

## Tennessee T's



### Model T Ford Club

Editor- [Bill Robinson](#)

Be sure to visit our club's website

<http://tennesseets.weebly.com/>

A Message From Ricky Williams,  
Our President



Greeting Model T'ers,

I don't know about you, but I have gone through several different phases in my Model T life. The first Model T I ever saw, when I was a kid, was a 1926 Touring Car complete with homemade sheet metal fenders. I now own that very car and, as with most of my projects, I'm still working on it after 30 years.

That car started me off with Model T's and formed my early opinion of the cars. For a long time, I really liked the later year cars. Then one day I was talking to a man at a car show, who had some signs for sale, and he asked me if I was a car guy. I explained to him my love affair with Model T's and their story. His next question was "Do you want to buy one?" Well, that lead me to my 1915 touring car, which we call Lizzie. That got me interested in the whole brass car thing, and here we go.

The longer I've dealt with Model T's, and researched the stories, the fonder I became of the brass cars. Then along came Nellie, my 1912 Commercial Roadster. When I bought Nellie, I thought I knew a little about early Model T's, and what I found out was that I knew "little" about early Model T's. The 1912 cars are so unique. They have a story of their own, and many of the parts are unique to a 1912. I wanted Nellie to have original 1912 parts, so I start replacing the parts that weren't correct. That was an expensive lesson.

A year later here comes Biscuit, my 1912 Light Delivery car, which I made sure had 1912 parts on her. These things just keep multiplying. Now my love falls with 1912 Model T's.

The funny thing is, that the last 4 years in a row, somehow a Model T has fallen into my lap that is for sale, and just in time for my birthday. My birthday is next week, by the way, and I sure would like to have a mid-year 1912 Touring Car, to add to my collection, just in case anyone asks.

Maybe I'm the only one that goes to sleep at night thinking about working on a Model T, but it relaxes my mind. These cars, and their stories, have kept me entertained for 35 years now. I'm sure you, as well, have things you like about the different eras of the Model T Ford. They are so much alike, but at the same time, they are so different. They all have their unique personalities.

Spring is just around the corner, and I know you are just as anxious as I am about getting out and riding. Vandy and I have a year full of touring scheduled. I hope you do too, and that we see you on the road.

Happy T'ing

Ricky

P.S. Thank you, again, so much for supporting me in my election to the board of the MTFCA. It is a real honor to represent the Tennessee T's.

## Club Officers 2022

**President-** Ricky Williams  
Humboldt, TN  
731.618.0207  
[rwilliams@click1.net](mailto:rwilliams@click1.net)



**Vice President-** Dennis Plank  
Humboldt, TN  
731.616.6609  
[daplank@bellsouth.net](mailto:daplank@bellsouth.net)



**Secretary-** Vandy Williams  
Humboldt, TN  
731.414.9085  
[vandy1311@yahoo.com](mailto:vandy1311@yahoo.com)



**Treasurer-** Connie Plank  
Humboldt, TN  
731.313.1496  
[csplank@bellsouth.net](mailto:csplank@bellsouth.net)



**Chaplain-** Dom D.  
Ooltewah, Tennessee  
571-353-0837  
[ggunrunr@att.net](mailto:ggunrunr@att.net)



# Tours and Events

Contact Ricky Williams, our club President, if you have a tour or event planned to be sure the date is

Date	Event (Tennessee T's events are <b>bold</b> )
	<b>Note: contact the event host before making plans to attend.</b>
	
May 12, 13, & 14	<b>TennesseeT's Five Rivers Tour, Details at <a href="https://tennesseets.weebly.com/toursevents.html">https://tennesseets.weebly.com/toursevents.html</a></b>
May 13-14, 2022	8th Annual Mid-Atlantic Pre-War Swap Meet, Luray VA
March 5, 2022 SAT	12th Annual Winter Swap Meet, Country Roads T & A Ford Club, Washington County Fair Grounds, Marietta, OH, 7:00 AM- 3:00 PM <a href="mailto:oldcarboy23@gmail.com">oldcarboy23@gmail.com</a>
June 4, 2022	Homecoming at the Model T Museum, Richmond, Indiana, USA. MTFCA
June 19-24, 2022	MTFCA 2022 National Tour: Wonderful Wisconsin Tour, Fon du lac, WI <a href="https://www.mtfca.com/event/mtfca-2022-national-tour/">https://www.mtfca.com/event/mtfca-2022-national-tour/</a>
July 17-22, 2022	2022 MTFCA Annual Tour, Hamilton, OH <a href="https://mtfcihamilton22.wixsite.com/tour/more-info">https://mtfcihamilton22.wixsite.com/tour/more-info</a>

