

Tardel Newsletter

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ON-THE-LINE

NEWSLETTER

SEPTEMBER 2012

Dear Hotrodders and Vintage Car/Pickup Owners,



This is the third issue of our Newsletter. Man, does time fly! When you receive this issue I will have made my annual pilgrimage to Bonneville. Four days of speed, speed, and more speed. We did not run our blown flathead modified

Roadster this year, but a few of us drove our own Roadsters the 300 miles to Utah. The picture above left shows my '32 as we came to the Bonneville Salt Flats boundry sign. We do plan to run our Roadster next year if all things come together for us.



I plan to follow up on my Bonneville trip in the October issue. My hope is to use some pictures that show just a little of the raw power of the machines that run at Bonneville and the soulless nature of the "Flats."



In the shop we have been working on a number of hotrods we are currently building. We have also been building a number of custom flathead motors for our customers. We generally build about 10 custom flathead motors in the shop



per year. These motors are then used in the builds in our shop or are shipped throughout the U.S. and the world to individuals wanting a Tardel built Ford Flathead motor. The picture at

the left shows the motors that we have already built and are waiting to be installed or shipped. The Flathead motor on the right shows a higher-end flathead build with aluminum heads and intake manifold.



Below and below right you will see two flatheads



being tested on the shop "run-test stand." Both of these flatheads are scheduled to be shipped out in a few weeks. Both are mid- to hi-end flathead builds.

Both of these are going into nice hotrods and I know that these motors will turn a lot of heads when they are seen and heard. For more info on Ford Flatheads...read on.

I hope you are enjoying our Newsletter.

Vern



BUILD OF THE MONTH

Our build of the month is a 1932 Highboy owned by Tim Gerdon of San Diego, California. This '32 is scheduled to be completed in early 2013.

This build sports a [Brookville '32 steel body](#) on an original '32 Ford frame.

The frame rails are boxed. Tim's '32 has an original "heavy" front axle. It has '32 wishbones, '37 Ford shocks, and a '49 modified pickup steering gear. It also has an original '32 steering wheel. It has a spreader bar made





out of a Model A front wishbones setting just below the '32 Ford radiator.

This build has lincoln front brakes, 18" front wire wheels, 17" rear wirewheels and Excelsior tires.

One of the things that Vern pointed out to me on this build is how many original (all refinished of course) '32 Ford parts are used. Vern said an incredible amount of time went

into the bodywork and finish on this build. It will be a black on black on black hotrod in the style that looks very "smooth" both inside and out.

The running gear is a '39 Ford 3-speed transmission, and a quickchange rear end. The engine is a French 3 - 3/8" bored block. The interior will be of the highest quality with an "original style" after-market dash and a superfine bench seat and trim.



When I asked Vern for his thoughts on this build he said, "this will be a really nice '32 with high-end fit and finish." If you know Vern, that is high praise indeed!

MISSING PICTURE

I have an oops to correct from the last Newsletter. In describing Frank Briones'



build of the month I mentioned that he is also building a 5-window 1936 Ford Coupe. But, I forgot to put the photograph of the coupe in the article.

A little late, but here is a pic of Frank's '36. Frank has much to do on his '36, but Vern tells me Frank is a tanatious builder and he will have it on the

road in 1 - 2 years. Good luck Frank!

WHAT IS IT?



This is going to be a tuffy. To get this one you will probably need to be an old "buster" or have an incredible knowledge of certain kinds of vintage car repairs.

Look closely at the way this tool is constructed. It is basically made up of a top



with multiple little pins spaced throughout the top cavity, a flat area between the two parts, and tightening adjustment bolts/nuts on each end of the tool. When you want to check your answer, go to the Tardel website www.verntardel.com to get the answer.



WHO'S WORKING IN THE SHOP?



Rory Allen is the wiring guru in the Tardel shop. I know that from experience since Rory wired the lights and gauges in my '46 Ford Pickup. But Rory's skills go way beyond just wiring cars, he has an interesting background in the world of NASCAR.

