

# Pentastar Press

Volume 40, Issue 10 & 11

October / November - 2021



[www.dallasmoparclub.com](http://www.dallasmoparclub.com)  
[dallasmoparclub@group.facebook.com](https://www.facebook.com/dallasmoparclub)  
[dallasmoparclub@gmail.com](mailto:dallasmoparclub@gmail.com)

## Officers:

President – Frank Maxwell	214-577-5187
Vice President - Becky Buttermore	256-679-6661
Secretary – Craig Bush	214-924-8237
Treasurer – Brad Buttermore	214-202-7480
Assistant Treasurer – Andy Dicus	214-543-8051

## Contact Information

## Directors:

Clint Cash (1/21-12/23)	972-742-8191
Gary Herring (4/21-4/23)	817-757-3379
Ron Petrasek (9/21-8/23)	214-385-0413

## Web Site:

Mike Boyd	972-762-4777
-----------	--------------

## Event Coordination:

Membership & General Club	
Frank Maxwell	214-577-5187
Mini-Nat's - Becky Buttermore	214-202-7480

Race Info - Robert Vaughan	972-998-7381
----------------------------	--------------

## Newsletter:

Ron Petrasek	214-385-0413
--------------	--------------

Visit our sponsor for discounts:

**Chrysler Jeep Dodge City of  
McKinney**

700 S Central Expy McKinney, TX 75070  
972-569-9650



CHRYSLER JEEP DODGE CITY  
OF MCKINNEY

[www.dodgecityofmckinney.com](http://www.dodgecityofmckinney.com)

Hoping everyone is getting ready for Halloween evening. I have the bags of candy ready and Stacey has gotten our front yard and front porch ready, Jack-O-Landerns, galore.

A big thank you goes out to Rocky and Joyce Haddick for hosting and cooking for our October club meeting. We had bbq pork ribs with two kinds of potato salad, beans, rolls, and several deserts. Very tasty. Over 10 Mopars attended, and we had about 20+ people. The Hattick's property is several acres out in the county in Nevada, Texas surrounded by many trees around the edge of the property. Interesting that their property is just on the other side of a long line of tall trees from the property of Clint Cash. Newer club member, Dave Kniss attended again like he did the time we met at Clint's place. His total drive time was probably 10 minutes for both meetings.

The point to this discussion is that I would like to see much fewer restaurant club meetings, and more meetings held at club member homes. This is similar to how the Cowtown club has gotten since Covid. They no longer do the Spring Creek BBQ routine, just like we have found out. Please feel free to check out the Cowtown club newsletter, especially the Pres newsletter of Frank Smith. He had a very nice recap on our Mini Nats.

One more new project I will take on will be to be on the lookout for more such club member home settings to hold monthly meetings. Anyone interested in hosting an event please feel free to let me. Clint Cash is on for at least one meeting if not two next year. Robert Vaughn and Mary hosted once last year, and hopefully once again next year. I would love to host one as I have the room in my back yard, however: it is just too far to drive. I am sure plenty of club members could accommodate us by hosting a club meeting.

Next year I will also be very involved in all of the "special events" including, AutoRama, the Mopar Magic show, and the Cowtown show, along with "other" club related events that we choose to promote. And, next year will be a much more expanded participation in the TMCCC events via attendance promotion, with club provided lunches when we can get it together.

October 24th was the last drag race of the season for the TMCCC group. It will be held at the I30 Dragway in Caddo Mills. Congratulations to John Roach! John finished tied for first place in overall points for the 2021 Season.

DMC Club members will be attending the Edgewood show on November 13<sup>th</sup>. Brad and Becky will be leading the caravan there leaving from the Buck-Eee store in Terrell at 7:30 am. Additional November and December car shows announcements will be part of Dallas Mopar Club email blast.

Jerry Reed finalizing preparations for our annual Christmas party Saturday in December 4<sup>th</sup> at Audubon Park Recreation Center building. Christmas party, \$25 gift exchange, dinner, 50/50 tickets, and the 2022 Board elections. DMC club will cover full holiday meal for club members. We will also have the board elections for 2022 at the Christmas party.

