



Pony Tales

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

VOLUME XLII, 6

E-EDITION

June, 2024

BEAUTIFUL START TO THE 39th Biggest Little Car Show



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	
Jerry Lamphiear	
Robert Lo	
Frank Lopez	
Don McEachern	

2024 Car Show Chairman	Robin Paulsell carshow@goldenhillsmustangclub.com
2024 Car Show Co-Chair	Paul Troxell
Club Items	Ileine Burke
Food Drive	Pat Sivigliano
Historian	Ileine Burke
Hospitality	Volunteer needed
MCA Regional Director	Joel Edelman
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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



Another hugely successful car show! Aside from a few gusts of wind the weather was perfect. The leadership team of chair Robin Paulsell, co-chair Paul Troxell, and raffle chair Peggy Mathews had support of other club members to carry out this great endeavor. The best way to judge the success of such an event is to observe the attitude of participants and observers as they are leaving. I saw lots of smiles and enthusiasm!

The June calendar offers several other car shows for us to participate in and enjoy in addition to our annual camping trip at Lake Francis. Lots of opportunities to get to know other club members and car enthusiasts!

Have fun on the road and be safe out there!



IT'S TIME TO PAY FOR 2024

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

39th Annual Biggest Little Car Show

By Robin Paulsell

Saturday May 18th, 2024 we celebrated 60 Years of Mustang, over 90 Mustangs and a handful of other Fords once again descended on the Suisun City Downtown Waterfront for the 39th Annual Biggest Little Car Show. The MCA Judged Class returned again to the show format for the second year in a row with the 36 car limit and quickly sold out. The Day of Show Class for cars that did not pre-register into the regular Participant Choice classes also returned with their own class awards. 6 GHMC members Mustangs that were not entered in the MCA Judged Class had their own Participant Choice class in which they weren't allowed to vote in, this is done so we don't compete against our guests Mustangs.

Continuing the theme from last year's show the waterfront was lined with Mustangs and the center half circle featured 6 first year (64 ½ & 65) Mustangs. Centered in the display were Robin Paulsell's two 64 ½ Coupes, one featured on the show t-shirt. Paige Paulsell's 65 Coupe, Bob Haran's 65 Convertible, Danny Cordeiro's 64 ½ Convertible, and Phil Ramirez's 65 Convertible.

The day started bright and early with the first car showing up at 6:15 AM when Patrick Farrell, a regular at our show and original owner of a 64 ½ Convertible arrived. After a quick setup by club members the cars began rolling through registration at 7:00 AM and were parked by show Co-chair Paul Troxell and his skilled staff. Show registrar Brenda Romero with a major assist from Paige Paulsell and Jim Willis kept a steady flow of cars moving right up to registration closing at 9:00 AM. Returning DJ Adams kept the tunes flowing and made announcements throughout the day. The Solano County Sheriff's Color Guard performed the opening ceremony at 10:00 AM and as always did an excellent job. Raffle Chair Peggy Mathews and her staff kept the raffle prizes flowing throughout the day and bringing in money for our charities The American Cancer Society. Danny and Cristy Cordeiro collected over \$500 in the 50/50 raffle which after the split will net additional funds to charity. Heine Burke staffed our information table, with help from our Information Officer, Dan McCa-be, and Terry Burke took the official photos. After a

brief judges meeting our team of crack judges lead by myself started judging the MCA Class cars at 11:00 and completed ahead of schedule at 12:00. Thanks to Paige Paulsell, Joel Edelmann, George Pezzolo, Rob Lo, Paul Troxell, Bob Fentress, Jerry Lamphiear, and Jeff Walton for taking the time to help.

We are fortunate to have the use of this wonderful show site free of charge from the City of Suisun City and we were honored to have Mayor Alma Hernandez here to choose her favorite car for our Mayor's Pick award. I also want to thank Justeen Singley and the staff at Suisun Parks and Recreation. The CHP were also here with a great display and chose their favorite.

