



Pony Tales

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

VOLUME XLII, 5

E-EDITION

May, 2024

GHMC CELEBRATES MUSTANG'S 60TH



See National Mustang Day 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

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Treasurer Brian Evans

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Dan Cordeiro

Jerry Lamphiear

Robert Lo

Frank Lopez

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2024 Car Show Co-Chair Paul Troxell

Club Items Ileine Burke

Food Drive Pat Sivigliano

Historian Ileine Burke

Hospitality Volunteer needed

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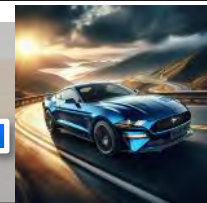
Veterans Liaison Bill Davis

GHMC Technical Director Paul Troxell



HEADING DOWN THE TRAIL...

With President Bob Fentress



Coming up on my favorite time of the year... the Months Without 'R' s Season! The month of May stands out for car enthusiasts throughout northern California because of the **Biggest Little Car Show** conducted by the Golden Hills Mustang Club. The show is a team effort with a long tradition. The leadership team has spent considerable time over the past several months working on the details of the show, and now we need all hands on deck to carry it out. If you haven't signed up yet to help with the show, there's still time! At 6:00 pm on Wednesday, May 8, we'll meet at the show site to discuss the layout with the volunteers. A place is available for everyone who wants to take part and share in the camaraderie and enthusiasm that comes with being part of a great friendly team. A few of us will meet on the early evening of Friday, May 17, the day before the show to get the venue ready for the show. We will all be there before dawn on Saturday to kick off the show, and within an hour after the show concludes we'll have everything cleaned up and put away! At the end of the day everyone will be exhausted but satisfied as part of the team that pulled off the **Biggest Little Car Show!** Don't miss it!

Have fun on the road (and the car show) 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

National Mustang Day

On April 17th, 2024, club members gathered at Mels Diner in Vacaville to celebrate the 60th anniversary of our beloved Mustangs. While I had planned for those coming from Fairfield and locations farther south to meet up at the Lowe's in Fairfield, traffic had a different idea and had to have an emergency blast sent out telling members to head straight to the restaurant if they were coming from that direction. Those who brought their Mustangs set them up in the parking lot for a small display that attracted some people to come over and look (and one child who got a special up-close view of a Mustang interior courtesy of Dan McCabe). Once 6:30 rolled around we all headed inside to go sit and start ordering dinner, sharing stories amongst ourselves and with the waitresses (who were amazing by the way!). Past President Sue Calvert and

her McKinleyville family had arrived early so they could get back and finish the last little bit of packing left for her move, but they still wanted to enjoy dinner with the club for this special occasion. As she left, we all individually said our goodbyes to her and wished her the best and safe travels in her move (I swear I didn't cry). About an hour later we were all finished and said our goodbyes and expressed our gratitude to the Mels staff for accommodating us. I want to thank Sue and her McKinleyville family, Bill Watkins, Dan McCabe, Bob Fentress, my mom Kathy, Terry and Ileine Burke, Brian Evans, Bill Davis, Mikal and Kitty Brevig, Dan and Cristy Cordeiro, Don and Lynne McEachern and Kirk and Cheryl Stafford for coming and making this event possible and as fun as it was.

By Nick Loya



Mustang's 60th Birthday at:



