

DECEMBER TARDEL NEWSLETTER

From: **Vern Tardel Enterprises** (sales@verntardel.com) You moved this message to its current location.

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To: mark.merickel@outlook.com

December

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December

2012

Dear Hotrodders and Vintage Car Owners,

As we head into December and a new year, we thought we would share some pictures of just a few of the builds and repairs that were worked on in the Shop during 2012.

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The above Model A was in need of both a fender fix and a number of touchups.



The '34 Delivery Van above was in the shop for a new flathead motor and more.



This tudor sedan was in the shop because it had a leaky gas tank. If you are not familiar with where the gas tank is on this Model A, it is between the engine and cab. We ended up fixing the leak, but also getting it back into cruising shape.



This 1933 Ford pickup needed both body and engine work. As you can see, it came out of the Tardel Shop looking like a vintage pickup should.



Another classic Tardel built Ford flathead goes out of the shop to grace an American hotrod.



Paul Champie's '32. A beautiful build being put together by Paul and the folks in the Tardel Shop.



A beautiful '40 Ford Coupe. This '40 was built by Vern over twenty years ago. Back then Vern did his own painting. This '40 looked fantastic inside and out, even after 20 years of driving. This car needed some fairly minor engine and brake work, and some rewiring.

But that paint job was really something to see. Rubbed out and polished, it looked like it was just painted. Nice work Vern!



This 1930 Ford Coupe is being built in the Tardel Shop from top to bottom. Those aluminum heads and dual carburators are sure to make this flathead turn heads.



You may have seen this blue '29 Highboy Roadster (the Bishop - Tardel Roadster) in earlier issues at various stages of repair. This highboy is really sharp with the matching red engine and interior. The stock wheels, beauty rings, and caps are a classic '50s hotrod look. Now the headers and exhaust pipes are made to boost the horsepower and I can tell you firsthand, uncapped they make that flathead sound great!



The 1934 Ford Phaeton was in the Tardel Shop for an extensive tune-up.



This 1932 Ford Victoria was in for a complete frame-off build by Tardel Enterprises.



This speedster is owned by Jim Stroupe and being built by Vern. The build is moving right along. I was surprised how many parts on this speedster had to be fabricated by Vern and some of the

specialists in the Tardel Shop. I will give one shout out to Kevin Gilfether for his design of the custom (one of a kind) differential cover. Although it is located inside the trunk, it shows the detail that has gone into this build. This speedster has drawn a lot of attention because it follows the look of the classic and historical speedster builds of the 1920s and 1930s. You will probably see this Ford speedster in hotrod magazines.



The red '29 Model A Roadster with the overhead valve Model B four cylinder with dual carbs was in for its annual maintenance and a close inspection by Vern and others in the Tardel Shop. Check out those headers. Yup, she's a beauty.

These are just a few of the hotrods, classics, and vintage cars/pickups that have gone through the Tardel Shop over the past year.

Don't forget to forward the Newsletter to your friends and others who are interested in Ford hotrods and classics.

WHAT IS IT?



This month's "what is it?" is a tool that does not necessarily align with the automotive industry. Vern has so many unique things inside and outside the shop, sometimes Vern does not even know what they



are. That was the case with this month's "what is it?" So I had to do some sleuthing to find out what it is.

Here are a few photos of the "tool." I have included a closeup of the tag so you can see the maker's name and manufacturing location.

To help you see this tool a little better, I have included a short YouTube video of the tool. You can check your answer, or get the answer, on the Tardel website.



Click on the WHAT IS IT? VIDEO link below to see a short video which gives a few more hints to help you guess this issue's "what is it?"

[WHAT IS IT? VIDEO](#)



BUILD OF THE MONTH

The build of the month is a red '32 Ford Highboy. This hotrod is being built in the Tardel Shop for Ed Demosted of Santa Rosa, California. Vern worked through all the build specifications with Ed a few months ago. There are a number of parts to this build that are not usually found on a traditional '50s highboy hotrod. The rims (front and back) stand out right away as more in keeping with a 1960-70's hotrod. The rims are polished Americans (American Mags). This is the look that Ed wanted for his '32 and it promises to be something special.

