



Volume 40—Number 5 October 2018

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By: Steve Vehlewald

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Bob Haefner

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The Kansas City Triumph Sports Car Club celebrated its 40th Anniversary last evening with a dinner party at Uncle Bucks Grill in the Bass Pro in Olathe. There were 58 guests and we were treated to a fine meal and great camaraderie. Two of the founding members Paul McBride and Gary Davis each spoke about starting the club and how happy they are that the club is still active and continuing to thrive 40 years later. The feat is more impressive when you consider that the last Triumph car was produced 38 years ago. There were pictures and prizes and the event was organized by Steve & Kim Peak who did an outstanding job of planning and running the party.

The Peaks were able to pull off this feat with the help of numerous volunteers each with a specific or in some cases multiple tasks. However, the Peaks did a major portion of the work on the party. We owe them a debt of gratitude for a job well done and a very big thank you for their tireless efforts to a successful evening.



While I am on the subject of volunteers, we are in need of help due to some board members resigning from their positions. Part of the success of this club has been from the depth of the group and the willingness of members to step up to the plate and help the club continue and flourish. It is your energy that keeps the club active and thriving. We have the following positions that are open and/or have had changes.

Newsletter Editor- Bob Aguilar is hanging up his keyboard and **Ed Curry** will take over this position.

Ed Curry's current position of **Activities Coordinator** will now be open for a new member to step forward.

Publicist- Bob Haefner is retiring his log-on and the Facebook page to another person. We need someone to take on this roll as we have quite a following of regular viewers to the Facebook page.

Below are the job descriptions of the two open positions. Please consider joining the board. We meet the third Tuesday of the month at Birdies for dinner and meeting starting at 6:00 and are finished by 7:30-8:00 PM. If you join the board your dues will be waived. (Cont. next page)



<https://www.facebook.com/kansascitytriumphs/>

ACTIVITIES COORDINATOR: The primary responsibility shall be to inform the membership of all upcoming events and activities by e-mail, evite, announcement at Club events and/or by other reasonable means; coordinate events with the assigned point person; coordinate joint activities and events with other clubs and organizations; at each meeting or event greet members and visitors; prepare a name tag for those that need one; introduce all visitors to the membership present; give information to the Secretary and Treasurer and the Newsletter Editor concerning new members and visitors. The Activities Coordinator can also be selected for other tasks and events through the year.

PUBLICIST: The Publicist shall notify publications such as the Kansas City Star and others of the time and location of meetings and events through the year as appropriate. He/She shall at the Director's request publicize the Club in appropriate periodicals, newspapers or other Club newsletters. The Publicist can also be selected for other tasks and events through the year.

Points, Pertronix or Wax Job

By Craig Simon

I've run points in my TR5 forever. Figured if they were good enough from the factory, they were good enough for me. I ran them all through Europe and here in the states. Adjusted them once in a parking lot 34 years ago, but other than that rarely touched them. I've heard good and bad about Pertronix. I put them in initially when I restored my Triumph, but could never get the Triumph to run right. Suspected injection issues, so I took it to George's Imports. They not only found injection issues, they said the Pertronix was faulty. They fixed the injection and I told them to switch back to points. So it's been points for the last 12 years.

Remember I needed a push start at the 40th photo shoot, never got better. Once the TR got hot, no start.

My friend in Dallas who also owns a TR5 said he's run a Pertronix for the last ten years. No problems.

So, I replaced cap, rotor, plugs, and coil, and put in Pertronix. Plus waxed the hood and adjusted seat belts. Starts great hot or cold. I feel adjusting seat belts didn't do anything but waxing the hood could have allowed air to flow more freely and at a higher velocity, allowing more air to proceed into air intake, leaning out mixture enough to help starting.

Anyway, the Triumph has been starting like it's supposed to. So, if you have a Pertronix and it's been hard to start when hot... wax your hood.

Pedal Paralysis

By Ed Curry

Does your Triumph suffer from Pedal Paralysis? Does it experience brake lockup or slipping clutch. Or maybe worse the brake or clutch pedal just will not move. It may have the often overlooked issue of a seized pedal shaft. I've found this in all three of my TR3's and two TR4's. They share the same pedal assembly. Keep in mind that most of my cars have been barn finds or neglected projects that have sat dormant for decades.

Poor design allows water to seep past the pedal heads down to the brake/clutch pedal shaft. Years of moisture gradually rusts it to the point of seizing to one or both pedals. Pedal springs can no longer pull pedals back. That's the point of Pedal Paralysis.