National Mustang Day Celebration

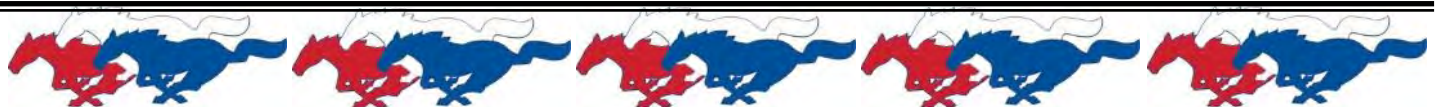
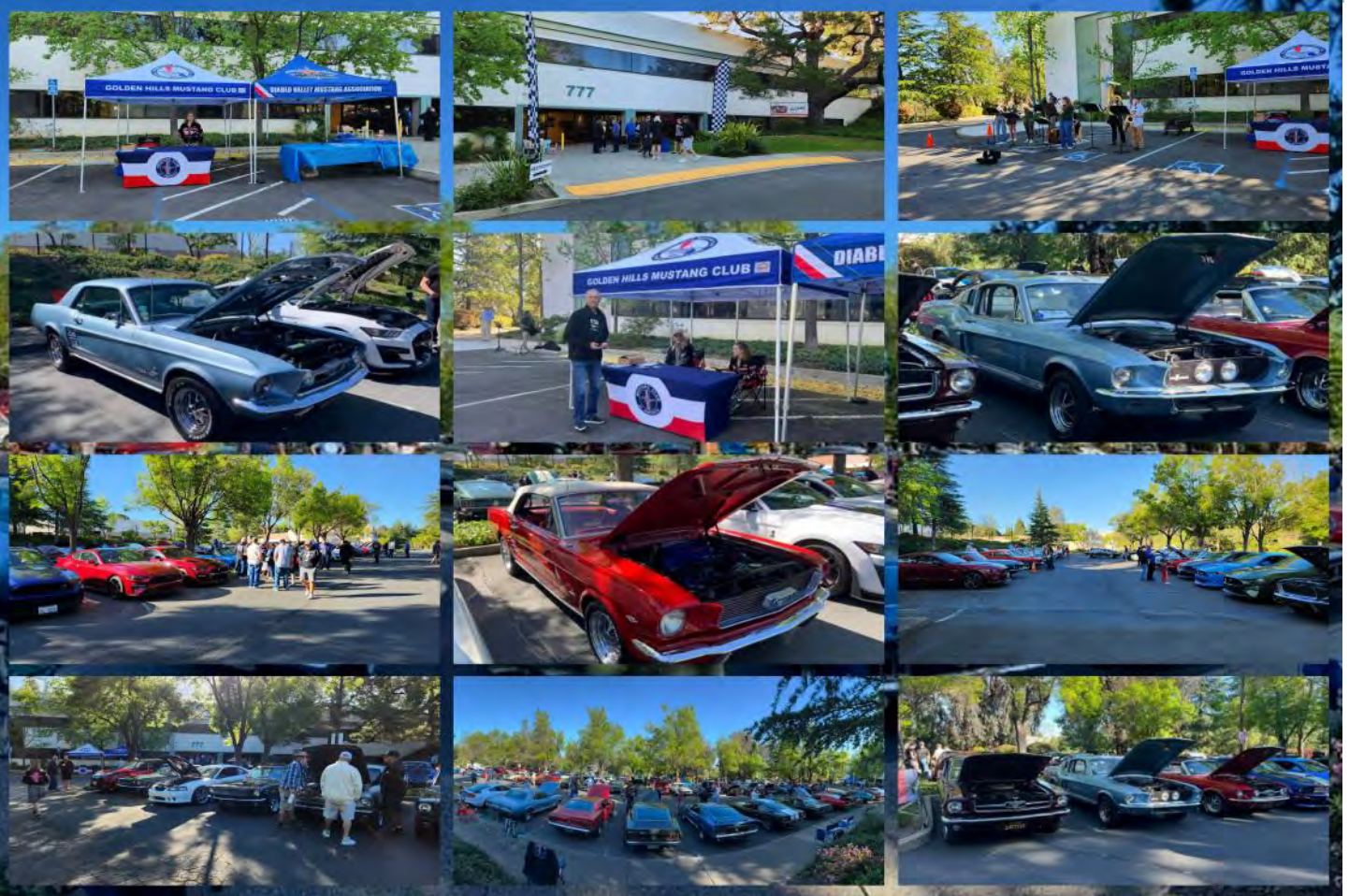


April 21, 2024

This year with April 17th falling on a Wednesday we decided to celebrate on Sunday the 21st and once again the Cobra Experience hosted as part of an extended 3rd Sunday Cars, Kids, & Coffee Museum open day, we also partnered with the Diablo Valley Mustang Association. 6 GHMC mustangs participated and were joined by mustangs from DVMA, SAMC, and another 40+ from other people. Special thanks to the Cobra Experience for allowing GHMC to set up

a club booth. This allowed us to get the word out about the upcoming Biggest Little Car Show on May 18th and promote GHMC and the MCA. The Cobra Experience Museum opened at 10 and was bustling with activity. Members in attendance with mustangs besides Paige and myself were Dan McCabe, George Pezzolo, Brian Evans, Joel Edelmann, Rob Lo, and Gene Tapia. Jake & Peggy Mathews drove her Model A. We all had a great time and hope to see more members next year.

