



# Pony Tales

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

VOLUME XLIII, IX

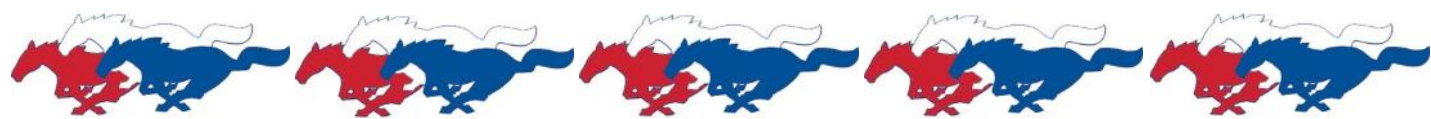
E-EDITION

SEPTEMBER, 2025

## VETERANS HOME DISPLAY



**GHMC joined the Napa Valley Cruisers, Boyz Under the Hood, The Napa Model As, Solano Classic Car Club, the Packard Club, and the Studebaker club to put on a beautiful display on August 23rd. See story on Page 4.**



## 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.

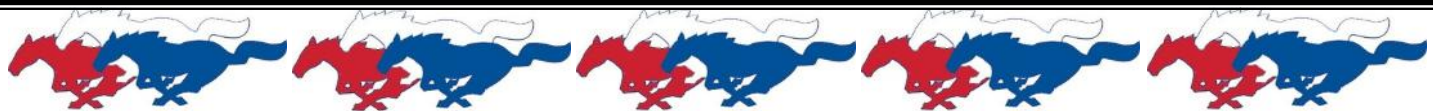
The club serves as a medium for the exchange of ideas, information and parts, and is dedicated to furthering the interest of owners and drivers of the Ford Mustang.

# 2024

## Board of Directors

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

2025 Car Show Chairman	Paul Troxell carshow@goldenhillsmustangclub.com
2025 Car Show Co-Chair	Nick Loya
2026 Chairman Needed	
Club Items	Robert Lo
Food Drive	Pat Sivigliano
Historian	Ileine Burke
Hospitality	Volunteer needed
MCA Regional Director	Joel Edelman
Membership	Kathy Loya 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



There's a unique joy that comes with owning a Mustang—one that goes beyond the thrill of the open road. Perhaps what's most remarkable is how the Mustang's enduring popularity brings people together. Whether at a local car meet or a national show, you're instantly part of a family that welcomes enthusiasts from all walks of life. Sharing tips on upgrades, organizing spontaneous road trips, or just waving to another Mustang owner on the street—all these little moments build a sense of belonging that's every bit as important as the car itself. The bonds created through the activities we do with our Mustangs contribute to the overall success of the club. Everyone plays a part here, so don't be afraid to take part in more club activities! The second page of the newsletter lists names of committee leaders, and articles about special events include a leader's name.

Feel free to reach out to any of us if you would like to get involved. We will be taking nominations for next year's club officers and board members at the October membership meeting, then concluding the election at the November meeting. The new officers and board will be installed at the December holiday celebration.

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!



## ***Have you paid your dues for 2025?***

Well, the year is more than half over and we still have members who haven't paid, so please check your records. This will be your last newsletter if we don't hear from you. We have a **BRAND NEW** way to pay your dues, and a new Membership Chairman, Kathy Loya. 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 page 11 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](mailto:membership@goldenhillsmustangclub.com)

# Veterans Home Display

The Golden Hills Mustang Club has a long history with the Yountville Veterans Home. This facility is the largest and oldest of this type in United States. It was built for the Civil War Veterans in the heart of the Napa Valley. GHMC member, Bill Davis was the Veterans' Advocate (retired) who helped steer us to approach the right people to make this display happen. Susan Kay and Sabrina Robles went to bat for us and helped make all the arrangements and set a date. Norma and I contacted all of the other car clubs, inviting them to the display which was not open to the public, as that was one of the conditions to having a show.

We could not have asked for better weather that day and we were overjoyed when so many veterans came out to see our cars. We got to talk to them and hear some great stories. Another treat was to go to the dining room (mess hall) and enjoy a nice lunch with the vets. We also had a special fly over - 2 dozen Canadian geese!

