



Pony Tales

Official Publication for Members of the Golden Hills Mustang Club
Established 1982

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E-EDITION

August, 2024

GHMC Ponies On Parade



SEE STORIES ABOUT THE JULY 3RD AND 4TH PARADES ON PAGES 4, 5. & 6



CLUB PURPOSE

The Golden Hills Mustang Club, established in 1982, is a nonprofit organization, the purpose of which is to promote the admiration, ownership, care and maintenance of the Ford Mustang Automobile - regardless of model year.

The club provides a social group for its members whereby they can meet, socialize and maintain a spirit of good fellowship, and participate in activities including the use of their Mustang.

The club serves as a medium for the exchange of ideas, information and parts, and is dedicated to furthering the interest of owners and drivers of the Ford Mustang.

2024

Board of Directors

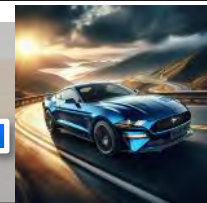
Club President	Bob Fentress
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Treasurer	Brian Evans
Past-President	Sue Calvert
Terry Burke	
Dan Cordeiro	
Jerry Lamphiear	
Robert Lo	
Frank Lopez	
Don McEachern	

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2025 Car Show Chair	Paul Troxell
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Food Drive	Pat Sivigliano
Historian	Ileine Burke
Hospitality	Volunteer needed
MCA Regional Director	Joel Edelman
Membership	Norma McCabe membership@goldenhillsmustangclub.com
Newsletter Editor	Norma McCabe nrmccabe@gmail.com
Circulation	Robin Herman
Social Media	Peter Mitsopoulos shelbygt500707@sbcglobal.net
Raffle	Cyndy Lamphiear & Lisa Mitsopoulos
Sunshine	Yvonne Westberg
Webmaster	Terry Burke webmaster@goldenhillsmustangclub.com
Parade Chairman	Brian Evans
Name Badges	Dan & Norma McCabe
Pony Express to our Troops	Frank Lopez
Scholarship	Frank Lopez
Information Officer	Dan McCabe info@goldenhillsmustangclub.com
Veterans Liaison	Bill Davis
GHMC Technical Director	Paul Troxell



HEADING DOWN THE TRAIL...

With President Bob Fentress



As president of the Golden Hills Mustang Club, I frequently get asked questions like “What does it take to keep this club running?” My part of it is simple: I lead the regular board and membership meetings going through the agenda which is fairly consistent from month to month. The commitment and dedication of the overall membership, guided by the leadership team listed on the second page of this newsletter, are responsible for the success of our club!

We’re known as “the friendliest little club” which was especially exemplified by what transpired at the last membership meeting. In the middle of summer many people are away from their regular activities, but we still had a great and supportive gathering. New members returning for their second meeting immediately assimilated with long-time club members, and a newcomer seeking advice on a classic car purchase was immediately welcomed and signed up as a member. This is nothing new; I first observed the welcoming atmosphere upon entering my first meeting in May 2015.

In my years with GHMC I’ve found as I take part in more club activities, the experience becomes increasingly rewarding. I hope that’s the case for all of you, too.

Have fun on the road and be safe out there!



Did you pay your dues?

Thank you to all who made the Membership Chairman very happy, and Paid Early! There are still a few who have not paid so this next part is just for you! We have a **BRAND NEW** way to pay your dues. If you are reading this on your computer, scan the QR code below with your phone and it takes you to our membership page. Or follow the link below.



Please click here to go to our online membership form :

The link above takes you to our new online membership form where you can fill out your information and either pay by check or PayPal which gives you several options. When you click submit your information goes directly to me. No need to download or scan the application.