Anyone interested in AutoRama or Pate for next year I HIGHLY recommend contacting me directly so we can discuss the events.

Moparmax

## Dallas Mopar Club Tech Tips

This is some information that Tony Feger put together prior to him passing away. Tony's wife Chris found this on his computer and wanted to share with our Dallas Mopar Club members.

### **1969 A-12 6-Pack Super Bee Updated**

This Super Bee was born with a 383 and Auto Transmission. It was converted to an A-12 before I purchased it. It was done correct with the 440 Six Pack engine, A833 Four Speed Transmission and Dana 60 differential.

This Bee is a great car but had some issues that bugged me.





- A. The cam installed had 8 inches of vacuum at idle. This is a killer to try to get Six Pack carbs to idle correctly as the power valves want to open and cause the idle to fluctuate. Stock carbs want a minimum of 12 inches at idle to work properly.
- B. Throw out bearing was noisy.
- C. Differential had a hum on deceleration.
- D. Front drum power brakes did not work well with the low vacuum.
- C. Radiator had a pinhole leak in the center of the Penastar.

- D. Power steering pump has a seeping leak.
- E. Heater core leaking.
- F. Water leak under dash dripping on the carpet when it rained.
- G. Mopar ignition box installed on the firewall. This is not correct for 1969.
- H. Some front-end suspension parts warn.
- I. Fuel gauge reading  $\frac{3}{4}$  when tank is full.
- J. Speedometer reads 5 mpg low.
- K. Dash gauges go out when head lights are turned on.
- L. Some dash lights burned out.
- M. Front brakes need to be converted to Disc brakes
- N. Drivers door closed hard

With this being said and my aching back I decided not to take on this project myself. Who should I have do this project? The decision was easy. Mark Faught in Abilene TX. Mark is a MOPAR Guru and Master Mechanic. His attention to correct detail and workmanship is outstanding. I talked to Mark about the project and he was up for the challenge.

I decided to trailer the car to Abilene. We were in Wisconsin for the summer and I jumped on a plane to Rockwall. My truck was in Wisconsin. Brad Buttermore was kind enough to lone me his truck to pull enclosed trailer to Abilene. This is where the nightmare begins. It was a misty drizzly day. I get to about 20 miles from Mark on I-20 when going up a very slight grade fowling an 18-wheeler doing about 60 mph the rear tires on the truck broke loose and in a blink of an eye the trailer was coming around to my left driving the truck and trailer into the median. The truck and trailer hit the guard cables. It was a good thing they were there or I would have been in the oncoming traffic in the eastbound lanes. The cables are wrapped around the truck and trailer. I was able to get out of the right door of the truck unscathed. The truck is totaled and the trailer is damaged also. I was afraid to open the trailer door to see what I would find. To my relief the Bee was still tied down. The side impact on the trailer moved the car over to the right side enough to hit the trailer fender well dimpling the wheel well molding and fender well edge. I got very lucky as far as the Bee goes it could have been a whole lot worse. The wreacking service pulled the truck and trailer to their yard. I call Mark and he came to my rescue to pull the trailer to his shop. I rented a car and drove back to Rockwall with my tail between my legs.

### Game Plan to fix the Bee

Talking with Mark we decided to pull the engine to change the cam and after looking the engine over it was apparent that were more issues and a complete engine rebuild was in order.

#### ENGINE WORK

New Racetec pistons to raise the compression close to 10:5. Comp Cams Special Grind Cam. Howards Roller Lifters. 440 Source Stealth Aluminum Heads and Roller Rockers.