Rory worked in NASCAR racing for 20 years. This included the West Coast Short Tracks and then Sprint Cup series in North Carolina working for Andy Petrie Racing, Joe Nemacheck, and Bobby Hamilton. Rory worked as a fabricator and was also in charge of the wiring and engine preparation.

According to Rory, "it was like working in a candy shop." Each car that was built or rebuilt he said was at a cost of approximately \$450,000-\$600,000 (each!)...and they had 25 to 30 race cars available to put on the track at any one time. According to Rory, "it was an amazing place to work!"

Rory also worked as an instructor at Russell Racing School at Sears Point for two years.



Throughout this amazing work and his teaching stops is where Rory learned and honed his skills. Oh, and by the way, Rory also knows Ford Flatheads. It has been a real pleasure to talk with Rory about NASCAR, vintage cars and trucks, and hotrods. Rory works for both Vern and Vern's son Keith on various builds.

Rory is a family man who is married to his best friend Johnna. They have 5 kids. They all live in Windsor, California where he also has his own shop...*Vintage Performance* (vintageperformance55@yahoo.com). Outside of building hotrods Rory's hobbies include: collecting classic Stingray Bicycles and guitars.



If you find Rory working on your vintage car or hotrod, be assured, it is in good hands!

WHO WAS SPOTTED IN THE SHOP?



You will find **Dennis** around the Tardel Shop collecting or separating various scrap metals for sale. But you will also find Dennis delivering items to the Tardel Shop and otherwise jumping in whenever help is needed to move a car, move car parts or some of the other unique items found around the Tardel "boneyard."

Dennis travels throughout northern California finding scrap metals and more. The last time I looked into Dennis' Jeep I found six yoke harnesses for both team horses and smaller livestock like goats. On that same expedition where he found the harnesses, Dennis also found a premo World War I helmet.

Dennis told me that he often stumbles onto some very unique stuff while picking up scrap metal. He said, "the WWI helmet is just one example of the different stuff I will find on my gathering trips. You wouldn't believe some of the stuff I find out at the old homesteads where I have been hired to clean up the scrap metal."



Dennis is definately an alchemist. He is an individual who turns scrap metal into "gold"...so to speak.

Dennis lives in Santa Rosa and can be found frequently at the Tardel Shop breaking scrap metal down or separating it. Like the WWI helmet, the Tardel shop has been the beneficiary of a number of unique items that Dennis has "left with

Vern." If you see Dennis, ask him about the gold mines he owns in California. It's quite a story!

SIGNS OF THE PAST



Around the Tardel Shop you will find signs of all types and sizes. We thought it would be interesting to show a few of these signs in this Newsletter.

Some of these signs will take an old-timer back and may be of historical interest to you new hotrodders. Like the sign at the left, I remember these cigarette signs and even smoked Camels for a while. I remember smoking these filterless cigarettes and always picking or spitting out strings of tobacco that got on my tongue. If you never smoked, and especially if you haven't smoked filterless cigarettes, than this probably all sounds a little gross.

But those of us who smoked, we all remember the "signs of the past" like this one.

The Ford script lettering was first used on company communications in 1903 but the first production car, the Model A, received



special treatment. Ford produced the first logo for the car (left), complete with an art nouveau border, which was very fashionable at the time.



The Ford oval (shown at the upper-right) was first used in 1907 by British agents Perry, Thornton and Schreiber - the forerunners of the original Ford Motor Company Limited of Great Britain. This oval was used to advertise the Ford as the "hallmark for reliability and economy".

The collage of signs at the right is just a snap of a few of those found in the Tardel Shop. You can tell from the round orange and white sign that this was made in the early days of using "credit cards" for purchasing oil and gasoline.

How things have changed. I usually don't have enough cash in my pocket to buy



more than two gallons and rely on using my credit card.



The posters at the left are classic drag racing posters from the Cotati Drag Strip. These are from 1964-65 in what was the hay-day of Sonoma County drag racing in Cotati.

Even America's "fastest man" in the day, Mickey Thompson, was running his dragsters at the Cotati Drag Strip.

TIPS & TRICKS BY VERN



Since we are focusing somewhat on flatheads in this issue and we are well know for building Ford flatheads for hotrods and vintage cars, I decided to give a few tips on what to look for when selecting a flathead for your car or pickup.