Fortunately, the fix is not difficult and can be done without tampering with hydraulics. First step is to get the wiper motor out of the way, then disconnect the two cylinder pushrods from the pedal heads. There are eight attachment points for the pedal assembly; four up top around the cylinders and four in the foot well. The assembly will then just drop out.

Once out, the assembly itself has just two bolts, one on each side of the pedal shaft. A combination of tapping and prying will free the pedals from the bracket. (My experience has been that one pedal will be seized to the shaft.) This al-



lows some movement of both pedals but not what it should be. The shaft is steel and each pedal has two brass bushings. Rust expands the shaft causing it to bind or seize. Soak it with plenty of penetrating oil then hammer the shaft out. A wire wheel cleanup of the shaft will suffice. It's usually pitted but an ample application of white lithium on reassembly will have it swinging like new. You'll only have one chance as there is no way to lubricate it once the assembly is back in place.

Once reassembled the springs should be able to snap the pedals back. Then stay out of the rain!

Save The Date



Our Chili Supper is back on the schedule! It's a different date and location than originally planned but the same fun.

November 3rd, 6 to 9 PM at Ed Curry's house in Mission Hills (6424 Aberdeen Rd.) is the setting.

This is traditionally a pot luck feast featuring your favorite chili or Tex-Mex recipe. The club will supply tableware and soft drinks/water, you bring the rest. Also, feel free to bring the adult beverage of your choice.

An Evite will be sent out closer to the event with complete details.

Scary Halloween Photo

Submitted by Ed Curry

Triumph magnetic transmission oil plug...normal and dressed-up with metal shavings hairdo. Hummm...problems down that long dark road ahead???



WEDGE WORDS

By Steve Olson



Jeff Givens recently described his new LED turn signals on his well traveled TR3 as "spiffy".

That is a word that I haven't used in a long time and haven't even heard it used by others in the last decade that I can recall. But I liked it. I instantly understood what he meant but I had trouble coming up with a definition of the word "spiffy". I had to look it up in a dictionary. It means: **smart in appearance.**

And when I later got the chance to see those spiffy turn signals in person I had to agree that spiffy really was the perfect description. One characteristic of LEDs over incandescent bulbs is that they come on at full brightness instantly and turn off just as crisply. Bulbs take a bit of time to heat up to full brilliance and then that tapers off when the current flow stops. Our eyes are built to notice change so the more abruptly the change occurs, the more likely we are to notice it. Getting noticed is what a turn signal is supposed to do. And of course an LED makes more efficient use of electricity. It produces more light and a lot less wasted heat with the least amount of electric current. So it is easy to get more brightness in the same space. And when trying to attract the attention of possibly distracted drivers that may themselves not be all that bright, brighter is better.

I can think of only a couple of drawbacks to switching our turn signals to LEDs. One is the cost. Depending on where you buy them the LED can cost several times as much as a new incandescent bulb. Still not a lot of money. And since the LED draws only a fraction of the current that the stock bulb does, it won't trigger the flasher to work. So you will likely need to buy a special flasher. If you go high end all the way you could spend around a hundred bucks or so. Cheapskates like me can probably find the components for half that price or less online and those may work just as well.

If they help prevent a collision from crumpling your car and injuring your body then the cost seems like a wise investment. I should add that to my Christmas list this year. Then my car, or at least the turn signals, would be spiffy.



2018 Calendar of Events

January, 2018

4th, Club Night Out, Birdies 6:00 PM
16th, Officers meeting, 6:00 PM Birdies
20th, Annual Planning Dinner

February, 2018

1st, Club Night Out, Birdies 6:00 PM
8th, Plan Triumph Club Anniversary Party --Steve Peak
10th, Drive Your TR Day (Sir John Black's BD)
20th, Officers meeting, 6:00 PM Birdies

March, 2018

1st, Club Night Out, Birdies 6:00 PM
20th, Officers meeting, 6:00 PM Birdies

April, 2018

5th, Club Night Out, Birdies 6:00 PM
7th, Spring Tune Up, Rescheduled (Weather)
14th, Ople, KS Chicken run, Canceled (Weather)
17th, Officers Meeting, 6:00 Birdies
19-22nd, VTR South Central Regional, Lake Conroe, TX
21st, Wamego Tulip Festival, Canceled (Weather)
28th, Jeff Givens Garage tour