In no time at all we were ready for the awards. 26 Award of Excellence trophies were handed out in the Participant Choice Classes. 33 Gold Awards were handed out in the MCA Class* followed by 5 special awards. The Sacramento Area Mustang Club with 16 cars received the Club Participation Award, David Wilson with his 93 Mustang GT Hatchback received the CHP Pick Award, Greg Beratlis with his 67 Mustang Convertible received the Mayor's Pick Award, Patrick Farrel with his 64 ½ Mustang Convertible received the GHMC President's Pick Award, and Phill Ramirez with his 65 Mustang Convertible receive the Best of Show Award.

The "Friendliest Little Club" put on one heck of a show and all of you should be very proud! This club has had my back since 2009 and I want to personally thank everyone that helped throughout the past 1 year.

Robin Paulsell
MCA #75252

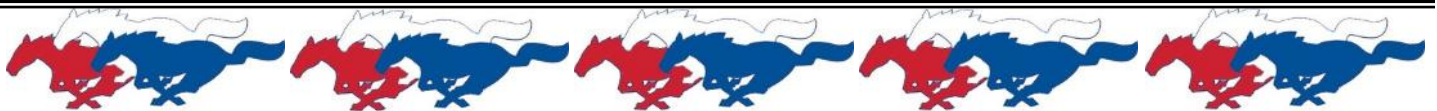
Photos by
Robin Paulsell

*MCA Class pictured on page 14

Many More
Photos on
our website!

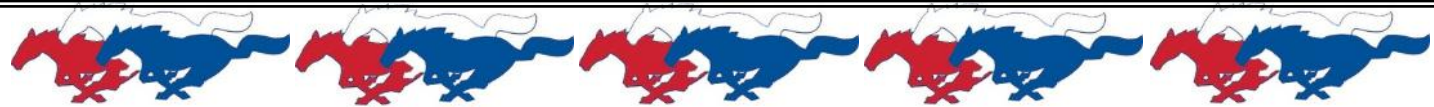


[The Golden Hills Mustang Club](#)





39th Annual Biggest Little Car Show



DIXON MAY FAIR PARADE

By Brian Evans

On Saturday May 11th, the Golden Hills Mustang Club was very honored to participate in the 147th annual Dixon May Fair Parade, which I now know to be THE oldest parade in our area. (Vacaville's Fiesta Days, our other parade this month, is "only" on year 66!). Just like Vacaville's Fiesta Days, the Dixon May Fair celebrates Dixon's town history, heritage and pride.

The Dixon Chamber of Commerce contacted me about taking Congressman Mike Thompson through the parade, just like I did last year, but this year they asked for three other convertibles to transport their Veteran of the year, Citizen of the year, and Non-Profit of the year. I'd like to thank Dan McCabe for providing the ride to the Veteran in his 2008 Shelby GT, and Bob Haran for providing the ride to the two representatives of the Non-Profit of the year in his 1965 convertible. Unfortunately, our club was not able to come up with a third convertible.

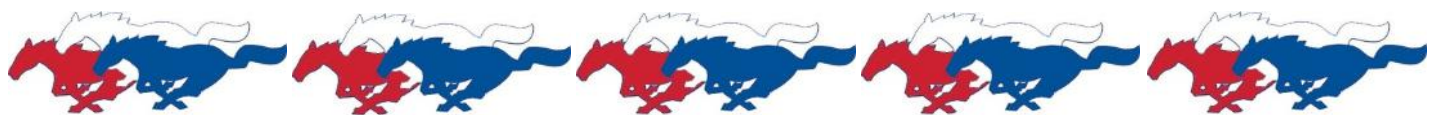
Shauna Manina, who heads up the Dixon Chamber of Commerce, also invited our club to participate in the parade this year, bringing as many Mustangs as we wanted. She even graciously offered us free tickets to a wonderful pan-

cake breakfast put on by the Dixon Rotary. Probably my best breakfast in the month of May! (yes, I should get out more!) GHMC had eight cars attend, which besides myself, Dan and Bob previously mentioned, were brought by Joe and Tammy Holecek, Joey Holecek, Jerry and Cyndy Lamphiear, Paul and Alice Troxell, and Peter and Lisa Mitsopoulos.