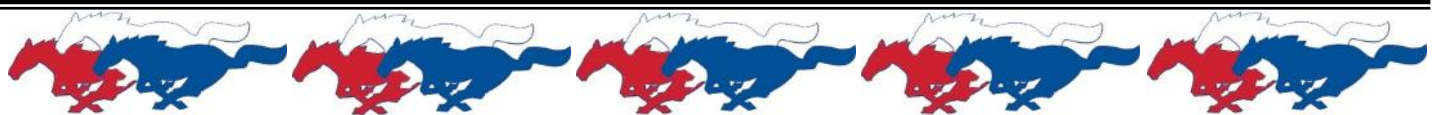
The variety of cars present, ranging from a 1924 Studebaker to a 2025 Mustang, was a photogra-

pher's dream. Special thanks go to Don McEachern, Peter Mitsopoulos, and the Veterans Home Photographer for capturing some very wonderful moments of the day. Please go to our website to see the rest as there were just too many to print here.

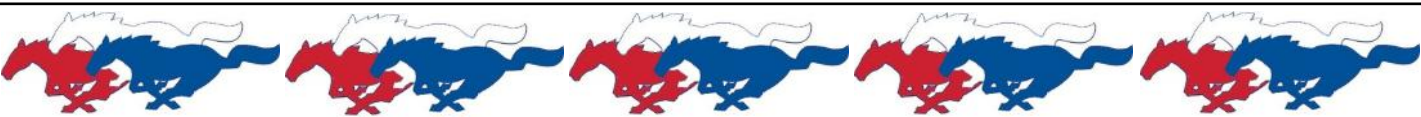
Thanks to the American Armory in Fairfield for the bling on the awards. After a short presentation of the plaques, and thank you to all who attended we were escorted on a parade lap around the grounds to see the wonderful facility. We have gotten so much good feedback on this part. It was a perfect way to end the day!

We would like to thank the Golden Hills Mustang Club, Napa Valley Cruisers, Boyz Under the Hood, Napa Valley Model A's, Solano Classic Car Club, the Karel Stapel Chapter Studebaker Drivers Club, and the Northern California Packard Club for coming out, supporting the veterans and making this a very special day for all!

Dan & Norma McCabe



# Veterans Home Display



# AMERICAN ARMORY MUSEUM CAR SHOW

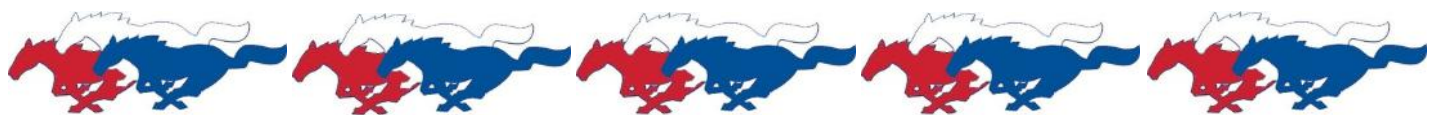
Aug 31, 2025

Congrats to club member Gregory Turner who received a Best of Trophy for his '85 Silver Mustang convertible . Also a special congratulations to club members Brad and Jeanette who got "Best Custom" with their 33 Ford roadster, "Sweet Pea." Club member Yvonne Westberg attended with her beautiful 1940 Coho Salmon Business Coupe, Dan McCabe with his '69 Mustang. There were also several members of the Napa Valley Cruisers.

Yes, we all survived the heat . It just amazes me how many great looking show cars are out there from our local area of Nor-Cal . The pictures towards the end shows an exhibit I have in the museum. It's a writing station to encourage our youth and adults as well in writing to "Any Soldier."

A special thank you to Geoff Lippmann of American Armory Museum for putting on an awesome show .

By Ron Normandin



# HOT AUGUST SIGHTS

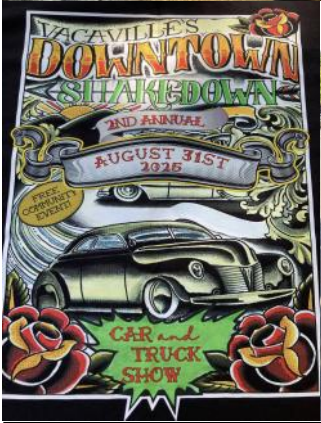


The month of August was HOT and we had a variety of Hot August places to go. The Cordeiros were spotted in their '32 Cruising the streets of Reno at Hot August Nights.