## Model T Ford **TRIVIA**

**February's Trivia question:**

Did the first clutch fingers have adjusting screws?

----The answer to the trivia question is on the final page----

Please Plan a Club Tour- A tour in the Fall is still open.

# Chaplain's Report

January 22, 2022 By Dom D., Tennessee T's Chaplain

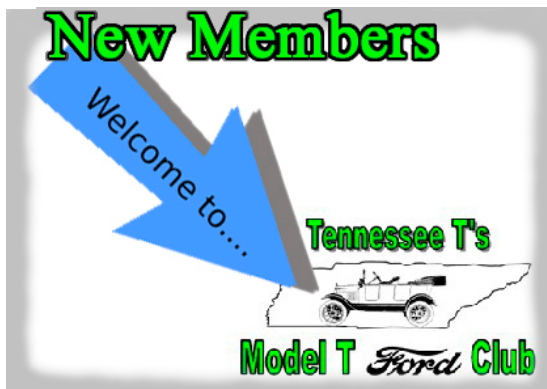
Sympathy cards have been sent to Joyce Swan at the passing of her husband, Sue as well to Rachel Hughes at the passing of her mother during this most recent reporting period. Please keep them and their families in your prayers

Should you experience or become aware of one of our members experiencing a death in the family, hospitalization or serious medical issue, please inform one of our club officers if you wish us to support you.

**Matthew 11:28 (KJV)**

**Come unto me, all ye that labour and are heavy laden, and I will give you rest.**

A heavy laden person may be burdened with the stress from the demands of daily life, sin and or weariness in the search of God. Jesus frees people from all burdens. The rest that Jesus promises is love, healing and peace with God, not the end of all labor. A relationship with God can change meaningless toil into spiritual productivity and purpose.



\*Brian & Norma Andrews- Rossville, IL

\*Ron & Cathy Bolser- Danville, IL

\*Phillip & Dana Picard, Middletown, OH

\*Scott & Carren Porter, Ocala, FL

\*Roy & Patricia Stone, Poca, WV

\*Nick & Thelma Ellingwood, Hillsboro, IN

**updated thru the end of Jan 2022**

## CONGRATULATIONS!!

**PROBABLY BY NOW**, assuming the Postal Service has delivered your Vintage Ford magazine, and assuming that you are a member of the Model T Ford Club of America, you should know that The Tennessee T's have two of our valued members who now are officers of the national organization.



(Hobart) **George Akin** was elected the President of the MTFCA for a one year term (2022), and is also on the Board of Directors for 2022.



**Ricky Williams** was elected to the Board of Directors for 2022-2024.

## MTFCA HOMECOMING TOUR 2021 by Paula Gember

In July 2008, Mark and Paula Gember attended the MTFCA Centennial T-Party in Richmond, Indiana, at the OLD museum site. Their primary residence was in Michigan at the time, and Paula was working at Browns Ferry Nuclear Plant in Alabama.

A lot has changed since 2008. The museum relocated to the heart of Richmond's historic depot district. And Mark and Paula relocated to their new home in the South.

The COVID-19 pandemic cancelled the annual Richmond T-party (AKA the Homecoming Tour) tour in 2020. When it was finally announced that the tour was on for 2021, the Gembers decided to attend and check out how the museum has evolved over the last 13 years. George and Ramona Aiken were also in attendance. And while the overall Homecoming Tour was smaller than years past, everyone that was able to come had a great time.