By Robin Paulsell



Coast Guard Station Tour

By Nick Loya

On April 20th I was able to get the club a tour of US Coast Guard Station Golden Gate in Sausalito courtesy of my friend Maritime Law Enforcement Officer Third Class, ME3 for short, Jayson Sponsler. The uniqueness of this station is that it is a Motor Lifeboat Station, meaning that their primary focus is search and rescue from the Golden Gate Bridge to the Farallon Islands. Due to Highway 37 being shutdown due to construction work, we met in a parking lot off Carneros Highway in Napa and started making our way to the Station at 9:45am. Traffic was a bit heavy due to the detour for Highway 37 but that only lasted a few miles before it started breaking up and flowing. We arrived at the Station about an hour later and were escorted into the parking lot where we were able to park behind the gate to the station. The tour was supposed to start at 11am but got delayed due to my friend being stuck in traffic. I took the time to set up the lunch I had brought for both club members and the Coast Guardsmen at the station to enjoy. We were able to get the tour underway at about 11:30am and were shown the different rooms in the station and what function of the room was with the exception of the "fun stuff" in the armory for security reasons. The highlight of the tour was being able to check out the 47-foot

Motor Lifeboats and being able to learn about their function and just how durable they really are (like being virtually unsinkable because they can self-right themselves!). After hanging out there for a little while, we headed back inside the Station to eat lunch and boy did I overestimate how much to get. Everyone enjoyed lunch, including everyone learning the definition of "Puddle Pirate" courtesy of Terry and Ileine Burke's son Chris (who himself is retired from the Coast Guard) and received high praises from the Coast Guardsmen on duty for providing lunch. The leftovers were left behind for other Coast Guardsmen during the week to eat (which I was told didn't last more than a couple days). We wrapped up the tour around 1pm and headed off our separate ways to enjoy the rest of the day. I want to say thank you to Terry and Ileine Burke, Kirk and Cheryl Stafford, Bob and Sally Fentress, Ron and Suzanne Freitas and their son and Allen Tapia for going and a big thank you to my friend ME3 Jayson Sponsler for helping set this up and to the men and women of US Coast Guard Station Golden Gate for letting us into their place of work to get a glimpse of what they do. For those who were unable to attend, I'm working on hopefully getting another tour scheduled in the late summer.



April 25-28, 2024



CONGRATULATIONS



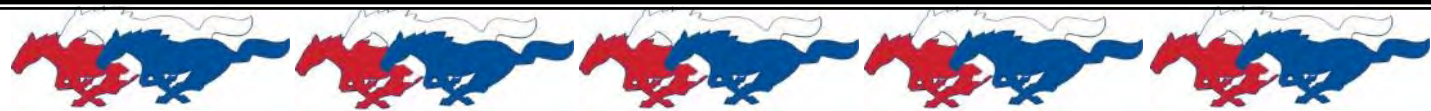
April 5, 2024 - Paige Paulsell became only the 8th person to receive an MCA Yellow Grille Medallion! She is also the youngest person (age 20) to do so. After accruing the required 20 points by earning Gold and Silver awards at MCA National shows and a Red Grille Medallion, she then had to earn another 10 Golds. To say that her dad, Robin Paulsell, is proud would be an understatement. The whole club is proud of her!

Way to go, Paige!

Our Lady of Mt. Carmel Car Show



April 6, 2024



Dan's Dent Day with Ian

Saturday, April 27

We have been putting on these dent days for quite a few years, and we have had a wide range of weather - drizzle, fog, cold, wind and heat. But this year the weather was perfect. A little sun and a light breeze. And the great weather brought out a nice group from the Golden Hills Mustang Club and Boyz Under the Hood (plus 1 Swanx). In all, we had 34 ½ people show up and 13 cars and 1 motorcycle tank were worked on by Ian. A couple cars had more time-consuming work to be done and were scheduled with Ian for a later date (at the event discount). Ian has a business in Napa and is available for repairs at Dent Solutions.

The day started out with Mary greeting the guests and giving out numbers to be helped by Ian of Dent Solutions. Guests were welcome to watch and many did - Ian works wonders! (Thank you Mary for keeping us all organized!)

A BBQ of hot links, burgers, hot dogs and chicken sausages were prepared by Larry & Tom from the Boyz (A BIG THANKS to Larry & Tom!) We also chowed down on potato salad, Asian cole slaw, fruit salad, chips, brownies, magic bars, cookies and a great salsa prepared by Ian. No one went home hungry!

The best part of the day was everyone enjoying the commonality of the love of cars - both clubs enjoyed a full day of hanging out and talking cars! Dan also gave a little tour of the plant (many people were unaware of what Dan does...) Rachel showed up and introduced everyone to the ½ person - Cash. The day started around 9 and ended after 3 - thanks to everyone for coming out and making a great day!