May, 2018

3rd, Club Night Out, Birdies 6:00 PM
5th, Shawnee Mission West Band Car Show
12th, Lexington, MO Drive & Tour, KC MG Club
15th, Officers meeting, 6:00 PM Birdies
19th, Rescheduled Spring Tune Up, Vehlewald Garage
28th-June 3rd, British Car Week

June, 2018

3rd, Picnic SM Park, Drive British Car week ends
7th, Club Night Out, Birdies 6:00 PM
8-10th, GOMBC All British, Carthage, MO
19th, Officers meeting, 6:00 PM Birdies
22nd, Holy-Field Winery, 6:00 PM, Paul McBride

July, 2018

5th, Club Night Out, Birdies 6:00 PM
6th, Holy-Field Winery, 6:00 PM, Bob Aguilar
17th, Officers meeting, 6:00 PM Birdies
17-21st, VTR National Convention LaCrosse, WI

Cars and Coffee (and donuts) at the Kansas City Auto Museum every 1 & 3 Saturday of the Month in Olathe from 8-10 AM

August, 2018

2nd, Club Night Out, Birdies 6:00 PM
19th, KC Market Car Show, Warren Wood
21st, Officers meeting, 6:00 PM Birdies
26th, Kauffman Stadium Car Show, Sam Taylor?

September, 2018

2nd, Heartland All British Meet
6th, Club Night Out, Birdies 6:00 PM
8th, Brits in the Ozarks, Fayetteville, AR
13th, Kactus Creek Croquet, Larry Taylor
18th, Officers meeting, 6:00 PM Birdies
22nd, KC Triumph Club 40th Anniversary Party
27-30th, Triumphest 2018, Sacramento, CA

October, 2018

4th, Club Night Out, Birdies 6:00 PM
7th, Lawrence British Car Show
12-14th, Lake Garnett Car Show
16th, Officers meeting, 6:00 PM Birdies
20th, Antique Run West Bottoms-Chip Kigar
20th, Hill Climb, KC MG TD Club

November, 2018

1st, Club Night Out, Birdies 6:00 PM
3rd, Chili Supper -Ed Curry's Home, 6:00 PM
20th, Officers meeting, 6:00 PM Birdies

December, 2018

6th, Triumph Club Holiday Party
18th, Officers meeting, 6:00 PM Birdies

January, 2019

3rd, Club Night Out, Birdies 6:00 PM
15th, Officers meeting, 6:00 PM Birdies
19th Annual Planning Dinner

February, 2019

7th, Club Night Out, Birdies 6:00 PM
10th, Drive Your TR Day (Sir John Black's BD)
19th, Officers meeting, 6:00 PM Birdies

Revised : 9-21-2018

Art of the Machine Car Display

By Warren Wood

Sunday, August 19th, was a great day for a car display at the Kansas City, MO, City Market just north of downtown KCMO - the "Art of the Machine Car Display" of Triumphs and MGs. I say it was a great day notwithstanding the fact that we had to cut short the show an hour and a half early because of approaching rain showers. Before that, the sky was partly cloudy to cloudy and temperatures were cool, making it unseasonably pleasant for a mid-August day.

Prior to the show's beginning, we all assembled in a parking lot a couple of blocks south of the City Market so we could caravan together and make a grand entrance into the City Market square. Lots of great looking TRs and MGs showed up. We had about 15 Triumphs there and about the same number of MGs, so the center section of the City Market was well occupied with our Little British Cars. There were plenty of market visitors walking about, snapping pictures, talking with the cars' owners and generally admiring our hardware. Jeff Givens probably set a record for the number of people he invited to sit in the driver's seat of his beautiful red TR3. Lots of smiles there and throughout the market area.

What distinguished this event from other British car shows was the fact that most of those visiting the event were not too knowledgeable about our cars but were very interested and curious about them. That made for a different kind of conversation among the visitors and the car owners.

The "Art of the Machine Car Display" is a fun event and one that merits repeating in future years. Thanks to all the Club members who participated!



Art of the Machine Car Display Photos (Continued)



Heartland All British Car & Cycle Meet

By Warren Wood

British car and cycle enthusiasts around the Midwest enjoyed another excellent installment of the annual Heartland All British Car & Cycle Meet on a sun-splashed Sunday, Sept. 2. Held at a different venue than in past years, this year's show offered scenic surroundings and spacious display and lounging facilities at the Merriam Marketplace in the 5700 block of Merriam Drive in Merriam, KS.

The show was preceded the previous evening by an outdoor picnic of burgers and the fixins' at the former Victoria British headquarters in Lenexa.

