

RACE TEAM LOOKING TO WIN—NOW!



Casual Racing Gets Serious

By Patrick Timmins
RXTuner Contributor

IT LOOKS LIKE SCCA TOURING-2 is in for some surprises this year. Casual Racing, based out of Norwalk, CT, will be running two RX-8s in T-2 even though the car's race potential is still unknown, but that did not deter team owner and driver of the "07" NYFIX Inc. (NASDAQ:NYFX) sponsored car, Alex Jahusz from taking on the challenge.

"We are out here to win and we plan on winning the Northeast division championship and qualifying both cars for the SCCA Valvoline Runoffs at Mid Ohio in September," said Jahusz when asked if he was using this season as a test.

That is a lofty goal for an untried car, but Casual Racing has the skill and experience to pull it off. Jahusz began racing SCCA SSGT in 1991, then moved to Formula Vee in '93. The very next year Jahusz won the NARRC Formula Vee championship. In 1998 he campaigned in a RX-7 in the Motorola Cup and posted a season's best second-place finish at Watkins Glen, NY. The new millennium also brought a new platform for the team. Jahusz ran a BMW in ITS in 2000 and then made the transition to World Challenge the following year. During his first season in World Challenge, Jahusz competed in five races and had a season's best finish of 16th at Lime Rock.

Backing Jahusz up on the track is Brian Reilly in the No. 08 Acoustic Blueprint car. He is new to the Casual Racing team but not to racing. Reilly has been running a RX-7 in SCCA ITS for several years. In that time, he has accumulated multiple wins and pole positions in the highly competitive NARRC ITS championship and will be an asset to the team.