This '32 Roadster is red on red as you can see in the pictures below. The frame, under-carriage, steering and suspension parts are all painted red. The body, grille shell, and firewall are all in the same red. The interior style and color are still being discussed. But we know that we have red on red.

The photo below shows the original '32 firewall and a Brookville body. The running gear is all original Ford. It will run a '36 Ford rear end and has a '32 Ford dropped axle.



As shown below, the roadster has four drum brakes and like all the undercarriage including the rear leaf springs, transmission, rearend and rear axle housings are all painted red.



This build also has a Tardel machined flywheel. This process significantly lightens the flywheel allowing the engine to reach higher RPMs much quicker than a stock flywheel.

The brakes are Lincoln reproductions. The frame is finished to a high detail and uses SoCal frame rails. The frame also uses a Tardel cross-member.

This build also sports a painted stock Ford gas tank and two chrome spreader bars, front and rear. This photo also shows a good view of the chrome light mounts and light housing. This '32 also has chrome windshield mounting brackets and windshield frame. And check out that dash with the gauge cluster mounting. Nice!



Behind the red grille shell, Ed's roadster will run a really nice Tardel built Ford flathead.

The flathead is built from a 59AB block and is bored .125 over the stock bore. The engine will run a 4" Mercury crank and a 404 Isky camshaft.



It will also have polished aluminum Offenhauser heads and an Offenhauser polished aluminum intake manifold. Carburation will come from two Stromberg 97s.

This is going to be a sweet custom Tardel built '32 Ford roadster. We certainly will show you photos of the finished roadster before it leaves the Tardel Shop. But when it hits the road, this '32 will turn a lot of heads.

WHO WAS SPOTTED IN THE SHOP?

SIX DISNEY-PIXAR DESIGNERS



Six visitors, all from Disney-PIXAR, spending some time in the Tardel Shop doing both research for future animated movies like "*Cars* and *Cars 2*" and appreciating a Tardel '32 Highboy build.

Shown above surrounding the black '32 Ford roadster from left to right are: Craig Foster, Jerome Ranft, Jay Ward, Bill Cone, Bob Pauley, and Pete Doctor.

Six designers who all have an interest in hotrods for a number of reasons stopped by the Tardel Shop last month. The first reason is, they all like hotrods. The second is, they all work for PIXAR who has made a number of animated movies that I am sure you will recognize. These include my favorite (and my grandson Zane's favorite) ***Cars*** starring **Lightning McQueen** and **Mater** (that's short for Tow Mater).

The team of PIXAR designers were in the shop one afternoon and I was able to get this photo of them around the black '32 highboy featured as the build of the month two issues ago. If you have seen the animated movie *Cars*, you may have recognized the accurate detail used in creating the vehicles and their realistic driving action. The research and design work of these individuals, and others at Pixar, can be seen quite easily when *Doc Hudson* (the Hudson Hornet) gives Lightning McQueen some dirt-track racing lessons.

If you would like to see some scenes from ***Cars***, ***Cars2***, or other **PIXAR** movies, or order one or two for yourself or your (grand)kids, go to:

Disney-PIXAR Videos



WHEN RELATIVES STOP BY

Vern also had a nice surprise last week. Hans and Sigron Wobbe traveled from Hamburg, Germany for a work related meeting in San Francisco. Sigron had been working on her family's genealogy for a number of years, and through a relative in Germany who works in the automotive industry, discovered a relative that lived and worked in Santa Rosa, California. You got it, Sigron is related to Vern through a long line of Tardels. Sigron and Hans drove up to see if they could meet with Vern. They arrived at the shop and after a few minutes looking around they asked if they could talk to Vern. It was then that Sigron told Vern that she had been working on her genealogy for a number of years and found out that Vern Tardel was related to Sigron, whose maiden name was Tardel.

Vern said it was really amazing that Sigron and Hans had taken the time to come up and visit. Sigron brought a copy of her family tree to show Vern how they were related.

Both Sigron and Hans are now signed up for this Newsletter and will follow the goings on of her American relative in Santa Rosa, California.



