



Pony Tales

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

VOLUME XLIV, 11

E-EDITION

FEBRUARY, 2026

GHMC HAS BREAKFAST WITH THE BEARS



GOLDEN HILLS MUSTANG CLUB'S FIRST EVENT OF THE YEAR:



BREAKFAST AT THE BLACK BEAR DINER



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.

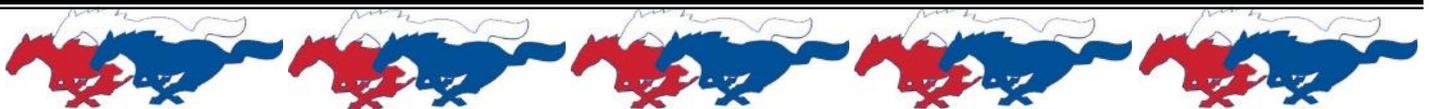
The club serves as a medium for the exchange of ideas, information and parts, and is dedicated to furthering the interest of owners and drivers of the Ford Mustang.

2026

Board of Directors

Club President	Bob Fentress
Vice President	Nick Loya
Secretary	Norma McCabe
Treasurer	Brian Evans
Past-President	Sue Calvert
Terry Burke	
Dan Cordeiro	
Robert Lo	
Frank Lopez	
Don McEachern	
Paul Troxell	

2026 Car Show Chairman	Bob Haran carshow@goldenhillsmustangclub.com
2026 Car Show Co-Chair	Paul Troxell
Club Items	Robert Lo
Food Drive	Pat Sivigliano
Historian	Ileine Burke
Hospitality	Volunteer needed
MCA Regional Director	Robert Lo
Membership	Kathy Loya membership@goldenhillsmustangclub.com
Newsletter Editor	Norma McCabe nrmccabe@gmail.com
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	Dan McCabe
GHMC Technical Director	Paul Troxell



HEADING DOWN THE TRAIL...

With President Bob Fentress



My third year as your club president is starting off with a gallop. The enthusiasm shown at the New Year breakfast, car show planning meeting, and monthly membership meeting are a sign of good times to come! Your Board and Officers have been hard at work planning for a fun year ahead.

If you would like to get involved in something fun, our annual Biggest Little Car Show is always in need of extra hands. We'll hold planning meetings on the third Wednesday of each month leading up to the big event on May 16th.

We're in such a beautiful area for club cruises as weather and road conditions permit and are always looking for ideas for cruises and fun places to visit, so feel free to speak up with your ideas. The primary objective is fun and fellowship. With unpredictable weather, some of these events may be planned or changed at the last minute, so watch your email inbox for announcements from **Golden Hills Mustang Club Info**. Remember, this is *your* club!

Have fun on the road and be safe out there!



IT IS TIME TO PAY DUES FOR 2026

Your 2026 membership dues are payable NOW. We have a BRAND NEW way to pay, so please follow the link below to pay your dues :



[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 membership. No need to download or scan the application.

If you prefer to pay the old-fashioned way, by check, please print the renewal application on our website and mail it to P.O. Box 497, Fairfield, CA 94533-0049 If you need help with printing or downloading, please call me (707-727-7155) and I can mail you an application. 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!

Kathy Loya

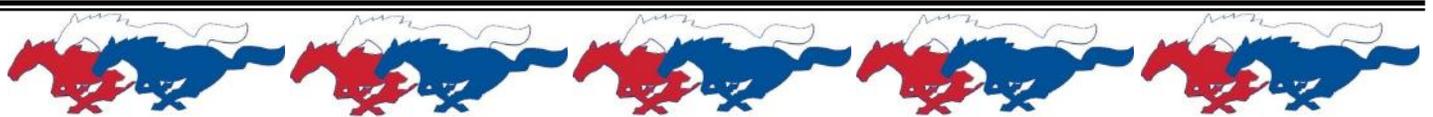
BREAKFAST AT BLACK BEAR DINER



The GHMC's first outing of the year on January 10th was a continuing tradition, this time with great weather. We met for a breakfast run at the Black Bear Diner in Suisun. Over 20 members were there to eat a hearty breakfast and enjoy visiting with each other. The restaurant staff welcomed us and did a fantastic job, keeping all the orders coming and coffee cups full. Thanks go out to all those who attended. **By Bob Fentress**



This newsletter cover is framed on their wall!



Tech Talk 2.0



By Paul Troxell

It's The Small Things

Recently a club member mentioned to me that they had to take their turbo SUV in to Ford for service due to a stumble off idle and generally not running as well as it had in the past. Fortunately, it turned out to be a simple fix and he was back on the road with very little down time and without the usual big hit to the wallet. After a bit of diagnosis, it was determined that worn spark plugs were to fault for the drivability issue. They were replaced with a new set of plugs and after clearing the misfire codes and a test drive everything was good to go once again. This club member then suggested that perhaps I write a bit about spark plugs. And, so, here I am at my screen about to run off on the little piece that is responsible for getting things started and taking us where we want to go.

