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we're considering how young sixty really is. Fortunately age is not a limiting factor in motorsports. Oh, sure, I notice a difference in my abilities, like getting down low enough to line up the studs, when mounting a wheel, or getting in and out of a racing seat with any grace at all. And, then there's not remembering my last run well enough to be of any help to my co-driver or myself on the next one.

But, my right foot still works, my eyesight is passable, and I find a diminished hearing capacity a godsend. Certainly I don't have the "edge" I once had, but I still enjoy pushing the envelope even if the slower reflexes have made that envelope somewhat smaller. Understand, I don't mind getting beat by my son, that's as it should be, but I keep a close eye on my peers to see how I stack up. If I can do a little better, or psych them into screwing up, then I'm good.

Now we all know I'm not the oldest guy out there, in fact there are quite a few drivers much older than I. I won't mention any names, but you know who you are, or maybe you've forgotten. And, I know that even though they may share my feelings on the subject, they are still very competitive and enjoy it more than ever. I look ahead to a time when I may be their age and hope to be driving as well as they are.

Well we have a great season ahead of us, and a lot of fun to be had. Test and Tune is coming up next on Saturday, March 26<sup>th</sup>. The next day is Easter Sunday when I again benefit from growing older ... I get to hide my own Easter eggs.

By Lorin Wamsley

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### Spelling Lesson,

It's Brad "Moffett" not Mofit, not Moffitt, not Morefit, not Mofett, not Muffett, not Muffin, but Moffett.

We had this lesson last year, but it has become obvious we need it again.

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Hoosiers and Kumhos, and get it on.

This day started off innocently enough. When I got to Valley River, nothing was there except the trailers and one car left over from the night before. So I relaxed for a moment, before Bonnie arrived with the Lattes. (Another one of those things we can't do without.) As usual, the morning crew started arriving, Lorin Wamsley got the trailer open, Jerry Braunberger arrived and started to help unload and things began quite innocently. Bonnie showed up with the caffeine, and we got registration ready to go. We had our first clue that this was going to be an unusual day, when before 7:30 arrived, racers were asking for course maps. Cheryl Baugh and I opened the windows and registration began. When we turned around, the lines were already about 10 deep. For the next hour the lines averaged about 20 deep each. When registration was to close at 8:30 the lines were still long. So we pulled the registration forms and told those in line that we would let them all register. The morning numbers were something like 106.

Lorin had a decision to make. Actually it was made for him, 3 runs only. Meanwhile Peggy and Tim Steck were going crazy making sure that they were ready for timing. Being the first event of the year, everything had to be entered. They did a great job, especially considering the time cards were screwed up most of the day, and there were an awful lot of new people that were not really sure of what they were doing. Tim maintained his cool most of the time, God Bless Him and Peggy was a saint.

I was kind of hoping the afternoon would be less crazy. It wasn't. But, we finished before the sun went down.

I'm going to get in trouble, but I'm going to mention a bunch of the people that went above and beyond the call of duty to make this the best autocross in EESCC history!! Our registration crew, Bonnie Mueller, Brad Moffett, Cheryl Baugh, Josh Salaets & Rob Veitenhans. The tech crew of Phil & Jerry Akins, and a bunch of others. Our tireless timers, Tim and Peggy Steck, and again Brad Moffett. Our safety steward, Ruben Cruz, who battled the mobs of spectators and adrenaline-crazed drivers. Of course the Guru of all, Lorin Wamsley, and our tireless Pres. Jerry Braunberger!

Peace, Jim Mueller