Check out Paula's video of the tour from the link below:

<https://www.youtube.com/watch?v=J4VhYAZoEWA&t=10s>



That Sunday after Homecoming, George Aiken and Dean Yoder travelled west in their well-packed "camper T's" to attend the MTFCA National Tour in Spokane, Washington.

You can read about their unique experiences during their cross-country road trip in the Nov/Dec issue of the Vintage Ford. (p 24-31)

As most of you know, Paula is also a Youtuber, and goes by the handle of SweetTing. She recently added 3 videos of their attendance at the MTFCA Tour at New Philadelphia, OH. Other Tennessee T members were on the tour as well. See if you can spot them in her videos:

Part 1: <https://www.youtube.com/watch?v=pFKd1LrGrSA>

Part 2: <https://www.youtube.com/watch?v=xEWwQCSEaG0>

Part 3: <https://www.youtube.com/watch?v=tkLYVDGa34g>

Check out her other videos  
[SweetTing](#)

## Learning Ma to Drive the T by Phillip Lee



It was another cold, crisp morning and Ma and Pa were finishing their breakfast of grits, biscuits and possum belly. Ma said, "Pa, I think it is time fer you to learn me to drive that T of yours."

Pa answered, "Ma, can't today, I got a run to the Turtle Dip and if I don't get that done, I can't make the last payment on that T". Ma said, "Well when you gets back I want you to start learning me to drive it". Pa said, "I gotta go Ma, we will see about it when I get back from the Turtle Dip Roadhouse."

Moonshine Mike went out to start the T and he had to jack up the back wheel again to get the T started this cold morning. Then he went to the back of the barn to the shed where he kept jugs of shine. He loaded up the T and off he headed toward the ridge where he usually meets Trader Jim and Buck to go coon hunting. Just before he reached the wide spot at the top of the ridge the T started to feel funny so he pulled off and sure enough the right back tire was flat as a flitter. It was a good thing that last week he had finally gotten around to fixing the bent wheel he got when he hit that big rock crossing the creek on his way to the still and tied the wheel back on the running board.

On his way down the other side of the ridge he spotted someone on a horse.



Oh no, it was Sheriff Josia and he was thundering after him on the big black stud. Moonshine Mike pulled both ears all the way back on the T and off to the races. Sheriff Josia and his big stud horse started to gain on Moonshine Mike as they hit the bottom of the hill, but after about a mile with the T and the big stud going full out, the big stud started to tire and Moonshine Mike and his T left Sheriff Josia in the dust. Boy was that close. No other incidents on Moonshine Mike's way to the Turtle Dip except that two of the jugs of moonshine got busted. Big Sam understood Moonshine Mike's little encounter and paid him for the shine delivered.

On the way back up to the ridge, the T started to steam some.



By the time he reached the top steam was really pouring from the radiator and the vents on the left side of the hood. When he opened the hood, Moonshine Mike saw water spraying out of a hole in the lower radiator hose. Something must have hit the hose when he was out running the sheriff. Moonshine Mike cut a strip of the deerskin he used as a seat cover and tied it tightly around the radiator hose, filled the T with water and made it home safely just about dark and just in time for supper. Ma had a big pot of coon stew waiting on Pa, maybe that would put him in a better mood to teach Ma how to drive the T. Ma said, "Pa, are you gonna learn me to drive your T tomorrow?" Pa said, "Naw Ma, I gotta take Ole Maude to Trader Jim's and get a hose fer the T and then I can start learning you to drive."

Sometime around mid-morning the next day, Moonshine Mike climbed on Maude and headed to Trader Jim's. It took about two hours to get to Trader Jim's and Moonshine Mike was getting real uncomfortable because he had sold the saddle after he got the T. Maybe he should buy back the old saddle if he was going to keep having to take Maude to Trader Jim's to get parts for the T. Moonshine Mike got a hose for the T, but Trader Jim had already sold Moonshine Mike's saddle and did not have another one in stock. After hanging around Trader Jim's for a couple of hours, Moonshine Mike headed back home. Moonshine Mike walked part of the way home because his backside was getting pretty sore after riding Maude's bony back with only a burlap feed sack to sit on.