The modern spark plug is actually a pretty "High Tech" part of modern vehicles. In that modern category I would include even our classic Mustangs. It was just about that time that high performance was beginning to be more the norm than a class of its own and engine development was moving at an ever-faster pace. So, let's take a closer look at this little thing that is so important that without it functioning perfectly, neither will our engines.

The spark plugs, simply stated, are plugs which thread into holes in the cylinder head, seal the engines cylinders, and transmit the electrical energy from the ignition system into the cylinder to ignite the air/fuel mixture. In order to accomplish this, it needs to do a few other things as well. There are eight basic parts to a spark plug so lets quickly go over them now. At the very top of the plug is the cap. The ignition wires connect to the plug here and allow the high voltage to be transferred to the firing end of the plug. Next is the ceramic insulator which is made of aluminum oxide which has good thermal conductivity and provides superior insulation. It helps prevent overheating of the plug and provides excellent resistance to thermal and mechanical shock. Inside of this insulator is a resistor. It is there to suppress noise from the high voltage that is passing through it. This "noise" is radio frequency interference (RFI) and it can damage or cause premature failure of the many electronic devices that are on the vehicle. Many of us remember the days of our car radios popping to the sound of the ignition while the engine was running and the solution was to get resistor wires or plugs to quite it down. Next is the center electrode and it can be made from several materials like copper, nickel, chromium, and precious metals such as platinum and iridium. The shape and size of the electrode can vary as well to achieve the performance required. Generally speaking, the harder the material at the tip, the tip can be smaller and have a longer service life.

Now that we have travelled down the inside of the plug we are at the point where the electrical energy becomes the spark that is so necessary. When the energy is sufficient to jump the gap from the center electrode to the ground electrode the spark occurs and ignites the fuel/air mixture. This electrode can be made of the previously mentioned materials and there can be one, two, three, and even four ground electrodes, but there will only be one spark per event. These electrodes are welded to the shell of the plug. The shell of the spark plug is what the spark plug socket fits on to remove and install them. This shell also is grounded to the cylinder head which completes the electrical path or circuit. It is usually made of steel and coated to prevent rust and corrosion. The shell can require a gasket or can be gasket less depending on the application. And finally, we have the ribs that are molded into ceramic insulator. They are there to keep the electrical energy from the plug wire

or pencil coil from leaking out to ground and to keep moisture and dirt from getting into the connection which could also create a path to ground on the outside of the plug and a misfire.

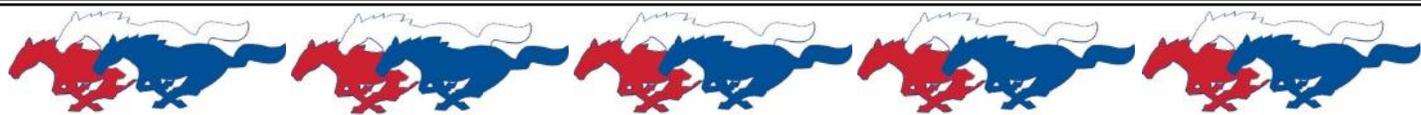
So, what happened to this club members spark plugs? Do you remember that I mentioned that it was a turbo charged engine? Well, wouldn't you know it, that creates a different set of parameters and an environment for the spark plugs than what we find in a non turbo engine. Engines with any kind of forced induction create a different set of conditions in the cylinder for the spark plug. There is more fuel in the cylinder because more air has been forced in to it. This is why forced induction engines make more power. The benefit is that manufacturers can use smaller displacement engines, produce equal or greater amounts of power, and still get reasonable fuel economy from them. BUT, and you knew there would be one, you don't get this all for free.

Since the pressure in the cylinder is higher at the moment just before ignition it is harder to create the spark to ignite it. These engines usually use a smaller gap between the electrodes to help ensure that the spark will jump. Some do not and will require more electrical energy to jump the gap. This coupled with higher cylinder pressures and temperatures will cause the plugs to wear. And then there is the driver who bought this set up because he/she liked the power is going to be working the engine. Remember the same power from a smaller engine? This is referred to power density. It is a great thing because smaller engines are lighter and if they can produce the same power as the large engine vehicle performance can be better.

