


## 2008 RAINDROP SYNOPSIS

### Section 2

The first  occurred within sight of the checkpoint on Silvana Terrace Road and you may have been distracted enough to miss it and not do the speed change in the right place.

NRI 28, left after "10 FT 5 IN". If instead you went left after 10' – 5", you cut approximately 3 miles off the route and even after pausing 2.0 minutes, were still 30 seconds early at the Miller turn, and thus, most likely early at S&T Espresso.

S&T Espresso came up just after the turn ONTO Marine Drive and could easily have been missed if you weren't paying attention. The 0.25 minute pause should have given you time to look right and see it about 50 feet up the road.

If you forgot you were ONTO Marine Dr. you went straight immediately after the 24mph speed change (NRI 36) very little time penalty resulted either way.

### Section 4

This section was fairly straight forward and had no route following traps. You needed to look carefully for the Camano Island Inn DIY but at least it was large. Also NRI 66 had you change down to 15mph from 33mph about 0.10 mile before the Speed Limit 15 sign so if you waited for the SL15 sign you would be about 13 seconds early to the Park DIY. This sort of "early" speed change also occurred at NRI 45 but the time penalty was slight.




### Section 6

After leaving the park, you were directed TOWARD Highway 532. If you failed to follow Highway 532 by going left at the STOP (NRI 75), then you went straight and short-cut the route by approximately 20 seconds to the Driftwood Shores DIY which would have carried through to the Horse and Rider sign and "306" as well.

This was followed by a number of Right turns that might have been confusing if you didn't keep careful track of the turns. Also, one of the rights was forced and shouldn't have been counted. If you missed the Horse and Rider sign the first time but saw it the second time around, and didn't put two and two together, you would have been a little less than two minutes late here.

The last DIY in this section was a house number sign 306 right at the edge of the road, and while on the small side (maybe 18" x 6") and from a distance was slightly hidden by the greenery, should have been easily seen as you got within a couple of car lengths.

### Section 8

As in Section 2, if you were distracted by the manned checkpoint in the 90 degree left curve, you may have missed the first  and then as a result missed the railroad underpass 0.25 minute ITIS pause at 9FT 5 IN. You would have taken the next road to the left after  and got back on course without realizing it at NRI 102. The rest of this section was fairly straight forward except for having to look carefully for DIY signs and count "left-right squigglyies"  The checkout crew implored me to make this easier as missing the first squiggly caused you to drive a long, long way off course. Therefore, I put in reference mileages.

Thank you all for participating and special thanks to the workers: from RASC; Eric Horst, Marvin Crippen, Dan Comden, Ron Sorem, Mark Nolte, and our good friends from the Chuckanut club; Ken and Sue Lingbloom and Steve Perret and Kathryn Hansen.

Steve Richards, RM