Dan & Cristy



Tech Talk 2.0



By Paul Troxell

Parts Are Parts, Right?

For this month's topic I thought that we would give a single part that is on all of our cars a bit of a closer look in order to better understand its function and purpose. This part has been referred to by many names over the years. It has been called a crank pulley, vibration balancer, and harmonic dampener just to name a few. A more accurate name for the big piece of steel that is bolted onto the front of the crankshaft would actually be "Crankshaft Torsional Harmonic Balancer". We all have one, or several since most all of us have multiple vehicles, so let's take a bit of a deeper dive into just what this mysterious pulley does.

First, it is NOT just pulley on the end of the crankshaft that conveniently allows us to attach drive belts or serpentine belts in order to drive an alternator, power steering pump, or air conditioner. It has a far more important job of absorbing torsional vibration in the crank shaft, converting it into heat, and allowing the engine to operate more smoothly and last much longer.

Let's look at the crank shaft itself. Commonly they are either cast or forged and each have somewhat different qualities. Once the shaft is created, it will go through a machining process to make it dimensionally correct for its application, a heat treating, and then be balanced. All of these processes are worthy of deeper discussion, but are mentioned only to set the stage for the harmonic balancer. The previous processes would lead one to believe that we have arrived at a balanced unit and all we would need to do now is weigh all of the pistons, rings, pins, rods and caps making sure that they all are within weight tolerance and put the lower end together! Well, it just ain't so. Remember that we are also going to hang a flywheel or torque converter on the back end, cam timing gears and chains on the front with a cam attached to that, and then, we are going to bolt that big pulley on the front end because we have to have something to drive the A/C (hey, it gets hot here in the valley). Other items that are influenced by the crank are oil pumps, and distributors. No sweat, what could go wrong?

Here is where our crank shaft torsional harmonic balancer begins to do the work it is designed for. When the engine is running and each of the pistons (regardless of how many) are travelling up and down in their cylinders they are not producing a consistent load to the crank via the connecting rods. On the intake stroke the crank is applying the power to pull the piston assembly to the bottom of the cylinder. Then piston travel reverses and the crank pushes the piston back to the top of the cylinder on the compression stroke. This is a reversal of the torsional (twisting) force applied to the crank. Next comes the big one. The intake charge is ignited and begins to burn (no it does not explode). This produces a very large amount of pressure that is now changing the direction of travel of the piston and forcing it back down the cylinder. This is the largest application of torque to the crank. And finally, the piston changes direction again on the exhaust stroke to finish the cycle. All of these events cause the crank shaft to twist in both a forward and backward direction in cyclic repetition and frequency depending on RPM. I ask you now to think of a paperclip. We have all taken a paper clip and bent it

back and forth until it breaks. The force that causes the clip to break is torsion. The cyclic bending of the metal at a spot on the wire will produce heat and break the molecular bond in the metal. Just think of the crank shaft as a big paper clip for the following discussion.

The same forces are applied to a crank shaft when in operation. If those forces were not controlled by dampening, a similar outcome would occur to the rotating assembly in the engine. Now, there are two types of torsion dampeners commonly used to accomplish control torsional harmonics. First, and most common, is the elastomeric harmonic dampener. It consists of a central hub with an outer inertial ring that is bonded to the hub by an elastomer ring. These work well for unmodified engines that see normal operation. The engine designers have created these to create a reasonably smooth-running engine. This type of dampener does and will wear out. As we know heat is the destroyer of all things and when the dampener performs its duty it is converting the undesirable torsional motions of the crank into heat. Heat causes the elastomer to lose its desirable properties. A visual inspection of the dampener will reveal if the rubber between the hub and inertia ring on the dampener is cracked or damaged. If it is, the dampener needs to be replaced. If it is not replaced, it can become a high-speed destroyer of all things under the hood.

Whenever the power output of the engine has been increased, either by parts replacement or even tuning, it can easily exceed the design limits of the factory unit. When this happens there are a plethora of things that can occur. In addition to allowing the undampened torsional moments to destroy the crank and/or anything attached to it, it can also cost you power. With the twisting of the crank, we also get twisting of the cam shaft through its drive system. Sounds crazy, doesn't it? But it has been observed, and can be as much as 4 degrees in some cases. This could be the difference between winning and losing in race applications. Even in our street rod or hot rod applications the change in crank and cam timing due to crank flexing equates to power loss. So, what to do about it?

