



RC Car Action: You are originally from Colorado. What is the biggest difference between the racing scenes in California and Colorado?
 Kody Numedahl: Racing in Southern California is probably different than anywhere else. Other places have a much more similar feel to Colorado—a little bit smaller group of people and a little more of a club race feel. In Southern California, even club racing feels like a big event.

Now that you are doing design and engineering work, do you look at racing differently?
 Oh, for sure. You try to visualize where things are going now. Before, I was just racing for myself. You don't care about anything other than just having fun and getting personal results. Now, it's for the team, the company, and what's next in vehicle design. You have to look at a bunch of different things.

What's your favorite class to run?
 2WD electric buggy, for sure. It's the most competitive and seems what most people prefer to drive. It's not a lot of maintenance, the cars are fun to drive, and it's probably the best handling class of the four (2WD buggy, 4WD buggy, stadium truck, short-course truck). I personally feel they drive best among those classes.

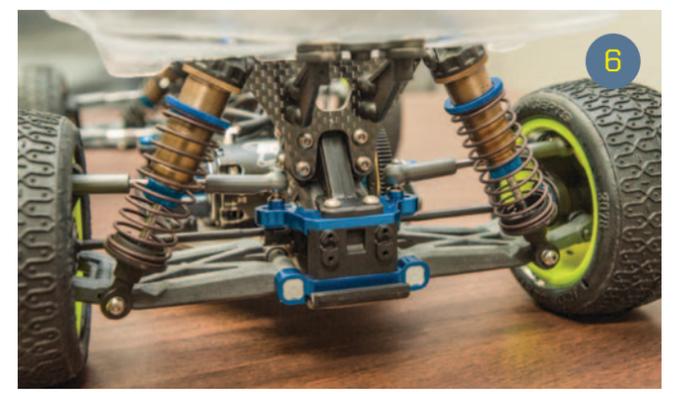
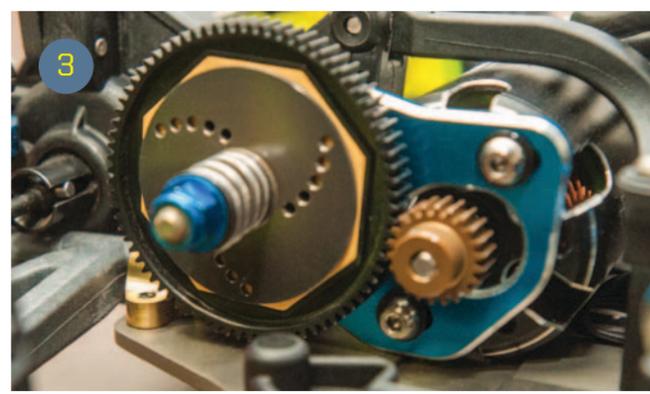
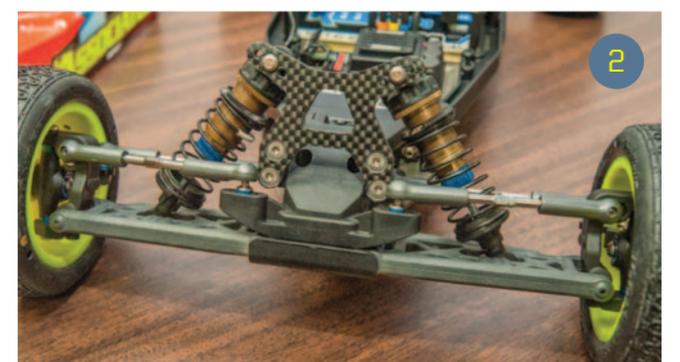
You've driven a lot of nitro buggies, but do you still prefer electric?
 Overall, I still prefer electric racing. At times, I really enjoy driving nitro and racing nitro, but it's another level of commitment in order to be prepared for it. They're a lot more work. Even when you are ready for these events, afterward you are right back at it. With electric racing, if everything goes smoothly, you can just blow it off and go club racing the next Wednesday night.

What are the biggest mistakes racers make?
 Race craft is overlooked. It seems like it's almost gotten worse. Everyone is so concerned about lap times and going fast and getting everything just perfect. But in the scheme of things, most runs have a lot of room for improvement from a driving perspective, making the other stuff almost irrelevant. A good driver will drive within the limits of the car and still be able to get in the mix since he isn't making mistakes regardless of how he felt about the run. You're going to be in the ballpark if you drive within the limits of what the car gives you, especially since most cars are so good these days.

What do you think has been the biggest breakthrough in electric racing since you started?
 It's not really car related, but it's the electronics—whether it's LiPos or brushless, it's had the most effect on



EQUIPMENT
Transmitter: Airtronics M12S
Receiver: Sanwa RX-471
Steering servo: Reedy shorty #27109
Motor: Reedy M3 7.0T or 7.5T (timing = 15°)
Battery: Reedy shorty #322
Tires (F/R): JConcepts Dirt Webs (gold compound)



development of these cars. Before, there just wasn't time for any of that. Now that there's almost no maintenance with electronics, it's why we've seen all the changes in the past few years. I mean it's really only been about three years since we've seen rear-motor cars, and that seems like a decade ago. We are several stages past rear-motor cars now. If we were still running brushed motors, NiMH batteries, and other high-maintenance stuff, I don't know what would have happened. ☺

1. Kody's "hybrid" buggy is set up for the high-grip dirt tracks common in North America. **2.** The main feature up front is the flat arms along with the corresponding shock tower. They are quicker in entering the corner and "release" better out of the corner. The ride height is set at 23mm. **3.** The highlight in the back is Kody's incorporation of the laydown transmission. **4.** Electronics are all nice and neat and include a Reedy 1000Z speed control, Reedy #27109 shorty servo. Notice the 25g brass weight plate underneath the Reedy shorty LiPo battery. **5.** The brass C block helps settle the rear end of the buggy. **6.** Kody prefers to run the shocks with Yokomo green springs behind the rear arms. He also uses the tall tower (#91666) with 31mm shock bodies (#91578).

UNDER THE HOOD
KODY NUMEDAHL'S TEAM ASSOCIATED B6/B6D HYBRID

Kody's buggy is set up for tracks like OCRC Raceway in Huntington Beach, California, where high-grip clay rules. Kody uses "hard" plastic components in the main suspension areas instead of the standard, more flexible parts. The stiffer components provide quicker response with only a slight tradeoff in higher weight. Check it out.

STATS
Age: 26
Home track: OCRC Raceway, Huntington Beach, California
Sponsors: Team Associated, Reedy, JConcepts, VP Fuels, Kicker, Makita, LiveRC.com
Favorite class to race: 1/10 2WD