Clif Wilson, Gregory Turner, Brad & Jeanette Parsons, Joe & Tammy Holecek, Peter and Lisa Mitsopoulos, Nick & Kathy Loya and Rob Lo were all spotted among the huge turnout for the 3rd Annual Solano Sheriff's Car Show at the Father's House in Vacaville.

Brian Evans and his white Addidas didn't win an award for the car this year at the annual Vacaville Downtown Shakedown.—they got Best Shoes!!!

The pair that drove the most miles to make an appearance at a car show were Paul and Alice Troxell. They went to the 46th International Mustang Meet in Helena, Montana to meet up with Ileine Burkes' relatives. The Burkes couldn't go this year but the Troxells were their stand in for pictures. Next year it is in Vancouver, BC - anybody for a road trip?



# Tech Talk 2.0



By Paul Troxell

## How Critical is Speed?

So, when does speed become "Critical"? You might be thinking that it is when the Officer asks you for your driver's license and registration. But today that is not what will be talking about. The critical speed in consideration today is the speed of the driveshaft that connects the transmission to the differential which in turn drives the rear wheels of our Mustangs. I am going to skip over all of the mathematics that it takes to calculate the rotational speed of the shaft, because I know that all of you know how to do that, and just concentrate on what factors determine the critical speed of the driveshaft.

Critical Speed is the rotational speed (RPM) at which the driveshaft loses its structural integrity and induces failure in the transmission tail shaft, torque converter, planetary gears, or the entire transmission. It can also induce damage and failure of the differential gear set and U-joints along with destruction of the shaft.

Of course, horsepower and especially torque play a very big part, but their part is mostly in selecting a correct driveshaft material that can handle the amount of power that it will be transmitting. There are four common materials that shafts are made of. They are, in order of strength, mild steel, chromoly, aluminum, and carbon fiber. Once the proper material is selected the next consideration is the length of the shaft. Here it might be helpful in understanding the effect that length has to imagine an uncooked spaghetti noodle. When the noodle is very short, say 4". It is fairly stable and not too easy to break. If the noodle is 20" long it is very fragile and easily broken with the slightest amount of bending. Now imagine the very same noodles but this time let's spin them like a driveshaft. Which one do you think will break at the lower RPM? You are correct! The longer noodle will break at the lowest RPM because the rotational force not only stresses the material, it also causes the noodle to begin flexing! Remember how easily it broke when we tried to bend it?

After calculating the amount horsepower and torque the shaft has to transmit (remember that transmissions and differentials are torque multipliers so there is more math to do), the next consideration is the rotational speed of the shaft. Remember, this was done when you did all of the math. Short shafts can achieve higher critical speeds because there is less tendency for them to flex (remember the short noodle?). To give you an idea of the speeds I am talking about a 40" long mild steel 3" X .083 driveshaft will have a critical speed of 10,500 RPM. If a shaft made of the same material was 56" long it would reach critical speed at only 5,400 RPM. Chromoly would produce the same numbers. Aluminum 3" X .125 at a 40" length reaches critical speed at 11,000 rpm and a 56" tube would reach critical speed at 6,400 RPM. And the Big Daddy of driveshafts, the carbon fiber unit, measuring 3.75" X .120 has a critical speed of 14,500 RPM at 50" and 11,500RPM at 56". For a complete critical speed chart see <https://pstds.com/critical-speed-chart>

There is another way to increase the critical speed. That way is to use two driveshafts to span the distance from the transmission output yolk to the differential input yolk. This requires the use of a carrier bearing between the two shafts and is the way that the modern Mustangs solve the problem. By utilizing two shorter shafts instead of a single long shaft the critical speed is kept below the speed where damage can occur.

After making all of the above determinations there is still more that needs to be done to build a quality driveshaft. Did you know that U-joints come in varying sizes? If you are increasing the horsepower and torque output of your engine you must ask yourself if your driveshaft, as well as your transmission and differential, can handle the additional power. There may very well be a need to upgrade the U-joints to handle that! Then the tubing that you have determined is right has to be cut

at each end at a 90-degree angle. Precision here is important. Then the yokes are either welded or bonded, in the case of a carbon fiber driveshaft, to the tube. After the U-Joints are installed on the yokes the driveshaft can be installed in a torque test bench and a predetermined amount of torque can be applied to the assembled shaft to certify that it can take the amount of power that will be put through it. This is very common for driveshafts that are used in drag racing applications and some other racing applications. It can be done for street driven cars, but is not as common.