The next day while he was putting the new radiator hose on the T, he saw Ma heading his way. Moonshine Mike, after running out of excuses, thought to himself, "I had better learn Ma to drive if I want her to make another pot of coon stew and me not sleep on the floor by the fireplace again." After they both got in the T, Pa said, "See that lever by the door, pull it all the way back, then push that lever all the way up and that one part way down. Now pull this out and hold it while you step on that button for a couple seconds. Now turn the key on and step on that button again. When it starts pull that lever down most of the way and push that one back up."

Ma got the T started and running good. Next Pa explained the three pedals. Pa said, "Now squeeze that lever and push it until it is about straight up, now push in that pedal there." And off they went around the yard.

Pa said, "Stop Ma, you gotta turn the steering wheel". Ma pushed on the brake but forgot to take her foot off the clutch and after lurching and bouncing some, the T stopped - engine and all. Both Pa's knees hit the dash but not hard enough to do any damage except to his nerves.

Pa said, "Okay Ma, let's try it again". Things went a little smoother this time and out and over the cattle gate they went. After a few minutes Ma said, "Pa, my leg shore is getting tired, why do I have to keep pushing on this here peddle?"

Now is the time to show Ma how to push the brake lever all the way forward and how to use the clutch to go from low to high. After stalling the engine a couple times, Ma could stop and start the T pretty good. Ma said, "Pa, I told you I could learn to drive this here ole T".

Pa said, "Okay Ma, turn it around in this meadow and head back home". The trip home went good until they got near the cattle gap. Ma forgot how to slow down until Pa started hollering for her to stop, Ma jammed on the brake but forgot to push in the clutch so the T stalled out just a few inches from the front porch.

A few days later, Moonshine Mike decided to take Copper, Junior, and JJ squirrel hunting and while they were gone, Ma thought it was a good time to drive the T on her own. Ma had a little trouble getting the T started because she forgot to pull the choke out before trying to start it. After a few tries she remembered to pull the button and the T kicked back, that is when Ma remembered to push one of the levers by the steering wheel up. After that the T started running but a little rough. But it did run and off she went. After a couple of rounds in the front yard, out and over the cattle gate she went. After a little while Ma turned around in the big meadow where Pa had shot turkeys for Christmas.

Ma was having lots of fun going over the hills and around the curves but when she crossed the cattle gate a little fast it scared her and she forgot how to slow down. She was heading toward the barn when she remembered to push hard on the clutch. The T slowed but did not stop as she entered the hallway of the barn. Panicked now, she lifted both feet, grabbed the steering wheel with a death grip, closed her eyes and hung on as the T busted through the wooden gate at the other end of the barn, bounded across the creek and stalled about halfway up the hill. The T rolled back down the hill and stopped right in the middle of the creek. After a few minutes, Ma opened her eyes, realizing that she was still alive looked back to see one of her laying hens and one of the hogs stretched out with Model T tracks across them.

Looks like fried chicken for supper and fresh ham, pork chops and chitlins along with the squirrels Pa and the boys are sure to get.



US 64

US 64

94.1 miles,

# ALABAMA'S COLD WAR HISTORY???

(by Paula Gember)



Early last November, Mark and I met up with Bill Robinson and Paul Gierow for a T ride through the Paint Rock Valley, Bill & Suzi's neck of the woods.



Suzi couldn't join us, but later shared some history of one town we stopped at, known as Estill Fork. During the Cold War years, there was widespread fear that the Russians would invade the US. The gov't erected satellite dishes, like the one we saw in Estill Fork, across the US as part of their early monitoring program.



Our journey continued on winding back country roads through the Paint Rock Valley. An old General Store from the 1940's was a perfect backdrop for pictures. We stopped along Hurricane Creek and enjoyed our sack lunches as Bill shared more history.