If you prefer to pay the old-fashioned way, by check, please download a renewal application on the membership page and mail it to P.O. Box 497, Fairfield, CA 94533-0049. If you need help with printing or downloading, please call me and I can mail you an application. I will be contacting those who haven’t paid by email, but if you are unsure if you have paid or not, please contact me at

membership@goldenhillsmustangclub.com

Thank you! Please Stay Well and hope to see you soon! Norma McCabe

Benicia Torchlight Parade

On July 3rd we met at the Southampton Center to gather into two groups for the parade. Convertibles carrying dignitaries and our GHMC members in their beautifully decorated cars. It was a very warm evening (no, it was hot!) especially for coastal Benicia. Some of our older models, understandably, backed out with overheating concerns. If you have ever overheated in a parade, you understand. Unfortunately, Dan's very early Mustang (32 Roadster) wouldn't start when it came time to leave. But, being a man who knows a few things about his cars, he found the problem quickly and met up with everyone.

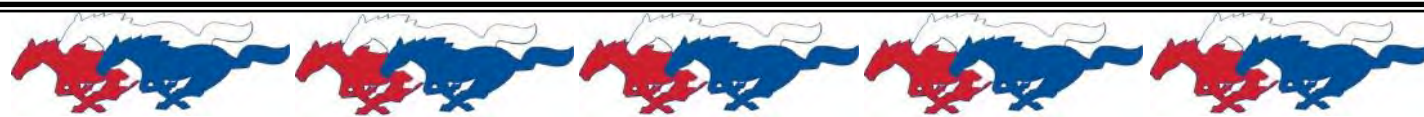
Our members' cars decorated in red, white, and blue was represented by Paul & Alice Troxell Terry & Ileine Burke, Bill Davis, Larry Tunac, and Paige & Robin Paulsell.

The convertibles carrying dignitaries were: Brian Evans, Dan McCabe, Bob Haran, Kathy Eichen & John Clark, and Dan Cordeiro. Member Terry Scott drove his own Mustang in the parade as a dignitary. The Benicia Main Street paid our convertible drivers \$100 each. Some of our members donated it to the GHMC Veteran's fund.

We were also visited by our GHMC President Bob Fentress, as he was on-duty working the parade with his radio group.

Following the parade, most of the group trotted on over to Gracie's BBQ in Vallejo. We ended up sitting outside on the patio for a beautiful night. Pat & Frank, Lynne & Donnie, and Cristy, Rachel & Cash didn't participate in the parade, but met up with everyone for a nice BBQ meal.

By Cristy Cordeiro



Fairfield July 4th Parade and Lunch

by Brian Evans

This year's July 4th parade was held on... (wait for it...) **July 4!** a Thursday this year! Now that the City of Fairfield's Parks & Recreation Department has organized the July 4th and November Veterans Day parades for the last few years since taking over for the Downtown Merchants Association, we seem to have settled in on having the same parade check-in location and same staging area, so there is less drama and chaos to deal with!

This parade has been held for many decades in downtown Fairfield, and always draws a large crowd, I think because of the perennial appearance by the Golden Hills Mustang Club! What do you think the reason is? Recently, I was asked by the parade organizer just how many years GHMC has participated in the parade? I polled a few of our "senior" or long-time members and the general consensus was since the early 1980's...so probably since our formation in 1982 or shortly thereafter! I got back to the city with that answer...envisioning awards for our club, cash prizes for the club's parade chairman, maybe a key to the city or a city holiday in our honor, but all I got was a "Oh that's awesome, thanks for your support all these years!"

We started the day at our usual meeting spot at Solano Mall, by the Starbucks. I do my best trying to take care of club members' needs for snacks and coffee at premium prices! Everyone arrived in short order and after a few of us blew our last paycheck in Starbucks it was time to head to the parade staging area.

This year, the month of July began with a triple-digit heat wave in most of Northern CA, which actually prompted a handful of our "parade regulars" to cancel driving a car in the parade. However, by Thursday, the weather forecast had cooled a bit to 81 degrees at 10am parade start and 91 by 12 noon, which made for a warm but not "hotter than Hell" parade experience for the spectators and parade participants alike. The anticipated heat wave weather did decrease the attendance, and the mid 80's actual

temperature did help some of our older, hotter running classic cars to not "lose their cool!"