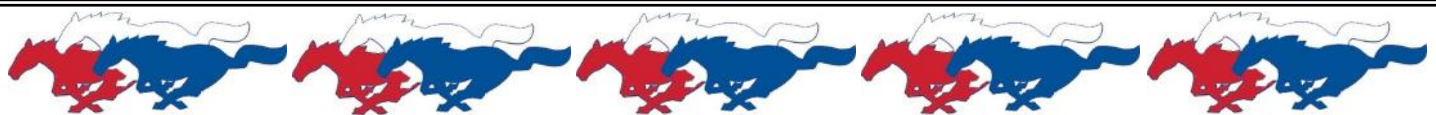
Next the shaft assembly is chucked up in a balancing machine to check shaft runout to ensure that it is straight. Any amount of variation can induce the very vibration and flexing that appears at critical speed at much lower RPM. Runout can be corrected with application of heat and pressure in the proper places to straighten the tube without deforming its concentricity and damaging the tube itself. After the shaft is straight it can be spun to check its dynamic balance much in the same way that tires are balanced. Small weights can be tack welded, or glued in the case of the carbon fiber shaft, to eliminate vibration. Metal shafts are given a coat of paint and carbon shafts may receive a protective clear coat if the tube does not already have one applied from the manufacturer. Then the shaft is ready for service.

During its lifetime a driveshaft will wear. U-joints are a very common wear point and most of us are familiar with how to inspect them. Usually, an annoying vibration is the first thing to cause us to get under the car or truck looking for the cause. Other things that can cause driveline vibrations are if the shaft has been operated beyond its critical speed and has flexed. Once the shaft has done so it will not have the bend come back out of the shaft and this will cause the shaft to vibrate. If not corrected it will eventually break. Dents in the driveshaft can also cause a catastrophic failure. Severe corrosion in the steel and aluminum shafts can also cause failure if it becomes severe enough. Carbon fiber shafts are susceptible to damage from road debris and many times will not give any warning of impending failure. For this reason, they are not usually recommended for street use. When a driveshaft fails it is usually a major event and will cause much more damage. Transmission tail shafts and even cases can be destroyed along with its internals. Differentials can suffer the same carnage. Even the undercarriage, exhaust system, fuel tank, and other systems like the brake lines, fuel lines, and electrical wiring can be damaged.

This is just a primer on this one part of our cars and trucks. There is much more to this simple yet complicated part. They can cost from a few hundred dollars to thousands depending on their application. And when they fail, they can cost many more dollars to repair the damage that can happen. So, whenever you have your car on the rack or you are under it in the garage take few moments to inspect it and check for condition and worn U-Joints. Finding a problem before it fails can save you not only a tow bill but a lot of moola.

If you have any questions on this, or other issues, you can email me at [Diesलगunner@comcast.net](mailto:Diesलगunner@comcast.net).

Until next month, Keep the Pedal to the Metal and your Pony between the ditches.



# SAVE THE DATES

Open to the public, everyone's welcome!

**MUSIC RAFFLES** *Bell* **VENDORS TROPHIES**

12th Annual School Supply Drive

## CAR & BIKE SHOW

First 250 Cars or Bikes will receive a Free Registration Gift!

September 6th  
8AM TO 1:30PM

Entry Fee: School supplies donation  
Free lunch with show, Car or Bike Entry and donation.  
Register at event, no pre-registration available

For More Information, see...

## City of Rio Vista Airport Day 4th Annual Wings & Wheels



Mark your calendars!

When: Saturday, September 13, 2025 starting at 9am

Where: Rio Vista Municipal Airport

3000 Baumann Road, Rio Vista, CA



**29TH ANNUAL MUSTANGS & FORDS AT THE MARRIOTT**  
**SEPTEMBER 20 @ 8:00 AM**  
**SACRAMENTO MARRIOTT RANCHO CORDOVA**  
**11211 POINT EAST DRIVE**

4TH ANNUAL

## PLANES, TRAINS & AUTOMOBILES

AT THE ROWLAND FREEDOM CENTER (AT THE NUT TREE AIRPORT, VACAVILLE, CA)