A LONG-TIME FRIEND

A longtime friend of Vern's, Jack Lowe, is shown below with one of Vern's many "toys" found around the shop. Jack took a special interest in this motorized bike (Whizzer). He diddled with it for over an hour. Jack was a true mechanic and first looked in the gas tank to see if the fuel had "varnished" and then followed this up by checking for spark and compression.

With all checked out, Jack pushed the bike to see if he could get it started. Unfortunately no luck. So Jack wanted to work on it more right then and there, but instead, Vern asked Jack if he wanted the motorbike. Jack said yes and Vern gave one of his cherished old possessions to a close friend.

The more I am around many of the "hotrod family" I find that they will always lend a helping hand or in this case give something they loved to a friend because he wanted it.



Jack Lowe checking out a vintage pedal-motorbike at the Tardel Shop.

This is a follow-up picture of Jack who was featured in last month's Newsletter. This is probably one of the last pictures taken of Jack. Jack passed just one week after this day at the Tardel Shop. As I said last issue, the hot rodding community and his many friends have all lost a great guy!

MERRY CHRISTMAS FROM THE TARDEL SHOP



VERN



ROSS



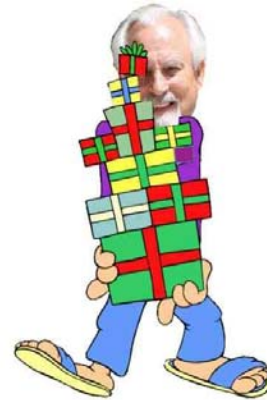
KEVIN



ANITA



RORY



MARK

...and also from the many others who work in the Tardel Shop, we wish you a very Merry Christmas and Happy Holidays to all.



SIGNS OF THE PAST

I like to wander around both inside and outside the Tardel Shop. As this section has shown, there are literally hundreds of signs of the past. Sometimes these are, just signs. Other times these "signs" are unique items from eras gone by. In the photo below you see one of the many hotrod models completed in amazing detail. Ditto on the model motorcycle. The rabbit...that's anybody's guess.



Outside the shop you will find literally thousands of early Ford parts and many unusual vehicles. Amongst these is the milk truck (shown below) from the Easley Dairy. But if you look inside the milk truck you will see that it stores more old Ford parts.



If you have seen the grounds of Tardel Enterprises, either in person or in various articles and videos, you have probably seen the character below holding a Ford flathead motor in one raised hand. This unique icon is just in front of an Ingrams Chili Bowl sign. Like the character...it all makes me smile!



You will also find "Elvis in the house" along with figurines of the iconic Big Boy. In front of Elvis and the figurines is a working replica of a vintage steam roller.



If you get a chance to visit the Tardel Shop, plan in a little extra time to look around for the Signs of the Past.

TAKE A RIDE WITH VERN IN HIS '32 HIGHBOY



Every once in a while something touches your soul. It can be a person, a song, a picture, or something else entirely. I started rebuilding my first classic since I was in high school. In my case my build was a 1946 Ford 1/2 ton pickup. Rebuilding my '46 was how I met Vern. I found myself in more trouble than I thought I ever could.

After all, how hard could it be to rebuild an old pickup? This is not a complex vehicle, and I still had enough wrench memory to take stuff apart. It was the putting it back together that seemed to stump me a number of times.

I have had the chance that most folks will never get...that is to work alongside Vern Tardel. I knew very quickly that I was working with a man that had more critical thinking and problem solving skills than I will ever have. I was able to engage Vern in conversations from what is your favorite "build", to why Fords?, to the



question of whether Vern thought hot rodding as he knows it dying out? Thinking about this question I went to my computer like I always do to see what others might be saying about "hot rodding today."

It was during this time that I came across a video and narrative titled "*Hot rodding is dead*" by Eric Darby. This narrative made me think about building hotrods and rebuilding classics like I have never thought about it before. Thank you Eric...well done!

If you would like to see and hear Eric Darby's video and narrative click the link below.

["Hot Rodding is Dead" by Eric Darby](#)

I hope that you are enjoying the short video clips featuring Vern and the Tardel Shop. I shoot and edit these myself so the level is amaturish...but I hope they do their job. This month's video is a short ride with Vern in a '32 Highboy. The video was shot last December, and although chilly, it was a beautiful day for a ride.

