



CLASSIC HEARTBEAT

NEWS OF '55, '56 AND '57 CHEVYS IN NORTH TEXAS AND BEYOND

November 2010

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www.DallasClassicChevy.com

PO Box 814642
Dallas, TX 75381
Est 1976

Current Membership -167

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Membership Information

Dues are \$25 per year,
payable to

Dallas Area Classic Chevys,
mail to the club PO Box.

To determine your renewal date,
check your mailing label, the top
right corner is the month/yr your
membership expires.

DACC ANNUAL MEETING

This Saturday Nov 6th, 6-8PM

*Sheraton Grand DFW Airport Hotel
Hwy 114 at Esters Road - Irving*

FEATURING A SPECIAL BUFFET AT ASHLEY'S RESTAURANT

Our Annual meeting is this Saturday evening November 6th at the host hotel for Lone Star '29' next year. This will be a meeting devoted to the election of Board Members who's term are up and then Lone Star '29' will be a major topic of discussion. We have a special \$10 per plate buffet dinner set up before the meeting at Ashley's Restaurant there at the hotel. After dinner we will move into a meeting room and conduct our Annual Meeting. And with Lone Star '29' coming up soon, this will be a great opportunity to learn more about the event, how you might help with the event and what has been done to date to make this event next Memorial Day Weekend the best car event ever hosted by the Dallas Area Classic Chevys! The Sheraton Grand is located in Irving at Hwy 114 at Ester's Road. Plan to come hungry because Ashley's is excellent and it will be a dinner you won't forget!



DECEMBER WHEELCHAIR RAMP BUILD ENTERS YEAR NUMBER 7!

Mark your calendar for Saturday December 11th

Greg Hedum is organizing our effort this year to build 2 wheelchair ramps for those in need. Working with the DALLASRAMPS.ORG group, all work is volunteer and all supplies are donated. No carpentry skills are required, just your time and your heart in the right place. Contact Greg to get involved at 972-539-9886. More details coming in your weekly email!





I was 14 or 15 in the early 60s when I started reading Hot Rod Magazine and going to drag races. It wasn't long before I got my driver's license and started driving my dad's '49 Plymouth on my newspaper route. My very own first car was a 1951 Chevy Fleetline sedan, which I bought for \$125. I fixed it up with baby moons and porta-walls. It also got a Fenton floor shifter, which took me forever to install and adjust (because I had no clue.)

A year or so later, as a soon-to-be high school senior, I needed a much cooler car so I bought a 1955 210 sedan from a used car dealer. At \$295, it was a real financial stretch. It was bone stock with a 265 2-bbl and 3-on-the-tree. After a few months of spirited driving, the 265 developed a rod knock, so I dropped in a 283 from a junkyard 1958 Chevy. The 283 got new rings, bearings, and a valve job. I assembled the short block and heads myself with the help of a older, wiser gear head. (He was around 20.) I drove it with a 2-bbl carb for a while, but finally found a Carter WCFB 4-bbl and manifold for it. I also added dual exhaust and glass packs (from Sears, as I recall), and chrome "scavenger" pipes that were a straight shot from the mufflers to just in front of, and slightly below, the rear axle. Throw in a real Hurst "Mystery Shifter", and I was simply too cool for school!

A year or so later, I sold the '55 because my parents said I didn't need a car while going to college and living in a dorm. Yeah, right. One semester later my dad took pity on me and loaned me a '56 Ford that he had just bought for work. (At least that's how he justified the \$165 to my mother!) I ended up replacing the lame 292 2-bbl with a '57 312 4bbl, which was actually a pretty stout motor. Before installing the 312, I replaced the rings, bearings,

and gaskets with parts from Sears. I also yanked out the 3.00 axle (literally the entire axle assembly) in favor of a 3.50. At \$20 or so, it was one of my all-time best performance investments.