There is a better choice than the factory harmonic dampener; it is the fluid harmonic dampener. This unit has a hub assembly that has an inertial ring that is laser sealed inside the hub with the shear gap pressure injected with viscous silicone. It will dampen harmonics over a wider frequency range and allow more power to be produced because the twisting moments of the crank are reduced or even eliminated allowing the cam to stay in correct time across the entire RPM range. Other benefits are that the timing marks on the dampener cannot move like a failing elastomeric dampener will allow. When the elastomer ring on the factory unit begins to fail it can allow the outer inertia ring, the one with the timing marks on it, to move out of proper alignment. When this happens, every time you check and set your base timing it will be wrong! Say good-bye to that power you thought you were getting from that new cam, carburetor, headers, or whatever you spent money on. Another cool thing about fluid dampeners is that if you are building a monster motor (stroker with a crazy cam

(Continued on page 11)



Tech Talk 2.0



continued

that you want to turn at 7,000 RPM) you can contact a manufacturer like ATI or Fluidampr and they can build a custom dampener for your engine.

So, if the time has come to consider your harmonic balancer because you inspected it and found the elastomer ring is cracked and pieces are falling out of it (and it is soon to become a money hungry buzz saw under your hood) or you are building a new bullet for your ride, take a moment to look into fluid dampeners. I replaced the factory unit (elastomeric type) on my '01 diesel with a Fluidampr unit and it was very noticeable. The engine ran smoother at all RPM and there was a small amount of additional power, and on an 8000lb truck to even notice it surprised me. They are not cheap. Expect to find them in the \$500 range. But the payback is in increased power, extended engine life, and a smoother running motor. I highly recommend them especially if you have made any modifications that have increased the power and/or the operating RPM range of the motor. In most competitive automobile series, they are required for safety reasons. And if you happen to have a completely stock engine that just doesn't run as smoothly as others of the same breed, consider the dampener. Factory motors, as good as they are (or aren't) have build

tolerances that occasionally allow one to get out that just isn't right.

It is not uncommon for us to think that we just have to have that thumper cam, the 1150 double pumper carb, or that wonder of all wonders, a super charger. Commonly though, that unimpressive lump that bolts to the front of the crank just doesn't seem to be a good place to spend 500 bucks. However, when that new bullet is humming at 6000 RPM and the ol' elastomeric boat anchor decides that it's going to take a break, well it sure is! And that break is not going to stop until it breaks your wallet, too.

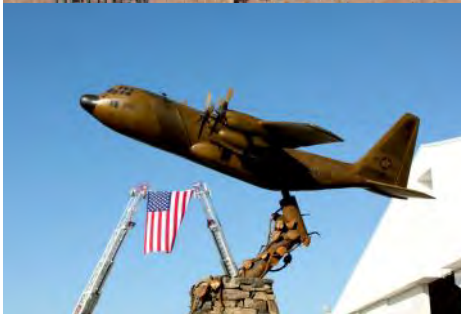
As always, if you have any questions or comments, you can reach me at Dieselgunner@comcast.net. So, for now, lets all get out there and put the pedal to the metal. Its that time of year that we all enjoy the most, getting out and running the Pony's. There are a lot of events on the schedule this year and I hope to see everyone out there.

P.S. Gonna miss you, Sue.



BLAST FROM THE PAST

MCCLELLAN, Calif. -- A bronze C-130 memorial dedicated to the nine fallen crew of Coast Guard rescue aircraft 1705 and Marine Corps helicopter Vengeance 38 on the grounds of Air Station Sacramento was unveiled during a remembrance ceremony Oct. 29, 2011. The event also marked the two-year anniversary of the tragedy where the military aviators were lost during a mid-air collision off the coast of San Diego. GHMC members attended the ceremony as the club paid for a brick in the memorial walkway.



★★★UPCOMING EVENTS★★★



ALL FUTURE EVENTS ARE TENTATIVE

May 3	Will C. Wood Car Show 11:10 to 11:54 See our website for flyer
May 8	Final Car Show meeting at Car Show site Water Front Plaza, Suisun - 6:00-7:00pm
May 11	Dixon May Fair Parade—Convertibles needed—contact Brian Evans
May 17	Showfield clean-up, Water Front Plaza, Suisun 5:00-7:00pm
May 18	The Biggest Little Car Show, Suisun Waterfront Plaza, Suisun City, CA
May 19	Wings & Wheels Car Show, Travis AFB Aviation Museum—reg flyer on our website
May 25	Fiesta Days Parade, Vacaville—watch email for details
May 28	GHMC General Meeting 7:30 p.m. Denny's, 304 Pittman Rd., Cordelia
Jun 1	10th Annual Cobra Day 10:00am to 3:00pm The Cobra Experience - Museum & Event Space, 777 Arnold Dr, Martinez, CA
Jun 8	Reno Mustang Car Club's 2024 Nothing But Fords Show at the Bonanza Casino Call Dan McCabe if you are interested in going.
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 website 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