As is traditional for a parade, our cars were decorated in our usual patriotic theme, and with only eight cars, we decided to drive single file on the parade route.

The Dixon Chamber of Commerce enthusiastically has asked us to become a "regular" in this parade in future years, and I would like to see our club add this parade to our short list of parades we participate in on a recurring annual basis!

Thanks again to those GHMC members who were able to participate in this parade, and thanks to the residents of Dixon, who showed up in great numbers to support and cheer on the many parade participants. They showed great community spirit and pride in their town!



Wings-N-Wheels Car Show

Sunday, May 19th I attended for the second year in a row the Travis Air Force Base Aviation Museum's Wings and Wheels car display.

My main focus was to remember and honor my dad, Lt. Col Roger Evans, by displaying my '68 convertible next to "HIS" C-124 Globemaster, "Old Shakey". This was the first airplane my dad was assigned to fly for MATS (Military Air Transport Service) when he became an AF pilot in 1954. He spent 10 years in 124's logging 10,500 hours, more than half of his near 20,000 flight hours, and by 1962 he became an instructor pilot at the "University of MATS" at Tinker AFB, Oklahoma City.

"His" C-124?? Yes, the C-124 at the museum, serial # 52-1000, came from the fleet at Dover AFB in the 1950's, so my dad's flight log books showed that he flew this very plane many times all over the world.

About a half dozen times today I told the story of the time when my dad, as an Instructor Pilot on a routine

2 hour training flight on March 23, 1964, saved a "wounded" 124 that had lost the left landing gear hydraulics shortly after takeoff. In flight makeshift emergency repairs were made and my dad safely landed the plane 12 hours later with TV news crews and fire trucks expecting a fiery crash landing. The ordeal was featured in the August 1964 MATS Flyer magazine, "Good Show Capt. Evans and Crew" Just an infant, I could've grown up without a dad. A lot of emotion with blurry eyes each time I told the story that day.

A lot of cool cars came out, including Terry Burke's 1968 Coupe and matching pedal car, and Jim Willis' 1970 Boss 302.

Paraphrased from Brian Evans' Facebook Post – May 19 2024



Vacaville Fiesta Days Parade

By Brian Evans

To the best of my knowledge, one of the oldest parades in our area takes place as part of Vacaville's annual Fiesta Days celebration every Memorial Day weekend. This celebration of Vacaville's town history, heritage and pride has been held since 1957 in downtown Vacaville. So you don't have to do the math, I'll just tell you that year's Fiesta parade was the 66th annual one, with the theme "The Spirit of Vacaville." Year after year this Saturday morning parade continues to draw large crowds, cheering on the many parade entrants.

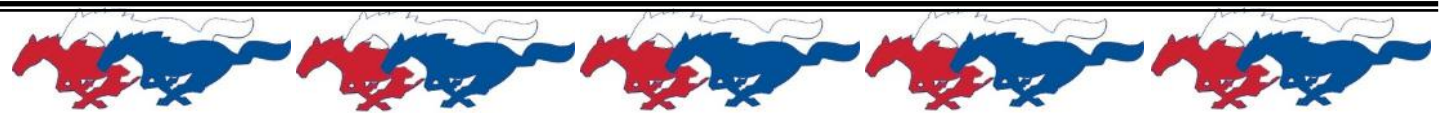
This year was no exception. The day started off a little "sweatshirt cool" at the 830am staging time, but by the 10am parade start the sun was out and warmed us up to perfect parade weather! No spewing-over radiators or vapor-locking carburetors on the older classics! We started the day at our usual meeting spot at the downtown Bank of America parking lot and then once all had arrived, we caravanned over to our usual assigned staging area in the Golden Hills Mustang alley.

This year we had seven cars sign up. I had been contacted by a family I met at the Travis Airshow, and they

asked if I could give a ride to their daughter who was selected to be Miss Junior Teen Solano County. The Golden Hills Mustang Club cars were decorated in our usual patriotic theme, and with only seven cars, we decided to drive single file on the parade route. Finally, as some of us were starting to get hungry, it was time for us to enjoy our time parading down Merchant Street enjoying the smiles, waves and thumbs up from the many spectators.