Can't remember what we did with the Ford, but I found a '57 Chevy 210 the summer after my first year in college. It also had a 265 (yes a '57 265) and 3-on-the-tree. I was flush with cash from my \$1.60/hr summer job, so I found another junkyard 283, and had a machine shop in downtown Ft. Worth prep the block properly, including boring the cylinders +.060", which gave me 292 cubic inches. I bought some forged, domed TRW pistons for the outrageous price of \$5 each, and had the heads rebuilt. And I'll never forget those Hedman two-piece "4 into 2" headers – painted white, of course. Initially the engine had a Duntov "30-30" solid lifter cam, but it was really too much cam for the little 292. I ended up buying a milder Isky cam (don't remember the specs) which worked pretty well with my Carter AFB carb, new 4.56 gears, and Muncie 4-speed. Needless to say, the car did not cruise well at highway speeds, but the quick-revving engine and 4.56 gears made it a giant-killer in short street races! Less than a year later, I joined the Navy and gave the '57 to my brother, who installed the engine and trans in a very nice '56 Bel Air sedan. The '57 body got sold for something like \$50, but I don't think I ever saw the money. When I look back on my engine assembly skills, it's amazing the 283 and 292 didn't seize, spin bearings, or flatten cam lobes!

A year after joining the Navy, I got engaged and bought a used '66 Nova Sport Coupe with a Power Pak 283 and 3-on-the-

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Cadillac Ranch - Amarillo

STREET RODDER ROAD TOUR 2010

By Larry & Jan Rollow

We participated in the Hot Rod Magazine Power Tour in 2004 and again in 2007 with our '57 210 Chevy. On the 2007 trip, we hooked up with Jerry Dixey, a writer for *Street Rodder Magazine* through a few friends we were cruising with. Jerry leads several road tours each year under the umbrella of *Street Rodder Magazine*. My friends from the '07 Power tour have done several Road Tours with Jerry and have been encouraging us to go on one. They are considerably smaller than the Power Tour so you get to know the people and Jerry sets up tours along the way and at each stop. The Road Tours always end up at a NSRA national meet. This year, Jan and I decided to go on one since that the NSRA decided to let cars in newer than 1948, the traditional cut-off date for a "Street Rod". We picked the Vintage Air tour; it started in San Antonio at, surprise, Vintage Air. There were 4 cars from our Dallas group that signed up to go. The itinerary was San Antonio to Midland, then to Amarillo, next Durango, CO and finally, to Pueblo, CO for the Mountain Nationals NSRA meet. Two of our group, Clark and his wife, Barbara, in a '72 Chevelle, and DACC member Mark Baker in his '55 Chevy, travelling alone, decided to meet us in Midland, because of other commitments. That left Chuck and his wife, Ann, in their '34 Ford coupe and Jan and I in my '57 Chevy to drive down to San Antonio to start the tour.

We left Dallas, around 9 on Saturday morning, June 19, and arrived in San Antonio around 3 PM. We took mostly back roads to avoid the traffic and to enjoy better scenery. I had worked pretty hard on my '57 getting it ready for the road. Getting the most attention was the A/C. It had started acting up, so I consulted with Old Air, the manufacturer of my A/C. I added some refrigerant and swapped out the thermostat at the recommendation of the Old Air guys. On the way down to San Antonio the evaporator froze up, rendering the A/C much less effective. When we got to Vintage Air, I

consulted with Rick Love, VA's President, and Jack Chisenhall, VA's founder, (both of them also drove on the tour). They gave me some tips, such as turning the thermostat to a much warmer setting and keeping the circulation fan on high.

It turned out that this was the largest Road Tour ever. There were about 75 cars; this is far larger than the other tours, usually they have 10 to 15 cars. VA provided us a barbeque dinner that night. We returned early Sunday to VA to start the tour. The drive was relatively uneventful for us; the A/C worked a little better so that was nice. We stopped at a new fabrication shop, just outside San Antonio which was quite interesting. They are building a '56 Nomad with an all-tube chassis, dual rear mounted turbo chargers, rear IRS and much more. It should be quite a ride when it is finished.