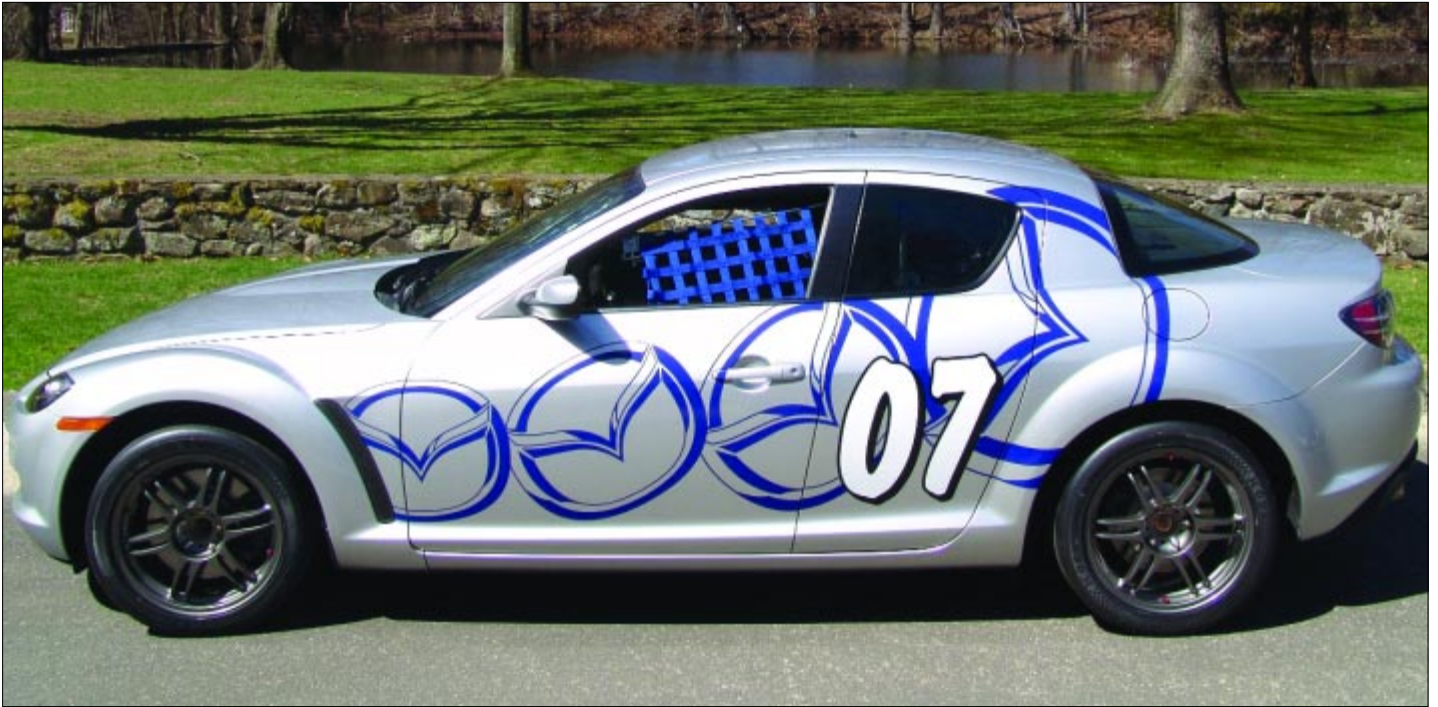
Getting Ready To Race

Lately the team has been burning the midnight oil to get the cars completed and tested before their debut race on May 2 at the New Hampshire International Speedway. Casual Racing said that working on the cars has been a challenge because they are so new that aftermarket parts are either scarce or just unavailable. Unfamiliar parts are adding a few more unknowns to the car but the team's confidence is bolstered every time they tear into the car and see the sophisticated design and expert workmanship. (The multi-link rear suspension, ultra stiff chassis, and excellent stock brakes are a few of the attention-grabbing items.)

To get the project started they called in Berg Racing to fabricate a custom roll cage to protect the drivers and to increase rigidity of the already stiff chassis. Along the way they also installed your typical race items like a fire extinguisher system, two-way radio, CDS data logger, race seats--Jahusz went with Momo, while Reilly chose a Sparco Evo2--and they topped everything off with Schroth harnesses.

Focused on Speed

The car's focus has changed; It is now all about going fast. To improve stability at track speeds the OEM shocks were replaced with custom-built Koni units that provide adjustable bump and rebound damping. The team would also like to install stiffer springs and sway bars, but they have to wait for approval from the SCCA before the parts can be installed. To further enhance grip and reduce unsprung weight, the team decided to go with



The exhaust has been replaced from the catalytic converter back with 2.75-inch stainless steel tubing and two Dynomax mufflers were added to keep the exhaust volume within the racing guidelines. The OEM air filter was replaced with a drop-in K&N filter. Even RotorTricks, based out of Colorado, has been asked to go over their spare engine with a fine-toothed comb to see if there is any way to get more power. However, the real secret is that Casual Racing has been working with an unnamed source to retune the ECU for maximum performance. As many RX-8 owners know, there are significant gains to be had by correcting the stock air/fuel maps.



P225/45R17 Hoosier R3S04 tires and 17x8 Kosei K1 TS rims.

The stock brakes provide exceptional stopping power and nice modulation but a few changes were made to make them more reliable for track use. The OEM brake pads were replaced with Carbotech units and the fluid has been upgraded to AP 550, which has a higher boiling point. Mazdaspeed stainless steel brake lines have also been installed. These small changes will go a long way toward improving the reliability and feel of the brakes under the abuse seen during a race.

As far as adding horsepower, the rules of Touring-2 are very restrictive.

Casual Racing



While a great many are interested to find out what Casual Racing has up its collective sleeves, they are keeping that information under wraps. We'll just have to let the race results do the talking.

We'll be watching. **RX**

For more information: www.casualracing.com, www.scca.org, www.nyfix.com, www.competitiondata.com, www.koni.com, www.hoosier-tire.com, www.carbotecheng.com, www.dynomax.com, www.knfilters.com

Season Schedule

NEW HAMPSHIRE INTERNATIONAL

May 1: Practice/Qualify

May 2: Race

LIME ROCK PARK CONNECTICUT

June 4: Practice/Qualify

June 5: Race

BEAVER RUN PENNSYLVANIA

June 19: Practice/Qualify

June 20: Race

WATKINS GLEN NEW YORK

July 10: Practice/Qualify

July 11: Race

LIME ROCK PARK CONNECTICUT

July 23: Practice/Qualify

July 24: Race

POCONO INTERNATIONAL PENNSYLVANIA

August 20: Practice/Qualify

August 21: Race

August 22: Race

MID OHIO NATIONAL CHAMPIONSHIPS

September 20-23: Testing/Practice/Qualify

September 24-25: Race