After the parade, most of us went out for lunch at Fenton's Ice Cream Creamery, where we have enjoyed lunch in prior years. It was an enjoyable time conversing with friends and sharing pictures taken at the parade.

I'd like to thank club members Dan McCabe, Ron Normandin, Bob Haran, Paul Troxell, Terry and Ileine Burke and new member Gregory Turner (along with three of his grandsons) for joining me and making a great showing at this parade, supporting our community and celebrating Vacaville's Heritage!



Tech Talk 2.0



By Paul Troxell

How Cool Are You?

Are you cool? No, it is not the designer clothes that you wear. Or the shoes, jewelry, sunglasses or any of those things. I am talking about the bullet in your hot rod. Does it run cool on warm days? Especially the ones that we know are on the way? If not, I have jotted down a few things that we can do to help keep that classic stock motor or your "Oh Yea, it's stock!" motor running cool through these hot days ahead. And help to reduce the possibility of sitting on the side of the road waiting for a tow truck in 100-degree heat.

First, let's start with the easy stuff. Make sure the cooling system is full. **ONLY CHECK THE SYSTEM WHEN IT IS COLD. DO NOT REMOVE A HOT RADIATOR CAP!** On an old classic that will be about 1" from the top of the radiator. If you fill it any higher the coolant will just be expelled overboard. On newer vehicles there is a de-gassing tank and it will have a mark on it for cold level and hot. Only top off with 50/50 premixed coolant or distilled water. Either is acceptable. Distilled is used instead of tap water to keep mineral build up in the cooling system to a minimum. While you have the cap off look at the condition of the coolant and the inside of the radiator. Coolant should not be milky or cloudy. If it is, it needs to be drained, flushed and refilled with the proper 50/50 coolant. Do not use concentrated coolant unless you dilute with distilled to 50/50 or even less depending on application. Actually, the coolant does not cool as well as straight water. So, as long as freezing is not a concern, a 60/40 water/coolant mixture will cool better. The coolant's purpose is to lower the freeze point, protect the various metals in the system from corrosion, and to lubricate the water pump.

If you see a thin white coating inside the radiator and the tubes (if you can see them) are not clogged, that indicates that you are using an old-style coolant that has plated out on the inside of the cooling system. It is supposed to do that. As long as the coating is not thick and blocking the tubes inside the radiator you are good to go. If you see what looks like cauliflower growing in the radiator that is not good. It is lead bloom and is caused by the coolant no longer protecting the system from corrosion. This will require a drain, flush, and refill. The chances of getting all of

this out are not very good and if you do not have any leaks in the radiator, you may be able to have it reconditioned at a radiator repair shop. However, they are far and few between nowadays and a replacement is many times faster and easier.

Check all of your coolant hoses for cracks, leaks, pliability, and general condition. Then ask yourself when was the last time that they were replaced along with the heater hoses? Generally speaking, the old classic car stuff will show its age and condition from the outside. Newer modern hoses are made with much better longer lasting rubber or silicone and can appear to be in excellent shape long after they begin developing internal problems that will lead to failure. If you have any doubt about any hose, Change It! Along with the thermostat. You are servicing the system, don't cut a corner. You can pay now, or pay later after you sit on the side of the road, in the heat, and pay the tow truck driver.

When you buy the coolant for your car use the recommended coolant. If you have a concours classic then you will probably put the old green stuff in. But coolant technology has improved by huge amounts. Modern Long-Life Coolants cool better, last longer, and do not plate out like the old stuff did. I use them in all of my vehicles and have never had a cooling system failure. My '01 diesel pickup has the original radiator in it which looks brand new inside! And, the coolant that I have in it (not what the manufacturer recommends) is good for 1 million miles/15,000 hours/8 years. It can be used in automobiles and gasoline engines, too! In fact, it is in my Mustang!