You might pay close attention to two things in this video...besides the great sound of the '32's flathead. The first is when Vern tells us how fast we are going...and then sees a posted speed limit sign. The second is from a running commentary I have had with Vern about hot rodding since hearing Eric Darby's narrative. I have asked Vern, "with so many builds now made using more and more fiberglass and coats and coats of polyurathane paint...is hotrodding (as you know it) dead?"



[Click on this link to take a ride in a '32 roadster with Vern.](#)

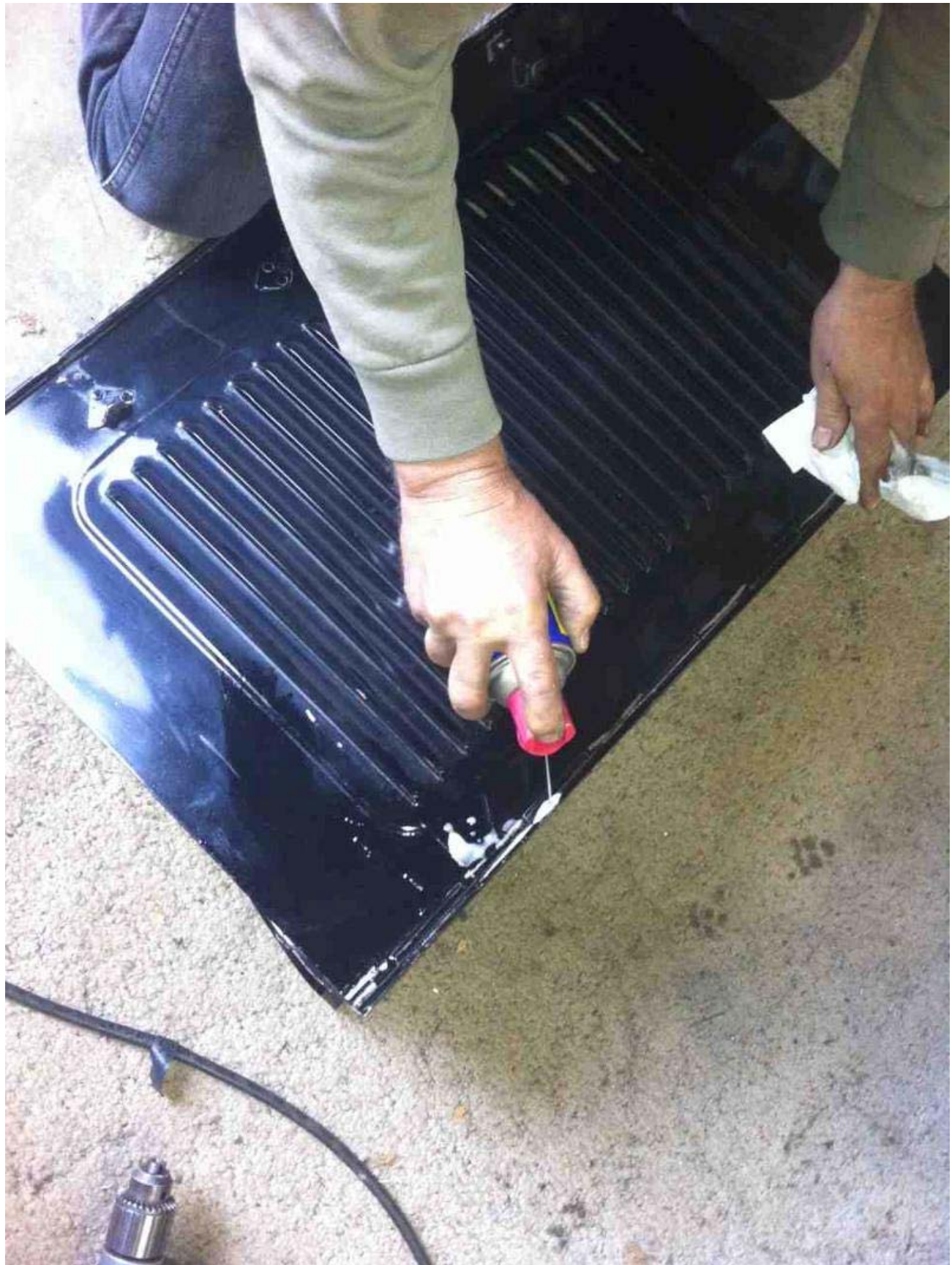
TIPS AND TRICKS BY VERN

Removing those stubborn hood hinge pins!