Speaking of cars, each year for the Road Tours, various vendors and shops donate both time and parts to build a car that Jerry drives in all the tours for that year. This year, an XL27 roadster pickup was built by Shadow Rods for the tours. Interestingly enough, last year's car, a 1952 Chevy was also on the tour with associate publisher of *Street Rodder Magazine*, John Barkley, at the helm. These cars get upwards of 20,000 miles put on them during the year. These are very nice cars and well built. I do wonder what happens to them after their "tour" of duty ends. We arrived in Midland about 3:30 PM and checked into the hotel. Then we went over to the Petroleum Museum where the Chaparral race cars are also on display. Jim Hall, the driving force behind the race cars, is quite an engineer and innovator. It turns out that he has a shop in the back of the museum that we got to see and then were treated to him driving one of his race cars around the parking lot in front of the museum. One of the cars on display was the famous vacuum cleaner car. This car has two huge fans designed to suck the air out from under the car for better traction and handling. It worked very well as evidenced by the sanctioning body quickly banning it from competition because he was blowing everyone else off the track--both literally and figuratively (Pun intended).

The next day, we went to the Midland Airport and toured the Commemorative, (formerly Confederate), Air Force facility. This was Monday, a day they are normally closed, but they opened it especially for us. The CAF has a very nice museum as well as a couple of hangars where they fix up and maintain the aircraft. They fly most of the aircraft they have. In one large hangar, they were putting the finishing touches on a B29, which they will also fly. They also had one large part of one of the hangars that had many genuine

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DACC DISPLAY AT THE 2010 STATE FAIR OF TEXAS!

GREAT WEATHER, A BIG FOOTBALL GAME AND CLASSIC CHEVYS

DACC had a great turnout of Tri Five Chevys at this year's State Fair of Texas. The day long exhibit of Chevy's was a hit with the huge crowd at the Fair that came to enjoy a great fall day and the annual Texas/OU Football game. SPECIAL THANKS to these members for showing their Chevys this year – Ralph Sandlin – '57 Wagon, David Graves – '56 Vette, Greg Compton – '57 Hardtop, John Rush – '56 Sedan, Joe Ortega – '57 Hardtop, Billy Walker – '55 race car, Bob Caruth – '56 Hardtop, Andy Salinas – '56 Hardtop, Bill Lewis – '56 Pickup, Dan Bunch – '57 Sedan, Robert Conkle – '55 Sedan and special thanks to Houston Classic Chevy Club members Norm and Nancy Johnson who brought their '57 Hardtop up. Be sure and check the photos at the club website!



Brazos Drive In Movie Night BIG HIT!

Largest Group in years make this year's Drive In Movie Cruise one to remember!



Greg Hedum did a great job this year getting the word out about this year's Brazos Drive In night that DACC has done now for the past 11 years. Over 20 cars made the trek to Granbury for an afternoon on the town square, dinner at Babes Chicken Dinner House and then the trip to the authentic 50's era Brazos Drive In! As always, this event is open to all cars and car clubs and the variety that made the trip was diverse. From the Classic Tri Five Chevys to GTO's, Camaro's, Street Rod's and more! Photos are up on the club website and plan to join us next year for the 12th Annual Brazos Drive In Movie Cruise!

WRENCHES

DACC MEMBERS HELPING DACC MEMBERS WITH THEIR TRI FIVE CHEVY PROJECTS!

GET ON THE LIST IF YOU NEED HELP WITH YOUR '55-'57 CHEVY!

THIS IS OUR EFFORT TO ORGANIZE OUR MEMBERS WHO NEED HELP WITH THOSE MEMBERS WHO WANT TO HELP AND OTHERS THAT WANT TO LEARN!



We have all been there. We get to working on our cars and then we get stuck. Either we don't have the tool, we don't have the knowledge or we simply can't get past some part of the process that involves restoring, modifying or improving our Tri Five Chevys. SO - to help those members who may need help with working on their Chevy, Bill Preston has offered to be the point of contact to organize members needing help with members who want to help. To get on the list, contact Bill at (972) 691- 4968 and describe your need and then Bill will get the word out to the membership and arrange a time to tackle the job at hand. This may be doing front end work, body work help, brake rebuild, wiring issues – anything. Now to make this effective we will need YOU to offer up your time if you have knowledge in the area of a particular project. We have a tremendous depth of knowledge within the membership of this club unmatched anywhere when it comes to Tri Five Chevys and here is a great way to share it!