*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

MAY BIRTHDAYS

5/2 Ileine Burke
 5/2 Dennis vonTing
 5/3 Shelby Bauer
 5/5 Carly Waterstraub
 5/7 William Vallejos
 5/8 Jeff Bassett
 5/9 Sue Calvert
 5/9 Rachel Walton
 5/10 Tony Barkman
 5/11 Paul Troxell
 5/14 Ian Myska
 5/16 Rachel Cordeiro
 5/16 Dan McCabe
 5/18 Jackson Herman
 5/18 Erin Judd
 5/19 Jason Scott
 5/22 Melinda Barkman
 5/24 Yvonne Westberg

5/25 Mike Robinette
 5/26 Scott Garrison
 5/26 Theresa Leanio
 5/26 Kirk Stafford
 5/27 Carl McCune
 5/27 Brad Parsons
 5/27 Emma York

JUNE BIRTHDAYS

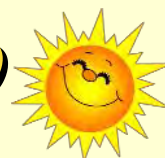
6/1 Paige Paulsell
 6/3 Norma McCabe
 6/3 Mike McCalmont
 6/4 Liz Normandin
 6/4 Gene Tapia
 6/5 Susan Breslin
 6/5 Joey Holecek
 6/8 Mason Sturgeon
 6/9 Angie Markle
 6/10 Jason Richard Marz
 (Pickering)

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



PLEASE LET US KNOW IF WE HAVE FORGOTTEN ANYONE!

Sunshine Corner



By Yvonne Westberg

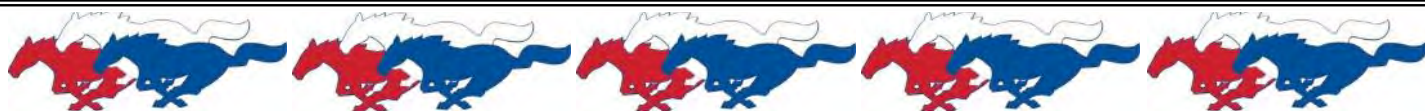
Get Well Greetings were sent to the following members:

- ❁ Carina Lo received a card and flowers after her total knee replacement.
- ❁ Dan & Norma McCabe each received a card after some recent health issues.

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

♥ *Editor's note: Having been the recipient of one of Yvonne's cards, I must tell you how much it means to know people having been thinking of you and wishing you well. We both really appreciate the cards, texts, phone calls, and even flowers that have come to us. Dan also got a kick out of all the pictures of food from Kool April Nites when all he could eat was soup!*



Biggest Little Car Show

By Robin Paulsell

★★ Car Show Update ★★

The 39th Annual Biggest Little Car Show on May 18th 2024 is less than 3 weeks away and it's all hands on deck now. As always, these shows don't get done by just a few people, it takes all our club members volunteering to make them happen so please give me a call or shoot me an email and find out how you can help. We are holding a basket making party for the raffle on Monday May 13th at 10 AM at the Lamphiear's residence, please contact Peggy Mathews (510-913-3281) if you want to attend or volunteer to staff the booth during the show. We will have our final car show meeting on site May 8th from 6-7 PM and a show field cleanup on Friday May 17th from 5-7 PM.

We are looking for more sponsors and we need raffle prizes. Sponsors and items do not need to be auto related, think out of the box. I have sponsor forms that I can email you. If you have a friend selling arts and crafts that would like to be a vendor, 10X10 spaces are only \$50. Non-profit organizations get a free 10X10 booth while space is available.

We have 100 total entries so far and are running slightly ahead of last year's registrations. Remember club members should register their Mustangs for the GHMC Member Class, regardless of year. Club members registering a non-Mustang Ford, Lincoln, or Mercury can register in the appropriate class for that vehicle. If you have any questions or ideas, please contact me or Paul.

Robin Paulsell

Car Show Chair

MCA National Director

Gold Card OD/DD Judge



Looking for more sponsors to fill this page!



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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, May 28, 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



May 11, 2024



★★★ **May 18, 2024** ★★★
Suisun Waterfront Plaza