With our cars decorated in our usual patriotic theme, soon it was time for us to take our turn parading our 10 cars down Texas Street. I was asked by Parks & Rec to take the Parade Grand Marshall, Don Pace in my '68 Convertible through the beginning of the parade. Mr. Pace was selected as this year's Grand Marshal due to his many years involved with the Boy Scouts of America.

The emcee did a good job of reading our complete club introduction, as sometimes they trail off or read so quickly it sounds like a disclaimer at the end of a radio commercial. For those who didn't hear it, this was our parade announcement:

"The Golden Hills Mustang Club, established in 1982, is a non-profit charity promoting the ownership and admiration of Ford Mustangs, America's favorite pony car! The Club supports our local Veterans and other charities with food donations, holiday toy drives and other financial assistance, in addition to scholarships for high school students. For over 15 years, the Club also has sent monthly supplies and gifts to our troops deployed overseas. Golden Hills Mustang...the friendliest little club!"

After the parade, most of us enjoyed a nice backyard BBQ and swim party back at Jerry and Cyndy Lamphiear's house, with ribs provided by our gracious hosts and side dish items brought by club members. There was a nice variety of appetizers, side dishes, and desserts to enjoy. The barbeque ribs were slow cooked to perfection by Cyndy on their wood pellet Traeger Grill. Their new outdoor Patio Cover provided a nice shady place to enjoy the afternoon!

Once again, I'd like to thank the club for making a great showing at this parade, supporting our community and celebrating our nation's birthday!

Editor's Note: There were so many great pictures to choose from that we couldn't use them all. See our website for more!



Fairfield July 4th Parade and Lunch

by Brian Evans



FORD OF JULY CAR SHOW

JULY 13, 2024

This was our first at this annual car show hosted by the 5150 Foundation at Marin County Ford in Novato California. GHMC was represented by my 1988 Mustang LX and Rob Lo with his 1967 Coupe. Parking was tight but they managed squeeze around 70 cars and trucks into the parking lot, the host club served up hot dogs and burgers, there was a small raffle, and even a live band.

They allowed us to set up the GHMC pop-up and a club booth so Rob and I could spread the word about the

club and the Biggest Little Car Show. The host club picked their favorites in 9 different categories, and I was fortunate to receive one for Favorite Foxbody (there were 2 at the show). Long time friend of the club Olaf Hanson (and hopefully a new member soon) received Favorite Modern Mustang with his 2021 Mach 1. The weather was great, we saw a few old friends, and as always made some new ones.

We will definitely be back next year, and hopefully even more club members join in on all the fun!

By Robin Paulsell



From Pancakes to Patriotism

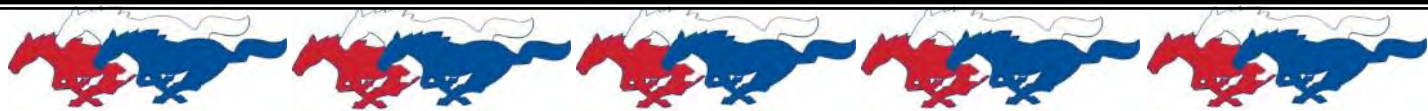
On Saturday, July 13th a hardy bunch of Golden Hills Mustang Club members and Napa Valley Cruisers, joined members from Branch 149 of the Sons in Retirement to enjoy an early morning Pancake Breakfast at the Veterans Home in Yountville, followed by the "Mixed Nutts" vs Napa Sheriff's K-9s Baseball game at the historic Cleve Borman Field. The Mixed Nutts team is a group of Veterans who live at this home, some are over 90 years old. This team is the pet project of the Tug McGraw Foundation headed up by CEO Jennifer Brusstar who has done some amazing work with our Veterans. This is not an ordinary game; they make up the rules as they go along and have younger ones run the bases. It is all so much fun! After the game, we went to the Napa Valley Museum (also located on the Veterans Home grounds) to see the Warrior Dog Exhibit. This incredible display of carved wooden dogs has to be seen to be believed. The Napa

Valley Museum teamed up with the Tug McGraw Foundation to bring this here for all to enjoy.