Engine Machine work, Heads, Block, Crank, and Balance, done by West Performance supervised by Mark. Engine clearance and assembly my Mark. Engine painted and reinstalled in the car. Carburetors rebuilt by Mark with Promax performance parts and installed on intake manifold. Power Steering Pump rebuilt. New high volume Fuel Pump installed. New Aluminum Water Pump. TTI 1-7/8" Ceramic coated Headers installed with Shure Lock fasteners. Exhaust pipes refitted to the headers and o2 sensor bungs installed to fine tune air/fuel ratio. All new correct belts and hoses installed. New radiator and cooling fan installed. New Electronic FBO Distributor and Ignition wires installed with Electronic Module hiding under the dash for correct engine compartment look. New correct MOPAR Voltage Regulator installed with new harness. New engine wiring harness and Ballast resistor installed.

Small sample of some of the engine issues after tear down



Some engine machine work and assembly



Fire Wall Ignition Module and Voltage Regulator incorrect for 1969 excess holes in firewall repaired



Water leaks due to a bolt installed that was too long and punched a hole in the cowl. Allowed water to leak under the dash on the passenger side. A difficult and excellent diagnosis and solution.



Front drum brakes converted to disc and proper master cylinder installed.



New radiator and correct hoses and fan installed.



Power steering pump rebuilt and installed



Steering shaft incorrect. Replaced and installed.



Car had 4:10 rear end gears and was nosy on acceleration. I drive this car and hated it screaming at 3200 RPM at 70 MPH.

Here was the solution. Dana 60 rebuilt by Mark with 373 gears. This ratio was chosen to complement the Passon Performance overdrive A833 transmission gear set. Now 2600 RPM at 70 MPH. And still scary acceleration.

Complete rear end reconditioned and reinstalled in the car



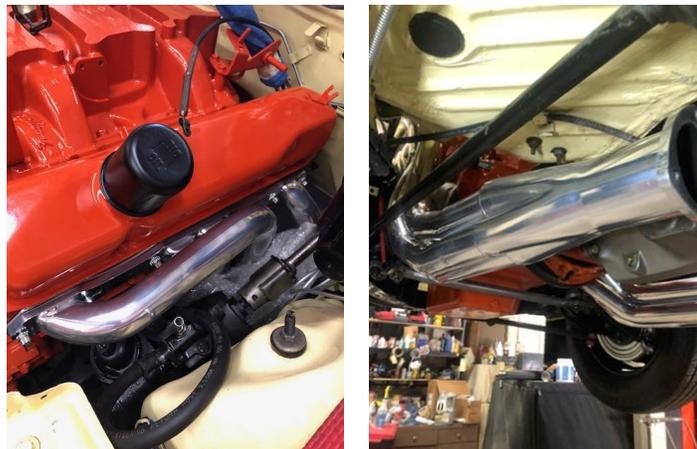
Engine Bell housing and Transmission reinstalled in the vehicle.



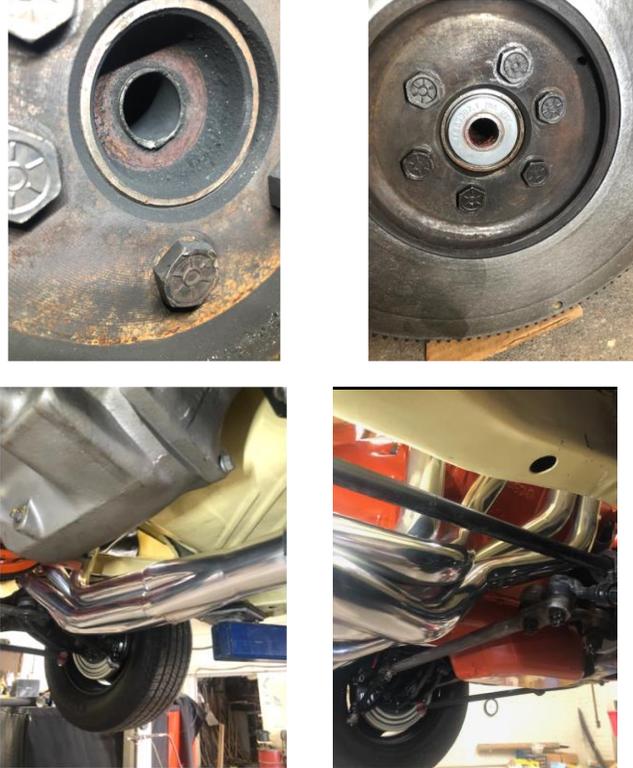
New electronic distributor painted and installed with FireCore ignition wiring. Also electronic module installed under the dash to maintain stock look under the hood.