WRENCHES was an idea born from the mind of club member Dennis Lind who we lost to cancer several years ago. The program began but slowly went away over time and in Dennis' honor we will attempt to bring it back!

CONTACT BILL PRESTON TODAY TO GET ON THE LIST, THEN WATCH THE CLUB CHAT BOARD AND WEEKLY EMAIL FOR ANY UPDATES!



Bresler Feature Car Continued from Page 2

tree. Since I was now a semi-responsible adult (and had almost no spending money) I did virtually no mods to the car. The '66 was followed by marriage and two new babies – my son and a brand new '70 Nova Coupe with a 350 and a 4-speed. I had that car for less than two years, and it was the last performance-oriented Chevy I owned until 2003. However, we did have one more child in the 70s -- a daughter. And I'm still married to my wife Janet. Wish I would have kept one of those Novas that long!

Flash forward to 2003. I bought my current 1955 210 sedan from a guy I know in the Lewisville area. He had owned the car for 4-5 years, but got distracted by two new toys: a '34 Ford Coupe and a '39 Ford sedan. My "new" '55 Chevy had a mild 350, TH-350 trans, and a 10-bolt axle with 2.73 gears. The seats had been recovered in 1999 with tuck 'n' roll vinyl, but the door panels were in sad shape (and stored in the trunk). The original cloth headliner was drooping and stained. The brakes (GM metric disc on McGaughy dropped spindles) were marginal and the cooling system wouldn't keep the temp below 230-240. In fact, on the drive home to Plano, I had to stop twice to add coolant. The next morning I counted seven fluid leaks of various types on the garage floor. Yes, seven! I came seriously close to returning the car.

I persevered and tackled one problem at a time, and soon had a reliable cruiser. After taking care of the leaks and cooling system, I improved the brakes by going to a larger booster and new rear drums and shoes. Still not great, but OK. I replaced the way too-big 750 CFM carb with an Edelbrock 600 that I rebuilt after buying it for \$50. The smaller carb immediately improved throttle response and fuel mileage. Larry Hankins at Village Upholstery in Highland Village, TX built custom door panels for me, along with new B and C pillar panels. He also installed a Trim Parts vinyl headliner, vinyl windlace, and sunvisor covers. Prior to giving the car to Larry, I rebuilt the door internals, eliminating each and every rattle. I also installed DynaMat Xtreme on the floors and doors. What a huge difference this stuff makes. It was a transformation from echo chamber to insulated vault. Both doors now close with a solid "thud" – no rattles or ringing. During the first year or so, I also installed a used Griffin aluminum radiator and a Raingear wiper kit.

Over the next few years I replaced the '55's TH-350 with a Muncie 4-speed and swapped out the 2.73 gears for a set of 3.42 gears from Randy's Ring & Pinion. This was my first ring and pinion swap, but it went well with the help of Randy's. It's not a trivial job and requires some special tools and lots of patience, but it's no longer a mystery to me. Since then, I've also rebuilt my '69 pickup's 12-bolt rear end, including the addition of an Auburn limited slip.

In 2007 I replaced the '55's 350 engine with a 327 that I assembled over a 10-12 month period. I began with a free

350 "010" block that was hot-tanked, magnafluxed, and CNC machined by City Motor Supply for \$150. I also bought a "10-10" 307 crank from them. The 307 crank has large 350-size journals and was also used in late 60s 327s. I took the crank, Speed Pro pistons, SCAT 4340 rods, rings, and bearings down to Max at Long Racing Engines in Irving for THE FINEST balance job I've ever seen. I say that having balanced several 383s for Dick Allen at StrokerMotor.com in Dallas back in 2002-2004.

