



Buzz Lowe in Car # 93 begins the 3rd annual NWVS 200-Mile Endurance Run out of Issaquah , Washington.

The Evergreen 200-Mile Endurance Run

Issaquah, WA—The 1985 3rd Annual 200 mile Northwest Vintage Speedster Endurance Run was held in Issaquah, Washington, and presented by the Puget Sound Chapter of the MTFCA. It was the first annual NWVS event to feature the “Santa Clara” style timed run with checkpoints. Paul Murray and Clifford Gooby co-chaired this event with the idea of introducing an element of competition for the drivers and navigators. A total of nineteen speedsters were entered from California, Oregon, Washington, and Canada. A group of “stock” antique cars participated in a Lowland Tour. The Holiday Inn of Issaquah served as the run headquarters.

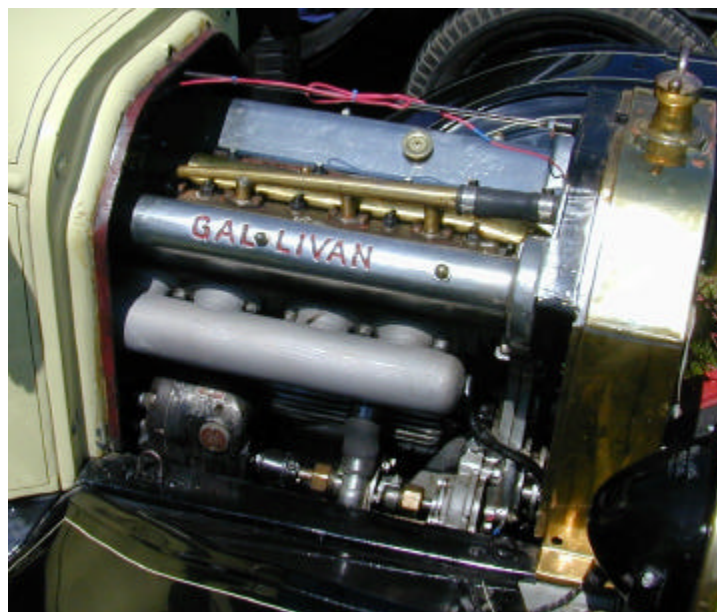
Paul Murray had been a veteran of many Santa Clara Speedster Runs during the late 70's and early 80's and wanted to bring that kind of event to the NWVS runs. Santa Clara had set the standard many years before with timed events and checkpoints designed to keep speedsters on a specific route and to stay within the speed limits. This element of competition kept the participants focused on the route maps and looking out for those checkpoints. This added stress, so that when coupled with difficult terrain and vehicles prone to mechanical failures, could give entrants plenty to talk about after the run.



Dean and Sharon Lowe await the green flag drop to start the Evergreen 200 in Car #91 now owned by Rudy Saarela !!



Saturday brings the arrival of all participants from all points up and down the West Coast. Most would check in at the hotel, register for the run, then subject their race car to the scrutiny of the Safety Inspectors. They look for obvious things that may be unsafe. It is up to the driver/owner to arrive with the vehicle in tiptop shape, but many of the parking lot repairs can save a side of road repair and loss of points during the event. Saturday also gives both Lowlanders and Speedsters a chance to shake some cobwebs off their vehicles with a trial run. This event toured up to Bert Lobbergt's Little Alpine Museum near Pine Lake in Issaquah. There they were treated to a huge collection of antique cars, musical players, and other antique memorabilia. The highlight was viewing the 1915 Model T Roadster powered by a DOHC Gallivan Racing engine.



Sunday September 1st was the big event. Most drivers were up at 6am putting the finishing touches on their pre-run preparations. Navigators dashed to a nearby McDonald's to snag an egg McMuffin and a cup of coffee for their pre-run meal. All participants were outfitted with white coveralls adorned with club emblems and Ford patches. All were ready by 7:15am for the driver's meeting. The organizing committee passed out the maps and directions for the days run. Mandatory Check Point cards were issued too. Local television crews captured the traditional "Gentlemen Start Your Engines" at nearby Gilman Village, which is where the cars were staged for the start.