New TTI 1/78' ceramic coated headers installed. Exhaust pipe had to be refitted to the collectors and O2 sensors bungs installed for carb tuning.



Noise when the clutch peddle was depressed. Thought it was the throw out bearing but turned out to be the pilot bearing.



### **CHASSIS AND RUNNIG GEAR WORK**

Front shoe brakes converted to Disc Brakes with new Master Cylinder, Brake booster. Brake lines and Hoses. Worn front suspension parts replaced. Complete Differential rebuild. Noisy 4:10 differential gears replaced with 3:73 gears. Transmission removed to replace the throw out bearing. Since Mark had the trans out I decided to have him install the Passon Performance A833 Overdrive gear set. I drive this car and 3400 RPM at 70 MPH with the 4:10 and stock A833 trans was not good. Now with the conversion at 70 MPH it is tacking 2800 RPM and still has the low-end launch and stays in the torque range through the gears unlike the MOPAR overdrive gear kit. Replaced parking Brake Cable, Speedo and incorrect throttle cables.

### **MISCELLANEOUS WORK**

Heater box removed, Leaking Heater Core replaced and Heater Box rebuilt and reinstalled. Repaired hole in firewall cowl causing water leak when it rained. Replaced dash Gauges Voltage Regulator to fix gauge lights going out when headlights were turned on. Installed Volt, Oil Press, and Water Temp gauge cluster under dash. Wired up steering column mounted Sun Tach. Replaced Dash Gauge Lights with LED bulbs. Door seals are hard rubber. Replaced seals with softer seals to fix the hard close issue. Installed fuel gauge calibrator.

The car when I purchased it had Torque Thrust wheels. They looked great but were not correct for a A-12. I put 15"x 7" MOPAR Steel Wheels with correct chrome lugs on the front dressed with 235/60/15's Redlines. On the rear 15"x 8" MOPAR Steel Wheels with correct chrome lugs on the dressed with 275/60/15's Redlines for a little more bit.

The car now is really a pleasure to drive. Very responsive and SUPER FAST thanks to Mark Faight.

Tony Feger wanted to share this with our Club members. May he Rest in Peace.

# Dallas Mopar Club Tech Tips

## Neutral Safety Switch Replacement

This Tech Tip is from Bill Bonney;

Recently, at one of the club meetings, my 1970 Challenger would not start as easily as it usually does. After some coaxing with the shift lever, it started and I returned home safely. At the time Club member

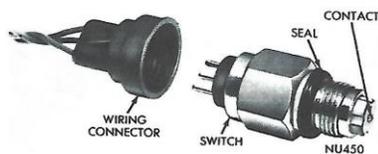


Fig. 6—Neutral-Park Starting Switch and Back-Up Light Switch

Craig Bush's analysis was a neutral safety switch issue. He was correct. The three (3) prong neutral safety switch was used on both the 904 and 727 transmissions from 1969 to the 1980's. Newer switches have the same function but use a different pinout and wiring connector. The neutral starting switch is the center contact of the three (3) terminal switch. It provides ground for the starter solenoid circuit through the selector lever in only the PARK and NEUTRAL positions. The two (2) outside contacts provide

continuity to the backup lights only with the transmission in Reverse position. Fortunately, new neutral safety switches from multiple vendors are readily available. I was also able to find an NOS switch on eBay, part # 2932820.