SATURDAY & SUNDAY SEPT. 27 & 28

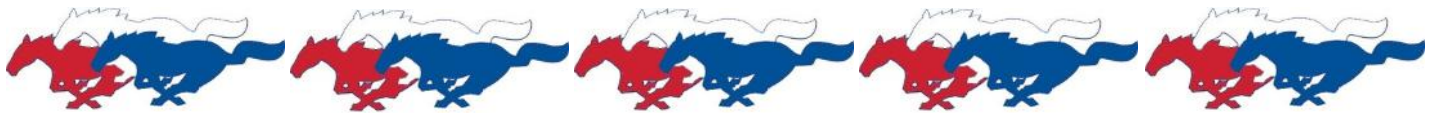
**PLANES • CAR SHOW • MODEL TRAINS • FOOD**

## Diablo Valley Mustang Association

### END OF SEASON ALL FORD CAR SHOW

EST. 1979

Saturday, October 11<sup>th</sup>, 2025



# ★★★UPCOMING EVENTS★★★



ALL FUTURE EVENTS ARE TENTATIVE

Sep 6	12TH ANNUAL BALL CAN SCHOOL SUPPLY DRIVE CAR & BIKE SHOW - 8:00 AM TO 1:30 PM SEE OUR WEBSITE FOR <a href="#">FLYER</a>
Sep 6	4TH ANNUAL CLASSIC CARS & FAMILY FESTIVAL -10AM TO 2PM AT ST. STEPHEN CME CHURCH, 2301 UNION AVENUE , FAIRFIELD
Sep 13	RIO VISTA AIRPORT DAY 2025 9AM SEE OUR WEBSITE FOR FLYER
Sep 20	CARS & COFFEE FORD FAIRFIELD, DOORS OPEN AT 8:30 AM <a href="#">FLYER</a>
Sep 20	SACRAMENTO AREA MUSTANG CLUB MUSTANGS & FORDS AT THE MARRIOTT CAR SHOW 2025
Sep 21	AUTOCROSS DAY IN SONOMA WITH DVMA, SEE BULLETIN BORD FOR DETAILS
Sep 23	GHMC GENERAL MEETING - DENNY'S, 304 PITTMAN RD., CORDELIA, CA 94534 6:30PM – 9:30PM, MEETING STARTS AT 7:30PM
Sep 27	VANDEN HIGH SCHOOL DRAMA DEPT. CHROME & CLASSICS CAR SHOW, 9:00AM—1:00 PM, 2951 MARKLEY LANE, FAIRFIELD,
Sep 28-29	PLANES, TRAINS AND AUTOMOBILES AT THE ROWLAND FREEDOM MUSEUM (NUT TREE AIRPORT)
Oct 2	GHMC BOARD MEETING - LOCATION TBA
Oct 11	DIABLO VALLEY MUSTANG ASSOCIATION END OF SEASON ALL FORD CAR SHOW <a href="#">REGISTRATION LINK</a> (RIGHT KLICK ON LINK, OPEN IN NEW TAB OR WINDOW)
Oct 12	GORDON VALLEY CAR SHOW 11 AM - 3 PM <a href="#">REGISTRATION FORM</a>
Oct 25	TRUNK OR TREAT AT DUPRATT FORD DOXON - 10 AM TO 2 PM
Oct 26	DOWNTOWN ARBUCKLE CAR SHOW 8 AM TO 2 PM <a href="#">Registration</a>
Oct 28	GHMC GENERAL MEETING - DENNY'S, 304 PITTMAN RD., CORDELIA, CA 94534 6:30PM – 9:30PM, MEETING STARTS AT 7:30PM

*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](mailto:info@goldenhillsmustangclub.com)*



## HAPPY NEWS



When New Member, Mike Moore let us know that he wouldn't be attending an event because he was going to see his new granddaughter, we asked for a picture and here is what he wrote:

*Hi this is Mike Moore. My new Granddaughter is Vivienne Rose Moore. She is now a little over 4 months old. Her parents are my son and my daughter-in-law, John and Courtney Moore. They currently reside in Rocklin, Ca. John took his father and grandfather's footsteps and works for United Airlines in South San Francisco. Courtney Is a full-time mom to Vivienne. We could not be more excited and Grandpa Mike can't wait to take her for a ride someday in his '66 Mustang convertible! Thank you so much for putting us in the newsletter.*