Before installing the new engine, I replaced the lame "605" steering gear with a CPP 500 gear. And since I knew the 327 would have marginal vacuum, I replaced the booster and master cylinder with a new manual master and brake lines. Meanwhile, the engine was going together with a "mid-performance" solid lifter cam (224/230 duration @ .050" lift; .477"/.488" lift at valves), Brodix IK-180 heads, and Weiland Stealth intake manifold. With my old 600 CFM Edelbrock carb and 1-5/8" headers, I estimate it makes around 350 lb/ft and 350 HP at the flywheel.

The solid lifter sound and the whine of the Muncie have taken me back to the 60s. And the 327 with modern cam and heads has the best of both worlds – torque and horsepower. The thing pulls like a freight train from 2000 RPM and revs like crazy. Now I just need an overdrive gear to make it more comfortable at highway speeds.

The latest updates: suspension and brakes. Earlier this year I installed new springs front and rear, along with stock spindles. The car now has a stance I remember from the 60s – level front to rear, or maybe even a shade higher in front. I also added a Wilwood front disc brake kit to the stock spindles. It uses 11.75" rotors and forged 4-piston calipers with aggressive pads. Even with a manual master cylinder, it stops better than my car did with power brakes and oversize metric calipers.

It's interesting to think that my 327's cylinder heads probably cost me more (\$1,050) than ALL the money I spent back in the 60s on my '51, '55, and '57 Chevys and '56 Ford. Times surely have changed, but sometimes I still feel like that teenage kid standing at the "Chevy house" parts counter with \$2.00 in hand to spend on an intake manifold gasket set, and wishing I had \$225 for a new 283 short block!

More Photos of Mike and Janet's '55 on the club website this month!

www.DallasClassicChevy.com



Larry Rollow's 2010 Road Tour Continued from Page 6

pieces of nose art. When many of the WWII aircraft were being scrapped after the war, a couple of guys decided to save this part of American history. They cut out the parts of the noses of the aircraft and put them aside. I'm not sure how they ended up at the CAF museum, but it is very cool to be able to see them now. We were treated to a lunch there and soon were on the road again. One good thing about going north is that we gradually got into less humid air, so the A/C was performing better and better.

Our next stop was the Soncy Road Auto body shop in Amarillo. They had invited a lot of local rodders to come out and join us. The Soncy Road shop was huge; they had many cars in "inventory" awaiting a build-up into some sort of rod. From what I saw, they do nice work there. The Soncy folks treated us to a nice dinner and some great hospitality. We did not stay late, as the next day's drive was nearly 500 miles. On the way out of Amarillo, we made the obligatory stop at the Cadillac Ranch. Chuck had brought a can of spray paint and painted a US map on one of the Caddys. Then many of us signed our names on it along with "Road Tour"; I wonder how long it lasted before it was painted over!

Two of our guys, Mark and Chuck, decided to stop in New Mexico rather than go all the way to Durango; they would meet us the following day. The reason for the long drive was to be able to ride the Durango to Silverton narrow gauge railroad the following day. Neither Jan nor I had done that, so we made the long drive. The day of the train ride was about as close to perfect as it gets. The temperature was very comfortable and not a cloud in the sky. We really enjoyed the ride and Silverton is a neat mountain town. I used to do a lot of 4-wheeling in Colorado, so I had been there many years before, but the place looked the same. We had time for a nice lunch and some sightseeing before the trip back. As were nearing Durango, we went by some areas where people were kayaking and swimming in the river. When we went by one such group, we were treated to a middle aged woman dropping her pants and mooning us! And it was a very full moon too, complete with a thong! You never know what lies around the next bend. That night, the local car club had a picnic for us and, again, many local car enthusiasts showed up for an impromptu car show.

Next morning, we were off to Pueblo. This day's drive was much shorter than the previous day's, so we got to Pueblo mid-afternoon. We went straight to the convention center to pick up our NSRA Mountain

National car show package, and then to the hotel to check in. We found a coin car wash and cleaned up the car and then proceeded to a large picnic area for another barbeque and some music. Again, many local car nuts showed to join the fun.