From the ATSG Chrysler A-727/A-904 Techtran Manual:

1. To test the switch, remove the wiring connector from the switch and test for continuity between the center pin of the switch and transmission case. Continuity should exist only when transmission is in PARK to NEUTRAL.
2. Check gearshift linkage adjustment before replacing a switch that tests bad.
3. Unscrew the switch from the transmission case allowing fluid to drain into a container. Move the selector lever to PARK and then NEUTRAL positions, and inspect to see that the switch operating fingers (rooster-tail) are centered in the switch opening in the case.
4. Screw switch with new seal into the transmission case and tighten to 25 ft.lbs. Retest the switch with a test light.
5. Add fluid to the proper level.
6. The backup light switch circuit is through the two (2) outside circuits of the 3-terminal switch. Marked N & N on the switch itself.
7. To test the switch, remove the wiring connector from the switch and test for continuity between the two outside pins.
8. Continuity should exist only with the transmission in Reverse position.
9. No continuity should exist from either pin to the case.

A new Standard Products NS11T neutral safety switch was ordered, installed and problem solved. That is until I noticed the backup lights were not working. Bad switch? Another Standard Products switch NS11 was purchased and installed and still no backup lights. These two (2) switches are the same form, fit and function so I am not sure why the different part numbers. Another bad switch? Not likely. A local

auto parts store allowed me to test one of my switches against a new in box switch of a different brand. They all bench tested the same. Back to troubleshooting. My next thought was to check the wiring to the backup light. To do this I jumpered between the two-outside leads of the connector, marked N & N on the neutral safety switch. The backup lights worked. Thinking maybe there were bad contacts in the connector I researched the purchase of a new harness. A new harness was reasonable but shipping was as much as the part so instead I soldered a new connector pigtail into the existing harness. This seems to be a Neutral Safety Switch Replacement failure point as new pigtail connectors are available. New switch and new connector in place, everything should work. Not.

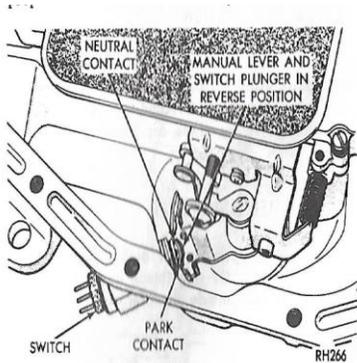


Fig. 4—Start and Back-Up Lamp Switch

Next step was “phone a friend” for help. The thought was perhaps the “rooster-comb” inside the transmission on which the neutral switch rides was chipped, cracked or broken. Some call the “Rooster-comb” plastic “Detent lever plastic wiper.” With a visual inspection into the transmission through the hole where the switch mounts there did not seem to be an issue. Back to the only thing left, a bad switch. Regrettably I had thrown the old switch away so I could not physically compare the old to the new. Thanks to the internet a picture of the OEM switch was found for comparison to the replacement. The OEM center pin is a smooth ball contact while the replacement center contact sticks out further. On the bench I tested the Standard NS11T and found the center pin when pushed in ever so slightly breaks the circuit to the backup lights.

**That was the problem!** The center pin was getting pushed in even in the Reverse position.

I posted a question on the E-bodies.org Facebook page asking if others had this issue. While waiting for a reply with nothing to lose but time, and \$10 parts I ground down and rounded off the center pin of the NS11T switch. After several visits to the grinder to adjust the center pin length the switch works as it should. One person responded to my Facebook post with the same fix they had used. Since my post another was placed asking for help as he had bought 15 switches and could not get them to work.



Bottom line is all three (3) pin neutral safety switches are not the same. From what I can tell the older NS11 and NS11T switches were more like the OEM with a roller ball center contact but the newer ones have a center contact that protrudes out further and probably will need to be modified to make the backup lights work. Picture courtesy of E-Bodies.org shows the difference between the OEM part 2932820 and the NS11T switch. Hope this helps and will save someone the troubleshooting time and expense I went through.

Bill, Thanks for the Tech Tip.

**Time to Renew for 2022**

Club membership dues for **2022 are due by the end of January** in order to remain a member in good standing and to continue receiving the *PentaStar Press*. You can renew, or join, by going to the Club’s website, [www.dallasmoparclub.com](http://www.dallasmoparclub.com) and pay with PayPal, or renew by mail or pay at one of the Club events. Your email address is especially important as an email is sent out when the newsletter is posted on the website. Thanks to those who have already renewed their membership.