There are all kinds of quick repairs for leaky systems like Alumaseal, oatmeal, pepper, and other concoctions, but they are really only suitable to get you off the road and to a shop where a real repair can be made. Better than that is maintaining your cooling system properly with the right parts and products. There is much more that I could add here about Thermostats, radiator sizing, coolant flow, fans, shrouding, and more, but I will stop with just this primer. If you have any questions about a cooling problem feel free to contact me.

So keep the pedal to the metal and Be Cool!



Remembering . . .

The Good Ol' Days! ❧ HISTORY OF THE CAR RADIO ❧

Seems like cars have always had radios, but they didn't. Here's the story:

One evening in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work; half an hour after the installation, the banker's Packard caught fire. They didn't get the loan.

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.

What's in a Name?

The first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names: Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio -- the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that.

Things picked up in 1933 when Ford began offering Motorolas to be reinstalled at the factory. In 1934, they got another boost when Galvin



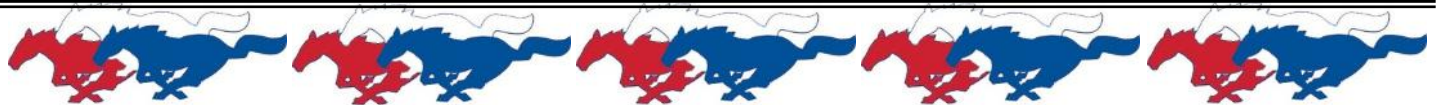
struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947. In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today, Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention leads to such luxuries as power windows, power seats, and eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's famous for is his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade.

From American Dream Cars:

[Facebook](#)



CONGRATULATIONS

Ron & Vicki Myska were married
on April 12, 2024 in St. Lucia
Congratulations!



Logan Sturgeon,
son of James & Jenny Sturgeon
graduated on June 7, 2024 from
Will C. Wood
Congratulations!



May was a busy month for the Wieder-
spahn family. Conner & Vincent gradu-
ated High School Magna Cum Laude on
May 10, 2024 and are on their way to
college in the Fall. 2 days later MSgt
Renee retired from the Air Force.
Thank you for your service, Renee!
Congratulations, Wiederspahn's
We miss you!



WELCOME NEW MEMBERS



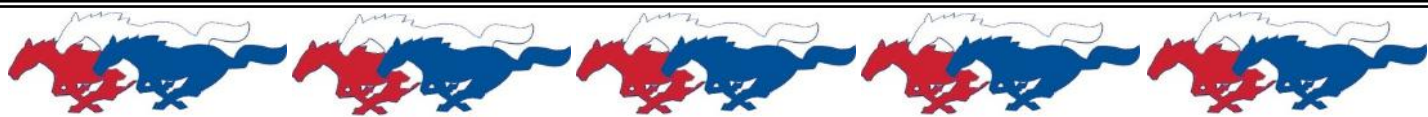
Emily & Paul Lambert
Martinez, CA
1965 Shelby GT350
#5S206

John Clark & Kathy Eichen
Fairfield, CA
2024 GT Conv, Rapid Red



Adam & Savannah Simms
Napa, CA
66 Mustang Shelby GT350, #227
69 Mustang GT 390 HP, 4 speed

Gregory S. Turner
El Sobrante, CA
1993 Fox Body 5.0,
Metallic Silver



★★★UPCOMING EVENTS★★★



ALL FUTURE EVENTS ARE TENTATIVE

Jun 15	47th Annual VMOA Car Show, West Valley College 14000 Fruitvale Ave (Lot 5) Saratoga, CA
Jun 16	Napa Valley Father's Day Benefit Car Show at the Meritage Resort, registration form on our web-site or call Tammy Robinette—
Jun 19-24	Camping at Lake Francis , contact Brian Evans for more details.
Jun 25	GHMC General Meeting 7:30 p.m. Denny's, 304 Pittman Rd., Cordelia
Jun 29	Dixon Grillin N Chillin 2024—New earlier date this year—watch email for details
Jun 30	BAMA's Ponies & Snakes, The Livery in Danville, 500 Sycamore Valley Rd West, Danville, CA 94526
Jul 3	Benicia Torchlight Parade
Jul 4	Fairfield 4th of July Parade, meet at Solano Mall at 8:15 am, across from Starbucks
Jul 11	GHMC Board Meeting
Jul 13	Mixed Nutts vs Navy Seals Baseball game at Borman Field on the grounds of Yountville's Veterans Home. 11 am to 2. We are just watching this game not playing. Tour of the Warrior Dogs exhibit afterwards. Contact Dan McCabe for details
Jul 23	GHMC General Meeting 7:30 p.m. Denny's, 304 Pittman Rd., Cordelia
Aug 1	GHMC Board Meeting
Aug 4	Napa Elks Car Show and Chili Cook-off. See our website for flyer/registration form