If you have ever needed to separate your hood into individual pieces, you first need to pull the long pin that runs the length of the hinges. After these pins have been in your hood for years, and sometimes 70+ years, they will be rusted in place.

If you have this problem or know someone who has this problem...or will have this problem in the future, this tip is for you.

Step 1. Spray a lubricant liberally along the hinge and on the exposed part of the pin (shown below). Spray the lubricant down both ends of the hinge and then let the spray set and do as much of the work as it is going to do.



Step 2. Take a pin punch that is smaller than the hinge pin, but not so small that it will bend

when you pound on it. Use the pin punch to push the hinge pin out the other end to extend out from the hood at least 1"... and more is better.



Step 3. Use a powerful hand drill and put the hinge pin in the drill chuck. Tighten the drill chuck (as tight as you can make it without breaking anything and that includes yourself). Switch the drill to "remove" (counter-clockwise spinning of the drill head for removal).

Watch this short video and you will see how it is done. The claim is obvious, if this works you saved yourself heating the hinge which will of course damage the existing paint.



[Video Showing How to Pull Out a Hood Pin with an Electric Drill.](#)

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If you click on the facebook link above, you will find more Tardel information and pictures. Just click and join us in the virtual Tardel shop!

FEATURED PRODUCTS



One of the featured tools.

Vern has gone green, recycled that is. Clean up around your garage or shop with our new license plate dust pan made with 100% recycled material.

Made from a flathead connecting rod, a vintage california license plate and wood.

We are heading toward the end of 2012. You should be looking for presents for a friend or, for sure, yourself. This month's featured products are listed as "Tools" on the Tardel website.

Click the link below and you will see a number of different tools that Tardel Enterprises has in stock. Some of these tools are practical and others are whimsical.

If you don't find what you are looking for in the tools section then just click on one of the fourteen other links under the SHOP HERE for Hotrod Parts.

[Click here to go to Tardel "Tools"](#)



Vern has for sale a set of 4 - 1932 wire wheels. These wheels are fully straightened and perfectly finished. They have been powder coated with Oxblood Red. These wheels come with beauty rings, hub caps, and Firestone Deluxe Champions 4.50/4.75 x 16 front and 7.00 x 16 rear tires. All are blackwalls.

The picture does not do them justice, but see below. They had not been preped and tire blacked for this picture. The price is \$2500.00. The tires can be picked up at the Tardel Shop in Santa Rosa, California. If you are at a distance, you can contact us at the email address below to get a price on shipping.

These tires, rims and caps are perfect! ***If you are interested contact Vern Tardel at:***

sales@verntardel.com



PHOTO CONTEST

We would love to see some of your rides or photos. Whether they are hotrods, vintage cars, classics, stock, or Bonneville runners...you can enter our contest.

We only have a few guidelines:

1. The vehicle in the photograph must be a Ford, Mercury, or Bonneville runner.
2. But if you have something else you want us to see...send it! We love cool photos.
3. Must be a 1950 or earlier vehicle. The Tardel Shop specializes in early Fords up to 1950.
4. Photos must be sent via email.
5. Vehicles running Ford flatheads earn a few extra points.
6. You must provide the model, year, the owners name(s), and where you live.
7. You may use Photoshop or other computer programs to stylize your photo(s).
8. Judging will be based on what Vern and I think are good photos.



We don't have much in the way of prizes, but the senders of the winning photos will each get a Tardel hat or T-shirt. And of course we will run the pictures of the winners and your names in the next newsletter.

Send your photograph as an email attachment to:

mark.merickel@live.com

By sending us your photo(s) you give Tardel Enterprises permission to display them (if chosen) in a future Tardel Newsletter.

***Vern Tardel Enterprises
Early Ford Parts, Repair, and Builds***



MERRY CHRISTMAS - HAPPY HOLIDAYS TO ALL...



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Thanks to John Bayer, Virginia Beach, VA. for his editing of the Newsletter.



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