Single membership is still \$25, and Family membership remains at \$40. Current members need not fill out a membership form for renewal unless a change is needed for membership information the Club has on file.

Join or renew by mail fill out a membership form send check to:  
Andy Dicus, PO Box 193, Scurry, Tx 75158

**Membership updates:**

- a) Dallas Mopar membership cards/badges are available on line through DMC website.
  - a. Current and new members can print DMC membership card
  - b. Log on to <https://dallasmoparclub.wildapricot.org/>
  - c. Click on “Become a DMC member” on DMC home page and click on:



“Edit your membership profile”

- d. Click “Printable PDF” to print your 2022 DMC Membership card

Dallas Mopar Club Jackets are available for DMC members to order.

- Contact Gabby at Unique Karz and Awards in Forney, TX to order yours. All you need to do is contact her by e-mail: [Gabby1975e@Yahoo.com](mailto:Gabby1975e@Yahoo.com) or phone 469-632-6993. The jackets are \$45 and she takes credit cards.

Family	12
Individual	51
Total	63

New member:

Steve Cheesman           svcheesman@msn.com  
Irving, TX 75016  
1972 Dodge Charger SE

I don't have any skills; we are retired and new at this. We just bought our first classic car for personal enjoyment.

Participate in car shows, learn to repair and and restore my car  
Attend Swap Meets

## Dallas Mopar Events and Member Activities

### THE EVENTS LISTED BELOW ARE EVENTS ATTENDED BY MEMBERS Upcoming Events

- **Edgewood Heritage Festival Saturday, November 13<sup>th</sup>**
  - 102 E Elm St Edgewood, TX 75117
  - Club members will meet at Bucee's in Terrell at 7:30 AM.
  - Contact Brad Buttermore if you intend to meet at Bucee's
    - [Brad.Buttermore@cadallas.com](mailto:Brad.Buttermore@cadallas.com) or 214-202-7480
  - Registration is at 8-11 and it fills up really fast.
  - Brad will try to hold some spots for DMC Club Members. He needs to know who is planning to attend.
  
- **Thanksgiving, November 25<sup>th</sup> will be reserved for all club members to spend with their families, so no meetings.**
  
- **December 4<sup>th</sup> from 6-10 PM. Dallas Mopar Club will have our Annual Christmas Party.**
  - Audubon Park Recreation Center
    - 342 W. Oaks, Garland TX.
  - Dinner supplied By DMC Club. Members can bring deserts if they like.
  - Gift Exchange (approx. \$25, no gag gift please)
  - We will also have the 2022 Board Elections
  
- **December 5<sup>th</sup> in the evening, Robert Vaughn has a parade/car show lined up. Needing classic (preferred) convertibles or pickups. This event came as a request from the City Council of Wylie.**
  - Contact Robert 972-988-7381 [REV383@YAHOO.COM](mailto:REV383@YAHOO.COM)

## Race Info

# Texas Muscle Car Club Challenge

FOR INFO CONTACT ROBERT VAUGHAN  
972-988-7381 [REV383@YAHOO.COM](mailto:REV383@YAHOO.COM)

First off, Congratulations to John Roach! John finished tied for first place in overall points for the 2021 Season. An outstanding accomplishment, especially since he had to miss one race for his son's wedding. John will be co-champion with Bobby O'Neil of the Lone Star Corvette Club. The TMCCC Awards Banquet will be held on November 20<sup>th</sup> at the Texas Star Conference Center in Euless.



September 26<sup>th</sup>, Double Header Race at I-30 Dragway. Dallas Mopar Club had 5 Racers. John Roach, JD Roach, Craig Bush, Terry Machost, & Robert Vaughan. John was the winner in King Muscle for Race 1, Robert was semi-finalist in Race 2, John was the Runner Up.



October 24<sup>th</sup>, I-30 Dragway. Dallas Mopar Club had 3 Racers. John Roach, JD Roach, & Robert Vaughan. Nobody won anything, but we had a great lunch prepared by John's wife Laura. After the race was the annual running of the Big Dog Race, where all the class winners of the year run against each other to see who is the "Big Dog", and John was runner up in this race. Luckily, Laura was looking for something to fill that empty space on their coffee table.