Of the 103 registrations for the show, 31 Triumphs participated, and decisions on winners in each of the 24 car and cycle classes were challenging, as usual. Triumph participants included eight TR3s, five TR4s/4As, one TR5, one TR250, eight TR6s, seven Spitfires and one TR8. Also, three club members displayed their Austin Healey, TVR and MGB-GT. A list of club winners and photos, may be found nearby. For more extensive coverage, including a complete list of winners in all classes and a multitude of additional photos, see the show's web page at: <https://heartlandallbritish.com/index.html>.



Heartland All British Car & Cycle Meet (Continued)



Heartland All British Car & Cycle Meet (Continued)



Heartland All British Car & Cycle Meet, Club Member Winners

Austin Healey 100 4, 6, 3000



1st Place: Ron Ray

MGB & MGB GT 72-74



2nd Place: Bob Aguilar

British Sport



2nd Place: Craig Vaughan

TR2 & TR3



1st Place: Larry Taylor



2nd Place: Greg Schoenhals



3rd Place: Jeff Givens

Heartland All British Car & Cycle Meet, Club Member Winners (Continued)

TR4, TR4A & TR250



1st Place: Steve Peak



2nd Place: Pat Fischer



3rd Place: Craig Simon

TR6



1st Place: David Mackintosh



2nd Place: Ed Curry



3rd Place: Kim Aguilar

Heartland All British Car & Cycle Meet, Club Member Winners (Continued)

Spitfire & GT6



2nd Place: Doug Eble



3rd Place: Roger Elliott




Congratulations

To All Club Winners



David & Robin Copas, 1980 TR-7 Spider

Greg Schoenhals, 1959 TR-3A



Ed Curry
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Email Received From David & Robin Copas

Thanks all! We are looking forward to the activities. A little about us and our car – this will be (we believe) in the next quarter's Vicky British catalog....

David and Robin Copas

December 26th, 1980 we bought our *new* 1980 Triumph Spider from Courtesy Imports in Lenexa, Kansas. Today we have a little over 49,000 miles on it and a host of memories driving it. The TR7 Spider was a limited production for the North American market – 1,070 Carbureted Spiders (VIN TPVD8AA)[©]. Ours was the 103rd Spider built.

The Triumph TR7 Spider Special Edition was characterized by black paint (documented as both black & maraschino), red Spider decals, cast alloy wheels, black door trim, grey striped seats, leather steering wheel, 5-speed manual transmission and a radio/cassette player (though this was not fitted by the factory). Contrary to other sources, ALL the Spider accessory / package items were factory installed. The radio/ cassette player was shipped in the boot of the vehicle, and installed at the port of entry.[©]

In 1981, Robin and David were carefree professionals enjoying life in their TR – *Woo-Hoo!* Robin drove it to work every day. We even took it to Grand Lake, Colorado, to visit the in-laws driving over Trail Ridge and through Rocky Mountain National Park. What a beautiful trip that was with the top down!

Over the years, normal maintenance (clutch, brakes, etc). We did have to replace the transmission at one point – not sure what happened there!

Then came the first child – Robin took him everywhere in it. Second child and horses. Into storage at our house!

This year – children gone – time for fun again! Recent work bringing it out of storage (10+ years) was all new tires, water pump, plugs, filters, brakes and oil.

Planned updates – Buffing out the paint in spots, carpet shampoo, door waist seal, some boot cover snaps and a possible retrofit of the AC system. Victoria British – here I come!

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Dave and Robin....

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The "Hindview" Auto Mirror prevents accidents by enabling the driver to keep an eye on the rear traffic without losing sight of the road ahead. The Ball Joint allows immediate adjustment to any desired angle without the use of any tool.

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Time for a Rebuild

By Ed Curry

Although my TR6 restoration appears to be finished, the “sorting-out” continues. At last report, the clutch throw-out bearing was making a constant squealing noise, stopping only when the clutch pedal was depressed. I considered removing the transmission but decided to try for another solution before taking that drastic step.

