

Bandolero Engine Pre-Registration

Please fill in information on the following form to pre-register **each and every** bandolero engine you intend to race this upcoming 2013 season. A separate form must be used for each engine. Pre-registration forms must be returned to Greg MacLean at R&D Performancenter for processing prior to the engine being permitted to race at Maritime Bandolero events. Please get your forms completed and turned in ASAP! **You will not be permitted on the track at a race event with an engine that has not been pre-registered.** Greg will provide the tech inspectors with a current list of the motors that have been pre-registered. Do not wait until the last minute to pre-register! It takes time to process the information and transfer it to the tech inspector's list.

Please print off pre-registration forms, complete all the information, and scan/email back to Greg at **maclean_greg@hotmail.com**. Greg will email you back within a day or two confirming the information was received. If you don't get a reply back please contact Greg at R&D Performancenter to see if there was a problem. Alternatively, completed forms may be mailed or faxed to:

R&D Performancenter Ltd. 12551 Hwy #2, Lower Onslow, N.S., B6L 5E5. Attn: Greg MacLean
Phone (902) 893-3795. Fax (902) 895-7743.

The old excuse, "It's in the mail" does not apply here. Get your forms in early.

Please note: Attempts will be made to verify the engine information with USLC International regarding the engine serial numbers, INEX seal numbers, dates, etc. **Providing false information is a serious offence and will be dealt with accordingly (i.e. suspensions from events, discarding of engine seals).**

R&D Performancenter wants to work with the Bandolero racers and the tech inspectors at the participating tracks to improve upon the integrity of the Bandolero sealed engine program. A critical component of the Bandolero series is having a "level playing field" regarding engines. Tech inspection will be "stepped up" this year in an attempt to discourage individuals from gaining a competitive advantage via non approved modifications. Proper race car preparation, driver talent, and a bit of racing luck should be the factors which determine who runs near the front. This makes for great racing!

Anyone whom has purchased a used engine, and are unsure of the legality of the engine, may take it to R&D Performancenter for a full inspection. If it checks out OK, or if it can be made legal (i.e. by doubling up head gaskets), it may be sealed with the new style INEX seals and registered to race.

BEWARE: Competitive engines with the old style seals will be watched very closely. These seals haven't been installed by certified engine rebuilders for years now, and are more prone to tampering than the new style seal. If your engine has the old style seals on it and it is running strong you are a probable candidate to have your engine sent to R&D Performancenter for a full inspection.