The Dallas Mopar Club finished 3<sup>rd</sup> in the 3A Series with a total of 42 entrants and 139 points. Driver Reward Standings are as follows: Craig Bush, 15<sup>th</sup> of 29 in Street Muscle; JD Roach, 9<sup>th</sup> of 20 in Super Muscle; John Roach, 1<sup>st</sup> of 22 in King Muscle, Big Dog Runner Up, and Overall Co-Champion; Robert Vaughan 10<sup>th</sup> of 22 in King Muscle.

Robert Vaughan

## Mopar's: For Sale - Cars Wanted – Stuff

=====

Glen Balco is liquidating the remainder of the items that he purchased from the Gaylen Williams estate. They include many performance items, distributors, carbs, valve covers, heads, intakes, automatic trans, oil pans, timing covers, wiper water storage bottles, lens, and many more mopar items. Also, non-mopar items are high end sound systems components, and test equipment. "All are free, just a small handling and processing fee". This is your last chance to buy these items. Glen Balko 469 766-6464

9-21

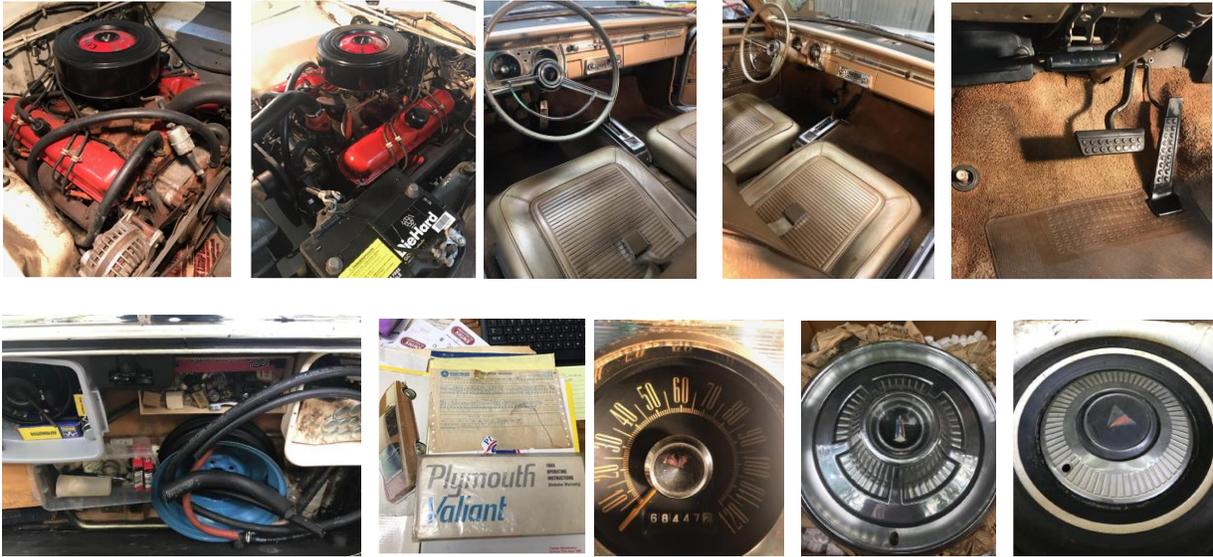


Dallas Mopar Club Member Keith Williams, who lives in Texarkana is selling his 1965 Barracuda. He has had it for a number of years and it has always been garage kept. 1965 Barracuda, 273 cid auto. Car is in what appears to be great shape and comes with some new uninstalled parts as well.

Asking \$8,500 Please call or text Keith with any questions or to set up an appointment to view. 903-277-5593

5-21





From Charles from the Houston Mopar Connection Club. One of our members passed away recently and we now have two Mopar's for sale. It was sudden when we lost Ken, and all of our members are, what we refer to "Car Poor" so none of us have room for another vehicle. Was wondering if you could pass it on to your club members. We are trying to find someone who keeps their vehicles, not buy and sell. First one is "Chargeup" a 67 Charger that was customized.