I have two favorite flatheads to start the motor work for a build or rebuild. The first is the classic 59 series with a stock bore and no obvious damage or cracks. The second is a French made Ford flathead block. The French flathead motor is being used more and more these days. These flatheads are generally claimed to be "almost" identical to the U.S. made Ford engines. Here at Tardel Enterprises we have built a number of these motors for hotrods and find them to be a very good motor.

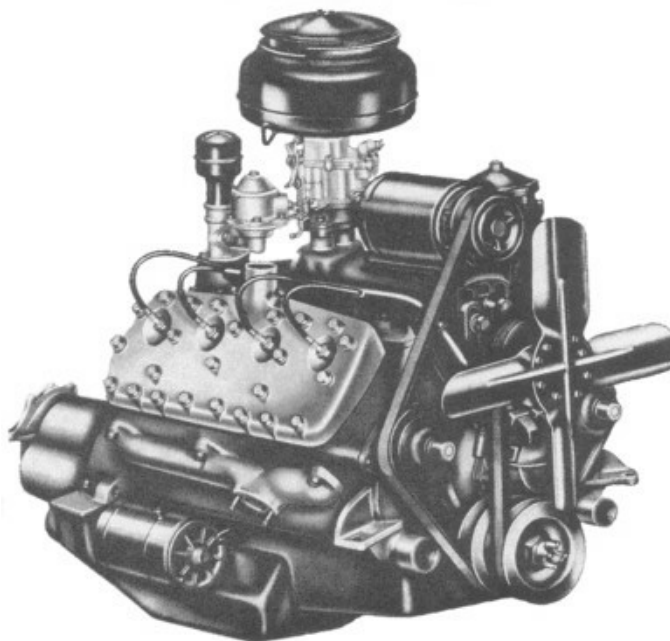
So how is it that you can get a Ford flathead motor that was made in France. It's really pretty simple, the Ford Motor Company started manufacturing and assembly plants around the world...and that included France. Through various mergers the French company Mathis ended up under a company named Matford. One of the Matford late models was named the Matford Vedette with the 60 hp Ford Flathead V8. Whala...a French Ford flathead. The production story actually goes on from there to another merger and finally the last "French" Ford flatheads were produced in Brazil by the Crysler Motor Company. Yup, you got that right.

The French Ford flathead motors were produced in various styles and configurations, but the block is close to identical to the Ford 8BA (from 1949-1953). There are some bellhousing differences that will make it important that you check further with us here are Tardel Enterprises or with your local flathead specialist.

Some will argue that the French engines are of a better quality (i.e., military specifications), but generally they are compatible and no significant differences can be found between the French and the U.S. made Ford parts.

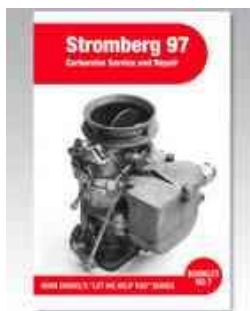
Now back to the U.S. made 59 series. If you are purchasing a 59 series Ford flathead motor pay very close attention to the area around the valves, between adjacent valve pockets and between valve pockets and the cylinder because this is where debilitating cracks are most likely to occur.

I do recommend that you buy a certified block, or if it is not certified that you insist on a return privilege. You might just need it! Before you go too far down the path of buying and using the flathead you purchased you should have it magnaflux inspected as this will provide the assurance that the motor you build will have the block necessary to last for years to come.



Stock 1946-48 (59A) pictured above.

FEATURE PRODUCT



Vern Tardel Stromberg 97 Carburetors Service and Repair Book

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Vern Tardel Enterprises Early Ford Parts, Repair, and Builds



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Message to Our Newsletter Followers

Our Newsletter is drawing more attention than we ever thought it would. One of the results of putting out the Newsletter is a large increase in questions to us about our various builds and questions that other builders have about their hotrods and vintage cars. Although we would like to answer all of your questions, we simply do not have that kind of time available. We apologize if your questions go unanswered.

Thanks for your understanding.

Vern

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