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:



HAPPY BIRTHDAY

JUNE BIRTHDAYS

6/1 Paige Paulsell
6/3 Norma McCabe
6/3 Mike McCalmont
6/4 Liz Normandin
6/4 Gene Tapia
6/5 Susan Breslin
6/5 Joey Holecek
6/8 Mason Sturgeon
6/9 Angie Markle
6/10 Jason Richard Marz
(Pickering)
6/10 Peter Mitsopoulos
6/11 Terry Scott
6/12 Shannon Hodgers
6/12 Pat Sivigliano
6/17 Deborah Randles
6/17 Tammy Robinette
6/20 Eli Prado (Pickering)

6/20 Connor Wiederspahn
6/20 Vincent Wiederspahn
6/22 Drake Wilson
6/23 Suzanne Freitas
6/23 Dean Laroski (Pickering)
6/25 Jeffrey Walton
6/26 Mari Haran
6/26 Logan Sturgeon
6/30 Hilmar Walter

JULY BIRTHDAYS

7/1 Thomas Iniguez
7/5 Shelby Evans
7/7 Meagan Gallegos
(Pickering)
7/8 Joel Edelmann
7/10 Miki Leathers
7/11 Robert Fentress
7/11 Brenda Romero
7/14 Kathy Eichen

7/16 Kathy Pickering
7/19 Tammy Holecek
7/20 Isaac Bozarth
7/20 Ron Myska
7/21 John Herman
7/21 Joe Holecek
7/23 Taylor Evans
7/25 Bill Herman
7/26 Greg Pretti
7/26 Heidi Wilson
7/30 Karen Shepard
7/31 Cindy Bramlett
7/31 Dick Cartwright



PLEASE LET US KNOW IF WE HAVE FORGOTTEN ANYONE!

Sunshine Corner



By Yvonne Westberg

Get Well Greetings were sent to the following members:

- ❖ Lynne Emmons McEachern as she hurt her knee.
- ❖ Ileine Burke as she spent time in the Emergency room,
We do hope they both are feeling better by now.
- ❖ A Sympathy Card was sent to Nick & Kathy Loya as they lost their Brother-in-Law/Uncle. We are so sorry your loss, please accept our condolences.
- ❖ Kurt Souza had surgery for a pacemaker. He didn't want a card but we wish him well anyway.

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



39th Annual Biggest Little Car Show

Congratulations to the MCA Class Winners

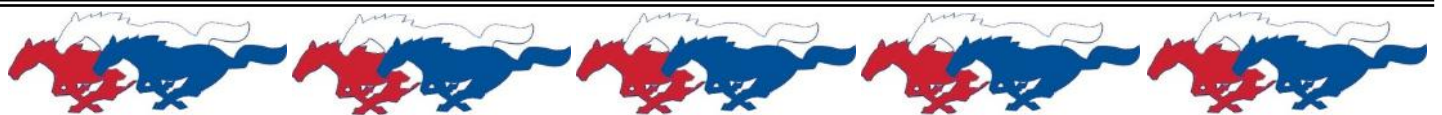


Ron DuPratt

WE TREAT YOU LIKE FAMILY!



Thank you to
the 2024
Biggest Little Car
Show Sponsors



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ROBIN PAULSELL

PHONE 510-787-3037

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**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, June 25, 2024**

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GOLDEN HILLS MUSTANG CLUB

www.goldenhillsmustangclub.com

P.O. Box 497

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an MCA Regional Club



Hope to see you at an event soon!