"Honoring the service and sacrifice of American military and working dogs, this emotional, inspiring exhibition takes a deep dive into the heroic partnership between military dogs, their trainers and handlers and veterinarians, and other soldiers with whom they serve. The exhibition includes 16 life-size wooden sculptures by acclaimed artist James Mellick, including Cairo, who deployed to Afghanistan with the U.S. Navy SEAL Team for the Bin Laden raid. A kid-friendly "petting dog" sculpture by James Mellick is also included."

Those of us who saw this display came away with a new appreciation of these dogs and their handlers. A lot of people want to go back so we will make a return visit on Sunday, August 11th.

By Dan & Norma McCabe



What's That 3rd Pedal For? 3.0

Norma and I are members of The Cobra Experience Museum in Martinez. It is a wonderful museum and does a lot for our community. One of the programs they offer is "What's the 3rd pedal for?" (Last March you read about GHMC member Nicole von Ting participating) This is a class to teach the basics of driving a manual transmission vehicle. They use a variety of cars and trucks including the Cobra from the movie, Ford vs Ferrari. Last year we used our 1998 Saleen, but we replaced it with a 2008 Shelby GT. It is a big hit.

It is very rewarding to meet these young drivers and help them overcome their fears. We do not go on public roads and keep the speed low. This time the class had 15 teenagers and adults and they drove all 4 vehicles. It was fun to meet all these people who were all very nice and eager to learn. As they found out it was not as hard as they thought and each one went away with a little more driving knowledge and confidence. Some of the boys were disappointed when I said, "No! you can't use the Supercharger!" The next opportunity is on September 14th and we hear there will be more GHMC members participating. Stay tuned for pictures in October!

We can't say enough about the Cobra Experience and want to Thank Emily and the other Volunteers for sharing their knowledge and teaching our young & old car enthusiasts.

By Dan McCabe



Tech Talk 2.0



By Paul Troxell

So, What's the Point?

Every so often I get distracted by something that is not in my life. So, I decided to make it the topic this month's article. If I say the words "dual point distributor", what kind of thoughts start running through your head? In mine I immediately went back to my first car and all of the Dub Crew that I hung out with. Back then, if all you had was a VW there was just about no bolt on, wiz bang gadget, or power adder that any of us would not try. You see, we had very little power to start with and every tiny bit of power that could be had was treated as if it were gold. One of those gadgets was a dual point distributor. But why?

Well, it turns out that there are a couple of positive benefits to be had. But that hinged on being able to get it set up right and then loving to constantly have to make adjustments to keep it right. I know that some of you, when I first said dual point distributor immediately flashed back to the frustration and misery of dealing with one. The frustration of investing many hours (and probably many beers), along with the over exertion in the cussing arena, only to finally throw in the towel to go back to a single point or step into the 21st Century and go the electronic way.

Yea, let's forget about those times and go back to the day that you bought a car that had dual point ignition, or you purchased that piece of jewelry, with that cool red tag, that said Mallory Ignition on it. Man, this is it! High RPM accurate ignition timing with hotter spark! More Power! Improved ET's, better gas mileage, Nah! who cares about that! It so cool.

Well, here is the deal. As an example, take a Mallory 2555301 dual point distributor for a Ford V8. Yes, one might get a slightly stronger spark at the plug. This is due to the two sets of points being arranged so that point dwell is increased. The longer the primary coil has to build up a field the more saturated it becomes. When the first set of points opens the field in the coil does not collapse as it would in a single point system, it continues to saturate. Only when the second set of points open does the field collapse. This slightly higher amount of energy in the primary produces higher voltage output in the secondary winding. Another factor is that due to lower resistance (more area for current to flow) through the points increases current