The second is a 62 Newport. The Newport has just recently been painted and started to be re-assembled. Chargeup is a 440 Automatic, front disc brakes. They are asking 35k for it. It is very nice. Both vehicles are available down in Pearland Texas. Please call Charles cell 281-804-0355



## Important Info from the Newsletter editor

Fellow Dallas Mopar Members, I wish to thank all those who sent articles to be in the newsletter. As the Dallas Mopar Newsletter editor, I need your inputs on what you would like to see in the newsletter.

If I don't get your input, I cannot put it in the newsletter.

- Feature Car
- Tech article
- Items for sale or trade
- Pictures of events, parties, car shows attended
- Anything you would like to have in the newsletter

Please send articles, pictures, your write-ups to:  
Ron Petrusek @ [ripetrusek@msn.com](mailto:ripetrusek@msn.com) 214-385-0413

Views or opinions expressed by the authors might not express the views of the Dallas Mopar Club, Inc. Other non-profit classic automobile clubs, provided proper credit is given to its source, may reprint all material in the Penta Star Press, including artwork. We ask that two copies of reprints be sent to the editor of this newsletter; one for the author, the other for the club archives. Commercial publications wishing to reprint an entire article should contact the editor for permission.

## Meeting Information:

Monthly meeting 2<sup>nd</sup> Sunday of each month at 2:00 PM

### BOARD MEETING INFORMATION

Monthly meeting 2nd Sunday of each month at 2:00 PM  
BOARD MEETING INFORMATION

**Check Web site for most current meeting location**

Board meetings are open to all club members: Board meeting will be held at 1:00 PM prior to DMC Monthly meeting. All members are encouraged to attend. Check the DMC website for any last-minute time or location changes.

---

Our sincere thanks go to Russel Hardin - Main 972-569-9650, Cell 469-337-06920 and the staff of **Chrysler Jeep Dodge City of McKinney** their support of the Dallas MOPAR Club



700 S. Central Expy McKinney, TX 75070  
Sales: (877) 627-1395 Parts & Service: (972) 569-9650

### Need Speed?

## Chrysler Jeep Dodge City of McKinney

- We can help with all of your performance needs
- We work on all makes and models.
- Sales, Parts & Service Department: Employee Pricing Discount bring us a copy of this page of the newsletter for proof you are a member of the Dallas MOPAR Club.

# Show Sponsors



# DODGE CITY OF MCKINNEY

[www.dodgecityofmckinney.com](http://www.dodgecityofmckinney.com)  
972-569-9650



Wylie \* Richardson



ROCKWALL (972) 722-0074

## GUZZI FABRICATION

RUST REPAIR  
&  
RESTORATION

469 989 1609



## Plymouth 'Cuda

Restoration tips, cars, parts & More

## parmadesign

architecture . art . sculpture  
214 . 769 . 0318



[www.parmadesign.com](http://www.parmadesign.com)



972-250-6722  
Carrollton, TX

Collision Repair Specialists!

[www.texasbodyworks.com](http://www.texasbodyworks.com)



HAGERTY  
FOR PEOPLE WHO LOVE CARS®



Full Service Auto Repair Shop  
**(972) 424-4885**



2105 N 6th Street  
Wausau, WI 54403

(715) 842-3352

[www.restorationmediators.com](http://www.restorationmediators.com)

IRONHORSE  
CLASSICS



AUTOCRAFT  
SERVICE  
CENTER  
HWY. 276, ROYSE CITY  
972-772-5121

GARLAND SAFETY LANE  
BRAKE AND ALIGNMENT

SINCE 1964

(972) 278-7202



Gary Keen

(972) 442-7940 ofc gk55777@aol.com

(214) 808-6336 cell

401 Keen Avenue • Wylie, TX 75098

CASH BUYS HOUSES

(972) 742-8191