on the lookout for many more to come. We are busy prepping it'll be tons of wrench time in the shop to have the car in tip top shape for the 2024 Ultra 4 USA and C.O.R.S. series. I plan to race for the Ultra 4 East regional championship and run in the C.O.R.S. series again.

## Thank you 2023 Partners!



**CASSLAKE METAL**

Built an amazing one off chassis that kept me safe and helped me make repairs to the car throughout the season.



Awesome product that we never want to use but love looking at. This winch has not let me down and Warn is at the races to help if we need it.



The mid travel suspension kit was a game changer for me. The car is way more stable and I can push the corners with a lot more confidence.



Zero flats all season. No many racers can say that. The crawler XR is an awesome tire that provides traction in every scenario.



Very strong high clearance radius rods that never got hung up on rocks, and some stout tie rods. Kryptonite stands behind their product if you can manage to break something.



Having communication with your pits is crucial to know your position and let them know of issues so they can prepare for you to stop. Rugged never lets us down.



I run the Branik RZR sway bar and it is awesome. 3 points of adjustment, depending on the course. Not only does it work well but it is a piece of metal art.



Keeps the engine breathing fire with the stinger exhaust. If you don't see me coming then you will hear me.



The stage 5 shocks took me to another level in competition. I can drive faster and with confidence knowing the shocks will soak up the hits. I have been highly impressed with these shocks. Double E Racing tuned them for me and got the springs right, can't say enough good things about this combo.



When you bump up to 33" tires and more HP in a lighter car you need an adjustable clutch kit. The Dalton kit allows me to make weight adjustments without removing the primary which is huge when fine tuning for the courses during a prerun.



When I pack up for a race, or to go on vacation Ogio has my back. I love their gear bag that keeps all my race gear in one bag.



When you want the most out of your engine, look no further. Aftermarket assassins helps get the tune dialed in and get the most power out of the pump gas 93 we run.