US 431





**The Cold War ended, Russia never invaded the U.S.; the satellite dish abandoned.**

**The Paint Rock Valley Lodge and Retreat opened at the site in 1994. There were several buildings replicating the past: an old saloon, church, post office and depot.**

**For several years, the annual Ole Timey Craft & Bluegrass Festival was held here. Sadly, the site has been closed up for a number of years.**

**BUT, when I was googling for details about the Bluegrass Festival, I came across this video from Oct 2014, created by "TBugger," AKA Bill Robinson.**

**It's not posted on the Tenn T website, I thought ya'll might enjoy watching it. For those of you that attended, it's sure to bring back some fond memories.**

<https://youtu.be/BCwm6Urlsgk>

**(The excerpt below was posted with Bill's YouTube video)**

**Each September, at Estillfork, Alabama, there is a Bluegrass Festival at the PRV Lodge, which is stuck way back in a remote mountainous valley that is within the bigger Paint Rock Valley. There is only one way in- one way out. It is quite possibly in the most remote spot in the state of Alabama. There is a huge (secret) radar tower onsite that is a leftover from the "Cold War" back in the 60's (at least, that is what the rumor is, anyway).**

**Each year a small group of local Model T owners meet in Salty Bottom for the long back-road drive to Estillfork for the Festival. We are invited to come and display our cars alongside other antique and classic cars.**

**Did you see the YouTube video that was posted on the MTFCA forum regarding the dog that was driving the Model T? Jenni Whitehall sent me the link so that you will show it to all of your family members. How'd that dog do that?**

[https://youtu.be/6VX1V\\_96wyk](https://youtu.be/6VX1V_96wyk)

# I DARE YOU-----MEASURE YOUR WISHBONE BALL by Bill Robinson

## A Booger UNDER the Pan

Have you ever checked your rear axle to see if the thrust washers are brass or babbitt? I'll bet you have. Now, have you ever measured the ball that is at the end of the "V" of the wishbone?

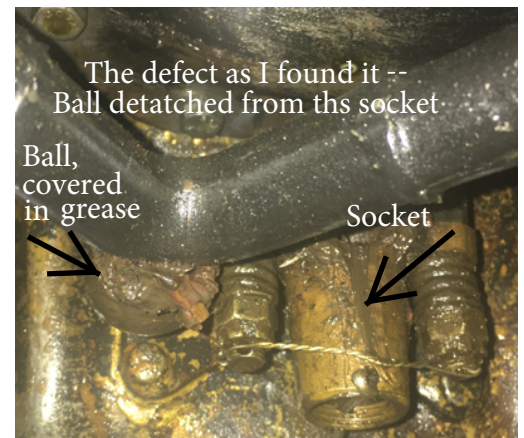


We all know that when the babbitt thrust washer crumbles, the stock Model T loses its braking ability, and stopping the car at this point depends whether the driver remembers to use the emergency brake lever.

Next, what if you are driving down the road and the wishbone ball comes out of the socket that is mounted on the pan, because the outside diameter of the ball has a hundred years of hard wear on it.

Well, this happened to me. Twenty years ago, or so, I installed a spring-loaded APCO Radius Cap on my 1926 Model T Pickup. It performed fine. I would regularly put grease in it, but at the time of installation I'll admit that I did not measure the O.D. of the ball. Mainly because I didn't have any idea what the measurement should be.

I now know that the ball's O.D. should be 1 1/4" and my ball came out of the socket. Thankfully there was no accident. The only accident was me crawling under the truck to drain the oil and my eyes accidentally noticed something that didn't look right on the wishbone.



I ordered a WISH BONE REPAIR KIT, and not until the kit arrived and I read the installation instructions, did I learn the O.D. specs of the ball. By the way, the included instructions were to-the-point, and easy to understand.



Look how much smaller the old, worn ball is compared to the new ball that I ordered.

Side to side, the old ball measured 1/8" smaller.

Top to bottom, the old ball measured 5/16" smaller. **No wonder it escaped the socket.**

Installation of the kit is easy,  
compared to many other Model T projects.

If you order the WISH BONE REPAIR  
KIT, follow the instructions (TO THE T-  
take no short cuts), then saw off the old  
ball, install the new ball kit, then weld  
the kit to the wishbone.