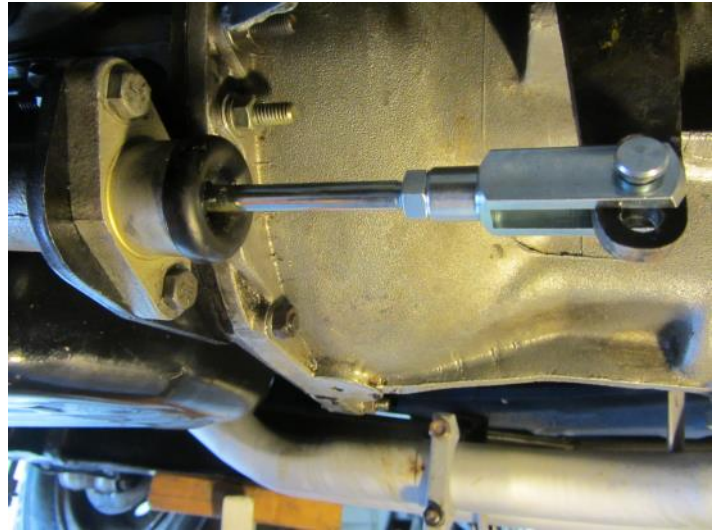
It took eight attempts using combinations of clutch slaves, push rods and springs. Using the original slave I tried a puller spring and pusher spring each with the original push rod and then a Moss adjustable push rod.



A fellow club member, having similar issues purchased this Moss rod (new item) and allowed me to test it. TR3's and 4's have adjustable rods but not 6's. I hoped this would solve the



issue but it was not to be. At various settings it did reduce the squeal but not eliminate it. My next attempts were a repeat of the above but with a new slave.



Keep in mind that each trial involved jacking-up the car, making changes and then a test ride around town. Ultimately a combination of new slave, original rod and a self-devised adjustable pusher spring did the trick. It works because external spring can be adjusted to offset the internal slave spring. The throw-out bearing can then be positioned a hair away from the pressure plate. Problem solved!



As I write this, the car is back on my personal lift (four jack-stands) to address other annoying issues. I've identified a persistent oil leak as a simple problem with the oil pan gasket. I chose not to use any gasket seal in the rebuild and that has proven to be a bad decision. I will now have to drop the pan and seal it for good. While the car is up, I'll also chase exhaust leaks that make it roar like an old Toyota truck instead of purr like the fine British sports car it's supposed to be.

The fun never ends!

Anyone for a Game of Croquet?

By Ed Curry



On a beautiful late summer evening members of the club gathered for an unusual and highly enjoyable event. Uber club member, Larry Taylor organized a visit to the Kactus Creek Croquet Club on Thursday September 13th.

Located in the rolling green hills of Parkville, this facility is the only professional croquet court in metro KC. It is home to several regional and US croquet association nation champions. The full size court is hybrid Bermuda grass maintained to a fast, golf green quality. Club owner Matt Griffith is a national champion and has been playing for over 35 years. He has competed at world championships held in New Zealand in 2015 and Australia in 2017. This October he will again play at the international level in Cairo, Egypt.

Matt and his lovely wife, Ellie, who is also a professional player, spent the evening instructing thirteen Triumph club members in the rules and finer points of play. Golf Croquet, a fun and interactive version of the original, is played with six hoop (wickets), one peg and four balls. Games take approximately 15 to 20 minutes so many games can be played in an evening.

All involved agreed it was a fun evening and a first for the club.



Anyone for a Game of Croquet? (Continued)



2019 dues remain \$20 (\$25 if you want your newsletter mailed via USPS). Dues collection for 2019 started at the Heartland All British Car Show on Sept. 2nd and runs through the end of the year. Please use the enclosed Membership application found later in this newsletter to renew.



VTR – Not a Member?

Here's an Offer You Can't Refuse

Established in 1974, the Vintage Triumph register is the only North American organization devoted to all Triumphs. It eventually absorbed the factory sponsored owners' club, the Triumph Sports Owners Association. Now in its 43rd year, the VTR prints an award winning full color magazine 6 times a year, a website with specifications of every Triumph, a national convention held each year somewhere in the country hosted by a local chapter, a national directory of every member, and a listing of over 65 chapters throughout the US and Canada. These are just a few of the benefits.

Now, through June 1st 2019, you can join for two years for the price of one. Here's how:

- Go to www.vtr.org and click on "Join Here" in the Member Login box.
- Fill in the application page.
- At the bottom of the page insert (Redriver) where it says Coupon Code.
- Follow the instructions for making your payment - \$35 for TWO years.
- Submit the application. You will receive an email with the information about your membership, and a welcoming packet with the latest issue of the magazine a few days later.