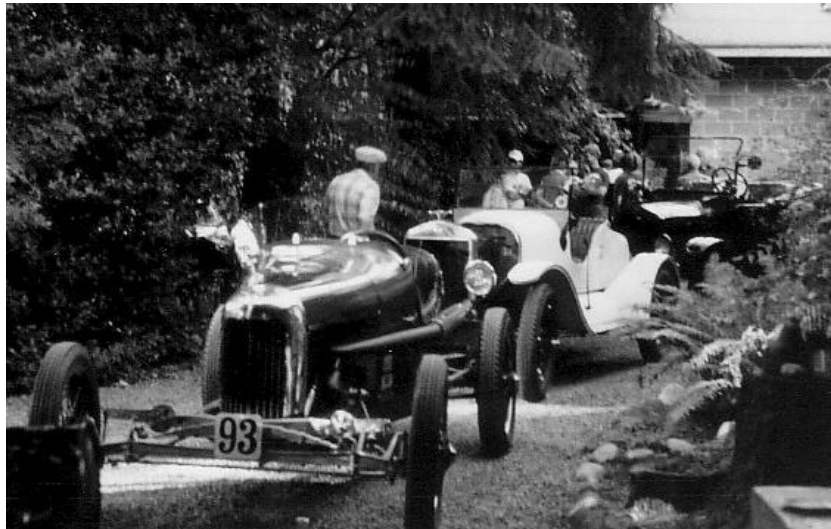
At that moment eighteen speedster engines roared to life and with the dropping of the green flag they were off for the beginning of what would become an annual Labor Day Rite. The first check point was at the 3,500-foot summit of Snoqualmie Pass some 35 miles away from the hotel.



An unidentified Checkpoint #1 worker fills out the checkpoint card for Car #20

The next checkpoint was at Snoqualmie Falls Lookout Park. There the Lowland Tourers met the speedsters for the morning coffee break cheering them in to a hero's welcome. The fifteen-minute break was long enough to hog down a sweet roll or two and wash it all away with piping hot coffee. More pressing matters were at hand. Drivers and Navigators jumped back into their speedsters after a few adjustments to concentrate on the rest of the run.

The route turned decidedly south towards Fall City and the Raging River Bridge. At the end of the bridge checkpoint three was encountered. Heading West, following the map carefully, the route went up Tolt Hill Rd to 285th Place, which was a very poor substitute for a road. This turned out to be a “short-cut” to Ames Lake Rd that was not far from the lunch stop. Dick and Ann Powell’s home was already invaded by the Lowlanders and was the site of the lunch stop. It doubled as Checkpoint four. One by one the speedsters came in to cheers and waves as they settled in for an hour stopover. They were all treated to Angus Tasty Pasty Meat Pies, along with salads, lasagna, deserts and cool drinks. This welcome respite also saw folks de-layering some of their outerwear as it was beginning to warm up.



The Lowe and Babbit cars are empty because they are filling up with Angus Tasty Pasty Meat Pies on the Evergreen 200..

With appetites sated and more adjustments made off they went again pounding the pavement for the remaining 100 miles of fun. Checkpoints six and seven were on the back roads east of Duvall and south of Issaquah near Tiger Mountain. So what happened to Checkpoint five?? The Endurance Staff had no Checkpoint five to hopefully confuse the competitors into thinking that they had missed it. They called it a “Phantom Checkpoint”! Finally all roads led back to the hotel in Issaquah. At no time did the route stray more than 35-miles from the hotel, and only once did the route cross itself. The total route distance was 176-miles of skillfully laid out terrain by the Endurance Run Team.



Randy and Maggie Murray sit atop their newly acquired Car #40 that arrived at their home just 4-days before the starting flag fell.

At the awards banquet later that evening the top three positions and a “Rookie” award were presented. Finishing in 3rd was Don and Bonnie Babbit from the Portland area. 2nd place was garnered by Randy and Maggie Murray, of Seattle, in Car #40 an “untested” but veteran Santa Clara speedster warrior. They also took home the “Rookie of the Year” award for their finish. Top prize was awarded to Clifford Gooby, event co-chair from Edmonds, WA, and his hired gun navigator Don Chidgey, from San Diego. Cliff campaigned Car #16 “The Snake in the Grass” a.k.a. “T for 2” !! His “Fronty” powered green and yellow speedster bested all entrants and took home the checkered flag.



Cliff Gooby's winning Car #16.