**HAVE FUN, KEEP YOUR CAR SAFE,  
AND DRIVE MANY MILES WITH THE  
TENNESSEE T'S!**



## **BOOGER... IN THE PAN!**

**This might qualify as a mini-booger.**

After putting up with generator problems for some time, I removed the generator and took it to **Condi Auto Electric, Inc.** in Evansville, IN. (1722 S. Kentucky Ave. Evansville, IN 47714) He had it diagnosed and repaired in a few days and quite economically. Turns out there was a broken wire that may have been making intermittent contact.

Additionally, the gear was loose on the shaft with some undersized aluminum rivet holding it on. He replaced it with the correct pin and the gear is tight. Their phone number is **(812) 423-1660**. Good to be able to turn on the headlights again.

**Note from the  
editor:  
Special thanks to  
Dan Rubino  
for submitting this  
article**

## A Tip from Vech (since he now has time-on-his hands)



A quick update, we sold our BMW motorcycle parts business and retired in November. Just after we sold the business, my wife and I drove our 1922 coupe to town (12 miles) for lunch, and on the way back home, the crankshaft broke. I had a spare engine, and it was already at the machine shop, getting bored, and re-babbitted for a new SCAT crank, EGGE domed pistons, and a new Chaffin cam, so it was not the end of the world. As they say, it is not IF the model T will break a crank, it is WHEN. When I pulled the engine, this is what I found.

Since the car was down, I did a lot of other work that I had never gotten around to, previously.

Purists won't like this, but I made a modification to the pittman arm. Every time I pulled the drag link off the ball, it was bone dry, even though I had liberally greased it when I put it together. I got tired of getting under the car to pull the cap off, and clean and re grease it. So, I removed the arm, and very carefully drilled a 1/16 hole through the depression in the ball end, up through the center of the arm, and turned the threads off of a Zerk fitting, and soldered the Zerk fitting into a small depression I made in the arm where the hole came out. Now, I can grease the ball without removal of the cap. I did the same thing to our 1915 over a year ago, and it works great, easier maintenance.





On the 1922, (which is still apart, waiting on the new engine) I had ordered a "Ford Faithful" oilier from Chaffin's to put on the car. I did not like the way the inlet for the oilier simply bolted up on the inspection cover, so I did this:

I made a flanged tube out of brass and sweated it into the inlet, and cut a paper gasket to fit it, to keep the oil from leaking out.

When installed in the oil pan, it looks like this, from the inside:



Another thing that always irritated me, was wasting time, when attempting to put cotter pins through the castellated nuts of the pan bolts, fooling around trying to get the slot of the nut to line up with the hole in the bolt.

So, I took a Dremel mototool, with a cut off wheel, and carefully cut a very shallow groove across the end of each bolt. Now it is a piece of cake, to get the slot of the nut to line up with the hole!

**Note from the editor:** Thanks for the tips Vech. Now, why didn't I think of marking my bolts that way?

**The Tennessee T's club** is a member of both the MTFCA and the MTFCI. Most of our members are also members of both associations that help preserve our hobby and our historic old cars.



## A note from the editor- You might be interested in these.

Tom Bauer, a Model T friend of many members of the Tennessee T's, sent me a note stating:

I was gifted with some T Model VCR tapes one of the national T Model clubs sold. They include:

- Model T coils- parts 1, 2, and 3
- The Model T fuel filter (the sweet potato)
- Restoration of the Model T starter
- Restoration of the Model T generator
- Model T tires- parts 1 and 2

I have no use for them. I thought maybe you and or the Tennessee T's might be interested in them. I suspect you or someone in the club could convert them to CD format. I'd be very glad to box them up and UPS them to you all. It kills me to see anything go to waste. (Can you tell I'm the kid of Depression Era parents?) Think about it and let me know. If you aren't interested, maybe you know someone who would be.

-----  
If you are interested, contact me and I'll send you Tom's contact info. Bill Robinson  
[tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)

**READY TO JOIN OUR CLUB ?** \$20/yr  
[New member application.. see our website](#)

## Condolence

We lost another long-time member of the Tennessee T's. **Ken Swan** and his wife, Joyce, drove many miles on long road trips. Be sure to watch the moving video presented in Ken's obituary.