Got a question or two?
Just send an email to Dick Birch, Membership Secretary at birchr6@gmail.com



40th Anniversary Celebration

By Steve Peak



On September 22nd, at Uncle Buck's Restaurant in Olathe, The Kansas City Triumphs Club celebrated 40 years! We had a strong showing of cars (18) on a wonderful cool and sunny, Saturday afternoon. We had the pleasure of viewing past member, Jay Smith's, V-8 powered TR4. A very clean engineering fete.

The room was decorated with Union Jack flags and club members "Glamour" shots of their cars. Tables had Union Jack flags and red, white, and blue flower arrangements created by Kim Peak and her mother.

Social hour consisted of conversations with both past and present club members. A video created by Bob Haefner with music provided by Craig Simon was playing inside as 58 attendees gathered after receiving goodie bags with items from Meguiar's, 303, O'Reilly, and many other odds and ends.

A banquet dinner of salad, brisket, chicken, green beans, and potatoes was served and conversations continued. Following dinner a short program down memory lane of "What was happening in 1978", created by Kim Simon, was presented as everyone remembered their leisure suits and disco music.

The club honored our first director Paul McBride, second director Gary Davis, and current director Steve Vehlewald with plaques. The plaques, created by Steve Peak, consisted of the new 40 years emblem and a picture of their car laser cut into the wood plaque.

Carol Olson created two wonderful English tea baskets as giveaways. We had other giveaways from Victoria British, Birdie's, and Moss Motors.

The evening was closed out with cakes decorated with pictures of Gary Davis' and Paul McBride's 1957 TR3s.

A good time was had by all!



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



40th Anniversary Celebration (Continued)



Kids in British Cars

By Roger Elliott

When Pat and I take our cars to car shows, we try to let kids that act interested in our cars to sit in them. Of course, sometimes the kids are not all that young. Maybe sitting in the cars will encourage their interest.

Earlier this year, I decided that I should try to photograph some of the people who sat in the Spitfire at shows or on the way to and from shows. Here are pictures of some of the people sitting in the Spitfire.

At City Market



At the Des Moines Show



This young man was convinced he would not fit.

On the way to Fayetteville and back



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Marble, Arkansas

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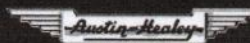
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Car Information
Year Model VIN / Commission # _____

Add additional cars or cycles on the back. We look forward to seeing you!

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. In addition, all club members receive a 10% discount on parts from Victoria British. Don't have a Triumph or your car or cycle is not a showstopper? Don't worry - we welcome all Triumph enthusiasts!



To join or renew, complete the application and mail with \$20.00 check (\$25.00 for newsletter delivered by snail mail) payable to "Kansas City Triumphs" to:

Mark Gillissen, Treasurer
9131 Darnell St.
Lenexa, KS 66215
913-888-4565
m.gillissen@prodigy.net

**DO YOU LIKE
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Club Director
Steve Vehlewald
913-469-4306
svehlewald@fry-wagner.com



5th Annual Guy's and Gears Charity Car Show

Saturday October 6th, 2018

11:00-4:00

Location: Furniture Deals, 10360 Metcalf Ave, Overland Park, KS

- ◆ Goodie Bags and Dash Plaques first 75
- Trophies and Door Prizes
- JT's American Pride Food Truck
- Kettle Corn, Fresh Lemonade
- Kids Area

Proceeds benefit Multiple Myeloma Research at

THE UNIVERSITY OF KANSAS

CANCER CENTER

Pre-Registration Fee: \$25.00 includes event T-shirt

Pre-Registration requested

Day of show entry fee \$20.00 NO T-Shirt

Pre-Registration Form—Please Print Clearly

Send Entry Form and \$25.00 (T-shirt) to Karen Foster 15525 West 141st Street Olathe , KS 66062

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Email Address: _____ Distance Driven to Show _____

Year of Car _____ Make _____ Model _____ Conv/Hard Top _____

One Event T-Shirt with a \$25.00 Donation pre-registration post marked Sept 15

(2X & 3X large are \$3.00 extra)

Size of Free T-Shirt _____

Additional T-Shirts may be purchased in advance for 17.00 each (2X & 3X are an additional \$3.00)

Size of additional T-Shirts _____, _____

Waiver : I hereby release and discharge Furniture Deals, and Guys & Gears, and their affiliates, and anyone else connected with the presentation of this show of any known or unknown damages injuries, losses, judgement and or claims from any cause whatsoever that may be suffered by any entrants or their guests, without any refund of fees paid.

Signature of Participant or Legal Guardian

(IF under the age of 18 a parent or legal guardian must sign registration)

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