

2019 REC and TEC Schedule/Topics/Speakers

Monday, September 16th

10:00 – 11:00 AM	Run 1 – Dale Robinson – Olds/Ultra Pro
11:00 – 1:00 PM	Lunch Break
1:00 – 2:00 PM	Run 2 – Darrick Vaseleniuck – SBC/SB2
3:00 – 4:00 PM	Run 3 - Ben Robey – SBF/Trick Flow Windsor

Tuesday, September 17th

9:00 – 10:00 AM	Harold Bettles powertechnologyconsultants.com Harold worked for Superflow for 26 years and will speak about how to interpret dyno results looking at correction factors, inertia factors and what you should look for if you are going to rent dyno time.
10:00 – 11:00 AM	Run 4 –Joe Griffin – SBC/Speedmaster 15*
11:00 – 12:00 PM	Abe Morales and Rick Williams techlinecoatings.com Coatings have come a long way over the decades. Engine builders will learn how they can do coatings in their own shop that they had to send out in the past.
12:00 – 2:00 PM	Lunch Break
2:00 – 3:00 PM	Run 5 – Josh Myers – LS/LS7
3:00 – 4:00 PM	Steve Sousley profabrication.com There is more to headers than just picking 4-1 vs 4-2-1. Today there are more choices of material and which material will work best in your application. Cost is always a factor and that will be spelled out.
4:00 – 5:00 PM	Run 6 –Randy Malik – SBF/Yates

Wednesday, September 18th

8:00 – 9:00 AM	Run 7 - Tim Davis – BBF/Super Cobra
9:00 – 10:00 AM	Richard Glady vpracingfuels.com VP Racing Fuels is best known as the World Leader in Fuel Technology®, fueling champions in virtually every form of motorsport on land, sea and air since 1975. VP's most recent diversification efforts include the introduction of VP Hi-Performance, Classic and Pro Grade Racing Lubricants amongst a vast array of custom blends for custom needs.
10:00 – 11:00 AM	Run 8 – David Vizard/Terry Walters – SBC/18*
11:00-12:00 PM	Calvin Elston elstonheaders.com You want a broad power band? There is more to be found in headers than you realize. Calvin will also explain why most engine builders have too large a primary.
12:00 – 2:00 PM	Lunch Break
2:00 – 3:00 PM	Run 9 – Eric Roycroft – LS/LS3
3:00 – 4:00 PM	Cecil Stevens Cecil worked in many top NASCAR engine shops over the years in valve train stability. You'll learn where the weak link in the valve train can usually be found.
4:00 – 5:00 PM	Run 10 –Randy Malik – SBC/All Pro 13*

Thursday, September 19th

8:00 – 9:00 AM	Run 11 – SAM School – SBC/SB2
9:00 – 10:00 AM	<u>Matt Bieneman</u> MBE Cylinder Heads & Manifolds MBELLC.com For many years before opening his own shop with some of the most sophisticated equipment, Matt worked for some the top teams in cylinder head and manifold development. You'll find out why that half inch on both sides of the valve seat is even "more important" than you think.
10:00 – 11:00 AM	Run 12 – Jammie Wells – LS/SBC Hybrid/LS
11:00 – 12:00 PM	<u>Derek Dahl</u> Victory 1 Performance titaniumvalve.com Deciding how to spend/choose on parts for your next engine is never easy. Why going with titanium intake valves for more HP and making life easier on your valve train may be worth taking a hard look at.
12:00 – 2:00 PM	Lunch Break
2:00 – 3:00 PM	Run 13 – Greg Brown – SBF/Hammerhead Hemi Heads
3:00 – 4:00 PM	<u>Dale Cubic and Wes Kiser</u> Dale on Carbs and Wes on EFI CFMpercarbs.com This will be a panel discussion format moderated by Harold Bettles. Dale will explain why a dyno carb is different than your street strip carb and when EFI may be a better choice. Wes is a UNCC engineer graduate who worked at Roush Yates when the switch from carb to EFI took place. Whether it was injector placement/phasing/sizing, if they could think of it they tried it.

Friday, September 20th

9:00 – 10:00 AM	First of the top two engines compete to win.
10:00 – 11:00 AM	<u>Terry Elledge and Cecil Stevens</u> The Hunt for Power – a panel discussion moderated by Harold Bettles. Terry has one of the top records over decades for the number of engines that finished NASCAR races without failure. Cecil has a long history working in NASCAR engine development that should be of great interest to serious engine builders.
11:00 – 12:00	Second of the top two engines compete to win.
12:00 – 2:00 PM	Lunch Break
2:00 – 6:00 PM	<u>David Vizard</u> davidvizardperformanceengines.com During this session David will demonstrate his Torque Master Cam and Component Selector software program. At the end of this lecture attendees will receive a "free" copy of this software program.
2:00 PM	<u>Winning Engine Tear Down</u> It is typical for this type of event to tear down the winning engine in public view to verify the engine met the technical rules. Ticket holders will have the opportunity to see the customizations of a high performance engine during this tear down.

Saturday, September 21st

10:00 – 11:00 AM

Winner Interview

Find out why the winner thinks his engine combination was the 'winning combination' in the 2019 Race Engine Challenge.

11:00 – 12:00 PM

The Last DYNO Pulls

A select number of TEC ticket holders will have the opportunity to sit down at the controls of the SuperFlow Dyno and make those final pulls of the 2019 REC & TEC with a co-pilot to assist at the controls. It's one thing to look at dyno numbers and another thing to feel the power as you push the lever forward.

The REC & TEC – Six Days of Engine Action and Tech Talks