<https://www.shackelfordfuneraldirectors.com/obituaries/Kenneth-Swan-2/>

-----  
**Rachel Hughes** is the Executive Director of the MTFCA. Rachel recently lost her mother. We are sorry to hear that, Rachel.

THANKS to the following folks who submitted text and articles for this month's newsletter.

I couldn't do it without you! Bill

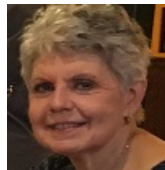
- Ricky Williams
- Phillip Lee
- Dom D.
- Paula Gember
- Dan Rubino
- Craig "Vech" Vechorik
- Connie Plank
- Dom D.
- Tom Bauer

**The Money Bucket**

as of 1.31.2022

submitted by Connie Plank,

Club Treasurer



**Club's Regular Account**

Starting Balance (12/01/2021)	\$7,143.01
Total Deposits	\$320.00
Total Expenses - Cards	-\$2.73
Ending Balance - (01/31/2022)	\$7,460.28



"I just installed the license Nashville Plate Topper with a musical note and a mountain man holding a whiskey keg shown below."

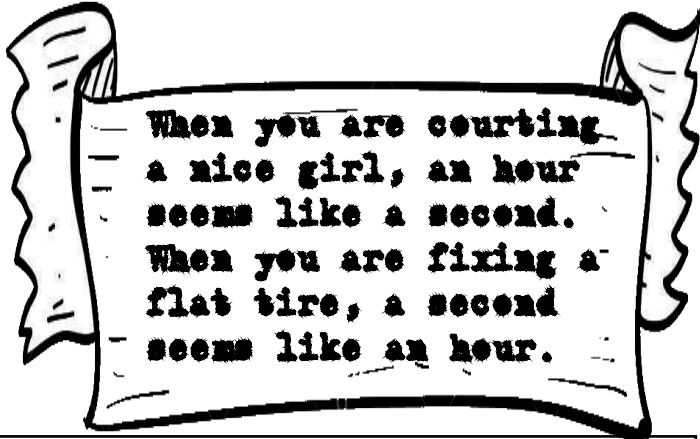
submitted by Dom D

Note from the editor:  
Do you have one that will "TOP"  
Dom's? If so, submit it.....





Hey, we tour  
the whole  
dang state!  
And then some!



When you are courting  
a nice girl, an hour  
seems like a second.  
When you are fixing a  
flat tire, a second  
seems like an hour.

## BOOGER.. IN THE PAN!

Find something in your old car that is not supposed to be there? Let us all see your find!

Here's how:

Write a short article and tell our club members about what you found. Send pictures to the editor. [tennesseets@hotmail.com](mailto:tennesseets@hotmail.com)

**Wanna be a NEW MEMBER  
of The Tennessee  
T's? Go [ONLINE](#)**

THANK YOU TENNESSEE T'S  
THANKS FOR THE PICTURES  
AND ARTICLES THAT YOU  
SUBMITTED THIS MONTH. I  
CAN'T TELL YOU HOW MUCH IT  
HELPS ME WHEN YOU  
WRITE THE NEWSLETTER.

☺  
*Bill Robinson,  
newsletter  
editor*

## TRIVIA answer

Answer: No

From the Model T Ford Encyclopedia  
By Bruce W. McCalley

### DRIVE PLATE & SHAFT

3321 (T749)

#### EARLY 1909

Clutch fingers (T732) had no adjustment screws. Bronze bushing (3327 (T724) was 15/16 x 1-1/8 x 2"

#### 1909-1913

Clutch fingers (T732B) now had adjustment screws T756. A woodruff key (T734) between the clutch shift sleeve and the drive plate shaft prevents the sleeve from turning but is loose enough to allow the shifting action.

Thanks to Phillip Lee for this month's trivia question

## FULL TIME COLLEGE STUDENTS CAN JOIN DUES - FREE

If you have not found the [TECH PAGE](#) on our website, then pay it a visit. There are many good articles posted that can help out on your next project. Also, if you write an article, send it to the newsletter editor for consideration.