# HAPPY BIRTHDAY

## SEPTEMBER BIRTHDAYS

9/3 Elise Dizon  
9/6 Andy Cordeiro  
9/7 Harold Joines  
9/8 Ryan Bauer  
9/8 Randy Gee  
9/8 Marissa Moore  
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  
9/21 Ron Freitas

9/22 Scott Bradley  
9/24 Dave York  
9/25 Shelby Banovitz  
9/27 Michael Robinson  
9/29 Jack Judd  
9/29 Lynne McEachern



## OCTOBER BIRTHDAYS

10/3 Jerry Williams  
10/6 Liz Tunac  
10/7 John Moore  
10/8 Nick Loya  
10/11 Charles Shepard  
10/13 Victoria Joines  
10/13 Alexis Jones  
10/15 Adam Simms  
10/16 Bradley Freitas  
10/18 James Sturgeon  
10/21 Kitty Brevig  
10/23 Olivia Pippert  
10/24 Thomas Williamson  
10/25 Peggy Concepcion  
10/26 Brandon Leathers  
10/26 Kathy Loya  
10/29 Roger Driver

PLEASE LET US KNOW IF WE HAVE FORGOTTEN ANYONE!

# Sunshine Corner

By Yvonne Westberg



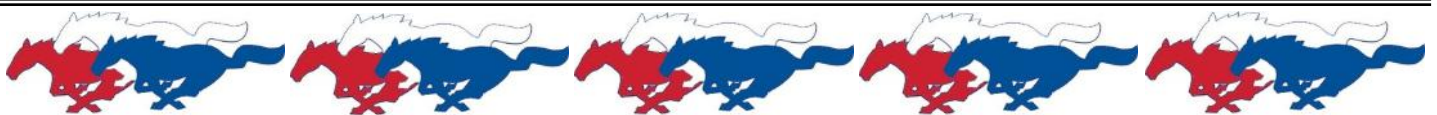
Cards were sent to the following members:

- ❁ Terry Burke was in horrible pain with his back.
- ❁ Ileine Burke went to the ER with a sinus infection.
- ❁ Paul Troxell had Carpal Tunnel surgery.
- ❁ Mike Miller fractured his leg.
- ❁ Jeanette Parsons had shoulder surgery.
- ❁ Terry Burke had a very serious medical procedure on his back.

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](mailto:info@goldenhillsmustangclub.com)



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# 41<sup>st</sup> Annual BIGGEST LITTLE CAR SHOW???

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PLEASE READ A CONDENSED VERSION OF PAUL TROXELL'S MESSAGE TO THE CLUB.

I will not be able to chair the 2026 Biggest Little Car Show due to several surgeries that are coming up which would keep me from being able to apply myself 100% to leading all of those who graciously donated their time and efforts to this years show which was key to its success. To all of those people, I owe a great debt of gratitude for what "We" were able to accomplish. I thoroughly enjoyed every minute that I spent on the endeavor and look forward to having the opportunity to Chair a show in the future. I just will not be able to do so physically for next year's show, which is why I am sending this request out to all of our members. . . .

I will say again, this is a very fun and enjoyable experience because of the support that is provided by so many GHMC Members. Anyone who takes this on will not be left out on an island to do it all on their own. I am disappointed that I will not be able to Chair the event again next year, but it simply would not be fair to the Club to do it at anything but a 100% level of commitment. So, I ask that you please consider the opportunity to do something for the club that is key to funding our charity to organizations that serve our community. I can guarantee that you will be amazed at what it takes to get the show organized, how much so many people look forward to our Biggest Little Car Show, and the sense of accomplishment that you will experience. . .

So, volunteer to be the Chair for the Biggest Little Car Show 2026 and support your club; it is well worth it.

Thank You,  
Paul Troxell

2025 Biggest Little Car Show Chair

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Dan Cordeiro

Cordeiro Vault Co.

Phone: 707-552-1045



570 Soscol Avenue, Napa CA 94559  
 707-255-2580

★ ★ ★ **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, September 23, 2025**

**THIS ISSUE OF PONY TALES IS DIGITAL ONLY**

**GOLDEN HILLS MUSTANG CLUB**

[www.goldenhillsmustangclub.com](http://www.goldenhillsmustangclub.com)

P.O. Box 497

Fairfield, CA 94533-0049

*an MCA Regional Club*



**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](mailto:nrmccabe@gmail.com)