So, what happened here is that the plugs got worn. The gap between the electrodes became too wide for the spark to reliably jump from one electrode to the other. This happened because the electrode actually has very tiny amounts of material that burn off during its life cycle. The area between the electrodes is a very hostile one. It is creating a very high temperature plasma arc thousands of times a minute while existing in an atmosphere that could be from 2700-4000 degrees Fahrenheit when the fuel is actually burning. Now, I know, the manual says that the plugs only need to be changed every 100,000 miles or 75,000 miles. It also says that the oil only needs to be changed every 10-12.5 thousand miles. These are ok guidelines to follow if you are operating the vehicle exactly the way that the manufacturer did to set up these values. I will bet that you are not. I know that I don't.

So, what is the answer? The answer is to take your vehicle in for maintenance whenever you experience operation that is not normal. Me? I start doing the investigation to see if I can determine what the problem is. With the complaints that were given at the beginning here I would have started with pulling the plugs and inspecting them for condition. Using my eyes and a gap tool I would instantly realize that the plugs were worn and needed replacement. A test drive afterward would have verified my diagnosis and any codes set in the computer would most likely have cleared themselves after several key starts. However, it is always better to clear them via scanner in the new cars. The old cars don't spend any time "thinking" about it, they just love them new spark plugs.

So, until next month, Keep the Pedal to the Metal, and the wheels between the ditches.



★★★UPCOMING EVENTS★★★



ALL FUTURE EVENTS ARE TENTATIVE

Feb 5	GHMC BOARD MEETING - BRIAN EVANS HOME
Feb 8	SUPER BOWL LX PARTY, YOUNTVILLE VETERANS HOME, MUST BE SIGNED UP IN ADVANCE TO ATTEND
Feb 18	41ST 'BIGGEST LITTLE CAR SHOW' MEETING WILL BE HELD AT DENNY'S RESTAURANT, 304 PITTMAN RD. CORDELIA, 6-8P
Feb 22	CAPAY ALMOND FESTIVAL 2026, ESPARTO 9 AM WATCH EMAIL FOR MEETING PLACE & TIME
Feb 22	WE HAVE BEEN INVITED TO PARTICIPATE IN THE "BLACK JOY PARADE" IN OAKLAND. WATCH EMAIL FOR MORE DETAILS
Feb 24	GHMC GENERAL MEETING FORD FAIRFIELD UP STAIRS CONFERENCE ROOM, AT 7:00 PM
Mar 3	GHMC BOARD MEETING - LOCATION TBA
Mar 7	CRUISE WITH NICK LOYA TO COLUSA CASINO; START AT FORD FAIRFIELD @ 8AM; 2 - 2 ½ HOUR DRIVE; END WITH SHOW AND SHINE. MORE INFO TO FOLLOW.
Mar 8-10	WE HAVE BEEN INVITED TO JOIN THE NAPA VALLEY CRUISERS ON A SNOW TRAIN TRIP THIS YEAR, SEE BULLETIN BOARD FOR MORE INFO!
Mar 18	41ST 'BIGGEST LITTLE CAR SHOW' MEETING WILL BE HELD AT DENNY'S RESTAURANT, 304 PITTMAN RD. CORDELIA, 6-8P
Mar 24	GHMC GENERAL MEETING FORD FAIRFIELD UP STAIRS CONFERENCE ROOM, AT 7:00 PM
Mar 29	SACRAMENTO AREA MUSTANG CLUB AND GHMC AT THE SONOMA RACEWAY! SEE BULLETIN BOARD FOR MORE INFO!

*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*

NEW MEETING PLACE

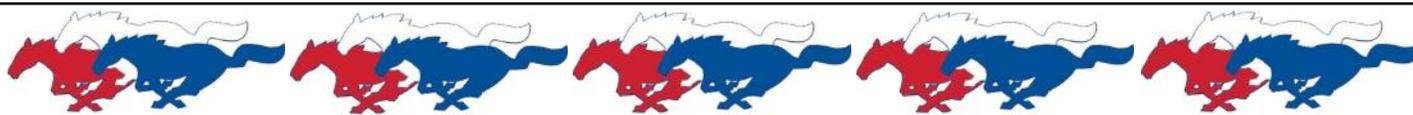
FEBRUARY 24:



Ford Fairfield

3050 AUTO MALL COURT, FAIRFIELD, CA 94534

TIME: 7:00 PM, UPSTAIRS CONFERENCE ROOM



HAPPY BIRTHDAY

FEBRUARY BIRTHDAYS

2/2 Annette Batchelor
2/2 Spencer Haran
2/2 Gerald Lamphiear
2/2 Ruth Tapia
2/3 Lauren Myska
2/4 Jeff Channell
2/4 Erin Venegas
2/5 Jacylou Terciano
2/6 Cyndy Lamphiear
2/6 Angie Pickering
2/6 Lexie Pickering
2/8 Nickolas Lo
2/9 Bill Davis
2/10 Laura Mize
2/10 Kari Stinnett
2/12 Robin Herman
2/16 Riley Laroski (Pickering)