but the points last longer because there is less sparking at the point contact area due to the load being handle by two, and not one set of points. Dual points may also have the capability to handle higher engine RPM. They can be more stable at higher RPM, increasing the engine RPM that point bounce occurs. Bounce is the point where there is not enough time for them to close and complete the circuit once again and misses develop. Some claim that it was even possible to reliably turn 8K RPM! That is great for the track, but how often did we do that? OK, we made plenty of high-speed runs on the street. In Mexico only, though. Right? So, higher RPM operation with less point float. There were even racing point sets that had higher spring tension to reduce point bounce, but the friction blocks wore quickly even when properly lubricated. Better Primary winding saturation for hotter spark. That's cool. More power! So why aren't we using dual point ignition systems in our cars anymore? It is pretty easy to see when we zoom out to that point where their popularity sank. That happened with the introduction of electronic components to do the job of the mechanical point ignition system. It took almost no time to see that this new system was far more accurate for delivering hotter sparks at the right time. They were more cost effective because they lasted a lot longer than points. In fact, once they were put in, we just ran them until they failed. Saving all of those bucks that we would have spent buying points and condensers. So, not very long after we had electronic breaker units that we could "upgrade" distributors with, there appeared the fully electronic ignition systems. These were so far ahead of the "old way". With their advent there were multitudes of things that could be done with these fully adjustable ignition systems. Timing was far easier to set. Timing curves became infinitely adjustable; if you had the tools. Remember, the laptop had not yet been invented. We are back in the 70's you know. Primarily, the days of changing worn points, setting point dwell, and doing the proverbial "Tune up" just went to the wayside. Everything improved. Ignition wires followed with better cores and insulation that leaked less voltage, and spark plugs advanced as well. Now timing could be adjusted by onboard computers on the fly at extremely fast

(Continued on page 11)



Tech Talk 2.0



continued

(Continued from page 10)

speed. It was just a better way to manage the spark production, distribution, and delivery. What we got was the right spark at the right time, to the right place, for far less maintenance and parts cost and more up time. It was a win/win.

So, why did I even bring this up? Well, it started with a memory of us VW nuts and the things that we would do to make power. And we did! Going for a rip in a 200+ HP VW Bug is pretty exciting, trust me. And that dual point distributor was part of that journey. All those hours, all those point sets and condensers, even carrying the dwell meter in the car (along with an extra set of CV joints because they were hard to get in Mexico back then) are fond memories.

What does this have to do with Mustangs? Mostly nothing. Because most everyone who had dual point distributors has upgraded them with a Pertronix electronic point kit or went with a completely electronic ignition system. Some others have the classics that came from the factory with dual points. And I would not change them out, either. All for the better. Out with old and in with the new. And look where it has taken us today. When was the last time that you adjusted a set of points? Unless you are one of those with a classic and know how to do it.

Until next month,
Pedal to the Metal.



BLAST FROM THE PAST

GHMC was honored to participate in the "Last Days of Candlestick" in 1999.

We had the privilege of driving both Willie Mays and Orlando Cepeda who both passed recently. May they both Rest in Peace.



WELCOME NEW MEMBERS



Bryce & Terry Frazier
Fairfield, CA
1970 Boss 302, Lime Green



★★★UPCOMING EVENTS★★★



ALL FUTURE EVENTS ARE TENTATIVE

Aug 1	GHMC Board Meeting
Aug 4	Napa Elks Car Show and Chili Cook-off. See our website for flyer/registration form
Aug 10	Riverside Car Show benefitting Napa Sea Scouts. Watch email for details
Aug 11	Return to Warrior Dog Exhibit, Napa Valley Museum, Meet at Vets Home entrance, 9:45am
Aug 16	Napa Main Street Reunion Friday Night Show & Shine (Saturday show moved to October 5th) Watch email for details
Aug 22	Watermark Napa Valley Classic Car Show at 4055 Solano Ave. See flyer on our website
Aug 27	GHMC General Meeting 7:30 p.m. Denny's, 304 Pittman Rd., Cordelia
Sep 7	Orinda Classic Car Show, 10 am to 2 pm, 17 Shelby Cobras raring to show and we will be hosting Mustang Alley! Please register your car before the deadline (9/1/24) see our website for link.
Sep21	SAMC Mustangs & Ford's At The Marriott Car Show 2024 see our website for flyer/reg
Sep 21&22	Planes, Trains and Automobiles at the Rowland Freedom Museum (Nut Tree Airport)
Sep 24	GHMC General Meeting 7:30 p.m. Denny's, 304 Pittman Rd., Cordelia
Oct 5	Main Street Reunion Classic Car Show—Napa Valley Exposition
Oct 6	Gordon Valley Car Show—Gordon Valley Fire House