In talking to Chuck, who has done this trip before, we found out that the show starts with a parade through Pueblo that ends at the car show venue. The kicker is that you have to get to the staging area real early to get in. Jan and I decided to forgo the parade so we did not have to get up early. Chuck was going to be in the parade, but Ann, his wife was not. We bumped into Ann at breakfast around 8 or so and asked if she had heard from Chuck and if the parade was full. So she called him and he said there were a few slots still available. Jan and I looked at each other and decided to give it a try. So we rushed over there and did, in fact, just make the parade. They ran out of dash plaques for the parade, but we decided we could live without one. The parade was fun, but the car in front of us kept stopping to throw candy to the kids, then he would speed up to catch up. I don't like to drive fast in a parade, as you never know if the kids are going to dart into the street to get the candy.

After about 40 minutes being in the parade, we got to the fairgrounds for the show. Because we were with the Road Tour, they had a special area for us to park as well as having a large tent for shade. Since Chuck was in the front of the parade, and Mark was already there, they saved a parking place for us so we could be with the group. It turned out to be pretty hot during the three day show, so we were especially glad to have the tent. Jan and I stayed at the show until about mid afternoon, then left to go to a museum that had an exhibit about the local newspapers. Jan, in her first career, was a journalist and her father was a printer, so this held a lot of interest for her. We did enjoy it and they had some interactive



Larry Rollow's 2010 Road Tour Continued from Page 6

exhibits to go along with the other displays.

When we arrived at the show for Saturday, Chuck had again saved us a parking space so the four of us could all park along the road together. I really appreciated the tour veterans looking out for us. That morning while it was still cool, Jan and I walked around to look at the cars. There were about 4000 cars there, so it is unreasonable to think you can see them all. Two vehicles we saw that were both interesting and quite rare were two Jeep cab forward pickup trucks. These were owned by the same person and were extensively modified. When I saw them, I did remember when they first came out and were being advertised. But I had not seen one in probably 40 years. The overall quality of the cars was very good, so I knew the chances of me getting any award was slim. But that is OK; I enjoy seeing all the creativity in the cars.

It turned out there was a quilt contest along with the competition among the cars. Ann had made a quilt, so we all went to where the quilts were and voted for hers. In fact, hers was the best, so it was not like we were just stuffing the ballot box. Originally we had thought about leaving early on Sunday to get a head start on getting home. But we heard that one of the Road tours guys, JB, who is very active in The Christian Classic Cruisers, was going to get the "Street Scene" award, so we decided to stay. He has a very nice '34 Ford roadster with wire wheels and all unique aviation-type gauges on the instrument panel.

The awards started just after lunch on Sunday after some gospel singers and other entertainment. Sure enough, JB with his '34 roadster got the Street Scene award and Ann won the best quilt of the show. One of the Jeep cab forward trucks won a trophy as well. After the awards, we started the trek home. We drove to Childress, TX and spent the night there. This made the final drive home not too oppressive as it was largely in the morning.

Overall the car performed very well. The mileage, while not good by today's standards, was better for us than in previous trips. We really enjoyed the trip, made some new friends and would definitely do another Road Tour.

Larry and Jan Rollow

WELCOME NEW MEMBERS

875

Jerry Howard
4305 Nashwood Ln
Dallas, TX 75244
'57 Chevy
'55 Chevy

876

Jim & Barb Johnston
4117 Buena Vista St
Dallas, TX 75204
'57 Corvette

877

Jeff Schilp & Paula Farar
1203 Leeward
Wylie, TX 75098
'57 Bel Air Hardtop

878

Don & Harriet Sebert
5731 Timberbent Dr
Dallas, TX 75252
'56 Corvette

879

Rich Purvis
1811 Parkwood Drive
Grapevine, TX 76051
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DACC ANNUAL MEETING
Sheraton Grand DFW Airport Hotel
Saturday November 6th - 6PM

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