2/17 Michelle Bauer
2/17 Mikal Brevig
2/22 Ryan McCalmont
2/25 Ron Pippert
2/27 Lisa Rose



MARCH BIRTHDAYS

3/1 Jacqueline McCalmont
3/8 Matt Moore
3/9 Jeannette Parsons
3/13 Niki Eagle (Pickering)
3/14 Terry Burke
3/14 Randi Scott
3/14 Gregory S. Turner
3/15 Brandi Holstein
3/15 Scarlet Laroski (Pickering)
3/15 Brad Pfeifer
3/19 Matthew Anaya
3/22 Jim Willis
3/29 Chris Barkman
3/29 Nicole Herman
3/30 Audrey Lambert
3/30 Stella Lambert

PLEASE LET US KNOW IF WE HAVE FORGOTTEN ANYONE!

Sunshine Corner

By Yvonne Westberg

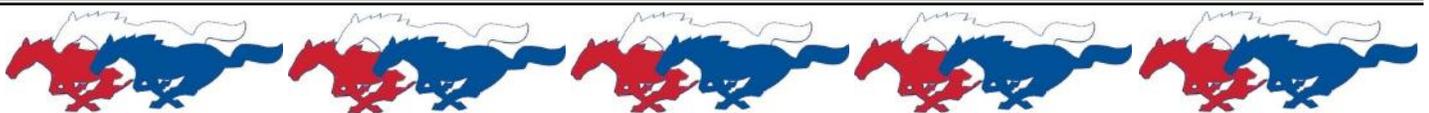


No Get Well Cards were sent in January:
Either that's a good sign or people forgot to tell me. Hopefully it's the first!

- ★ 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

GOT HAPPY NEWS? 😊

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



The 2026 41st
Annual
Biggest Little
Car Show
Meetings have
started



MAY 16, 2026
41ST ANNUAL



GOLDEN HILLS MUSTANG CLUB
“BIGGEST LITTLE CAR SHOW”
SUISUN CITY WATERFRONT

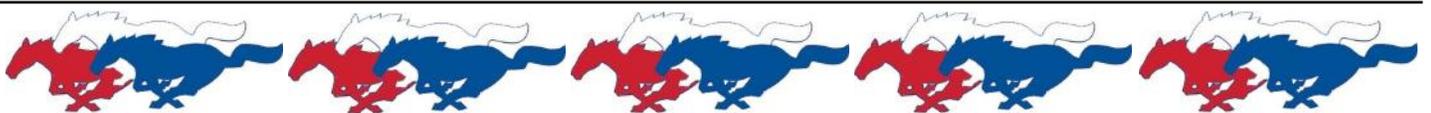
3rd Wednesday of
each Month
Denny's
(backroom)
304 Pittman Rd.
Cordelia
6:00pm to 8:00pm
Contact Bob Haran
to volunteer
707-365-0850



WELCOME NEW MEMBERS



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Vacaville, CA
1972 Convertible, Brown
2006 Convertible, White



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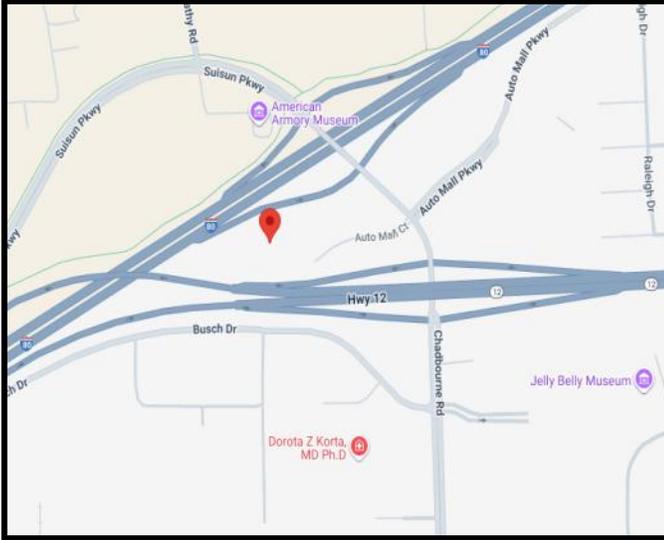
Phone: 707-552-1045



Ford Fairfield

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

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



Note Change of Meeting Place:



Ford Fairfield

**3050 Auto Mall Court
Fairfield, CA 94534**

**NEXT MEETING
Tues, February 24, 2026**

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