SAVE THE DATES

*NOTE: If you sign up to attend a GMHC event but cannot attend, please notify the event chairperson ASAP.
If you need contact information, please email: info@goldenhillsmustangclub.com*

HAPPY NEWS?



DOES ANYONE HAVE SOMETHING TO SHARE?

It is always great to share some happy news, especially during difficult times. If you have something HAPPY (retirement, engagement, new grandchild, recognition or an award) to share with your fellow club members, please send me an email: nrmccabe@gmail.com



HAPPY BIRTHDAY

AUGUST BIRTHDAYS

8/1 Sharon McCune
 8/11 Kris Concepcion
 8/12 Riku York
 8/14 Bryce Frazier
 8/15 Terry Frazier
 8/19 Joseph Vescovi
 8/21 Rick Hohas
 8/22 Brad Scott
 8/23 Tim Leathers
 8/23 Dylan McCabe
 8/25 Robert Lo
 8/26 Patricia Cartwright
 8/27 Thomas Breslin



SEPTEMBER BIRTHDAYS

9/6 Andy Cordeiro
 9/7 Harold Joines
 9/8 Ryan Bauer
 9/8 Randy Gee
 9/12 Gaylord Gee
 9/12 Jenny Sturgeon
 9/13 Savannah Simms
 9/16 Michael Bauer
 9/16 Sally Fentress
 9/17 Frank Lopez
 9/17 Peggy Mathews
 9/17 Barbara Stapleton
 9/20 Gabrielle Santos
 9/21 Ron Freitas
 9/22 Scott Bradley
 9/22 Frankie Gomez
 9/24 Dave York
 9/25 Shelby Banovitz
 9/27 Michael Robinson

9/27 Jeremy Santos
 9/29 Jack Judd
 9/29 Lynne Emmons
 McEachern



PLEASE LET US KNOW IF WE HAVE FORGOTTEN ANYONE!

Sunshine Corner



By Yvonne Westberg

Good news! We didn't hear about anyone who was ill this month.

❖ A Card was sent to Donnie & Lynne McEachern for the loss of their fur baby Meoso, we are so sorry.

Please keep our members that have had health issues in your thoughts. They could all use our prayers. If you would like to send them a card, email, or text, please do so. It really means a lot to know that others care.

★ Remember if you know of someone in need of some SUNSHINE please contact me. You can text or leave me a voicemail.

★ or you can email GHMC Info at: info@goldenhillsmustangclub.com



40th Annual Biggest Little Car Show



Committees are already
forming for the
2025 Biggest Little Car Show.
May 17, 2025

Contact Paul Troxell to volun-
teer and find out where your
talents will make the biggest
impact.

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Ron DuPratt

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★ ★ ★ **IT'S YOUR CLUB. . . LET'S HAVE SOME FUN WITH IT** ★ ★ ★

**THE GOLDEN HILLS MUSTANG CLUB
MEETS THE 4TH TUESDAY OF THE MONTH AT:**

SEE YOU AT



**7:30 p.m.
Denny's Cordelia
304 Pittman Rd.
Cordelia, CA 94534**

**NEXT MEETING
Tues, August 27, 2024**

THIS ISSUE OF PONY TALES IS DIGITAL ONLY

GOLDEN HILLS MUSTANG CLUB

www.goldenhillsmustangclub.com

P.O. Box 497

Fairfield, CA 94533-0049

an MCA Regional Club



Hope to see you at an event soon!

