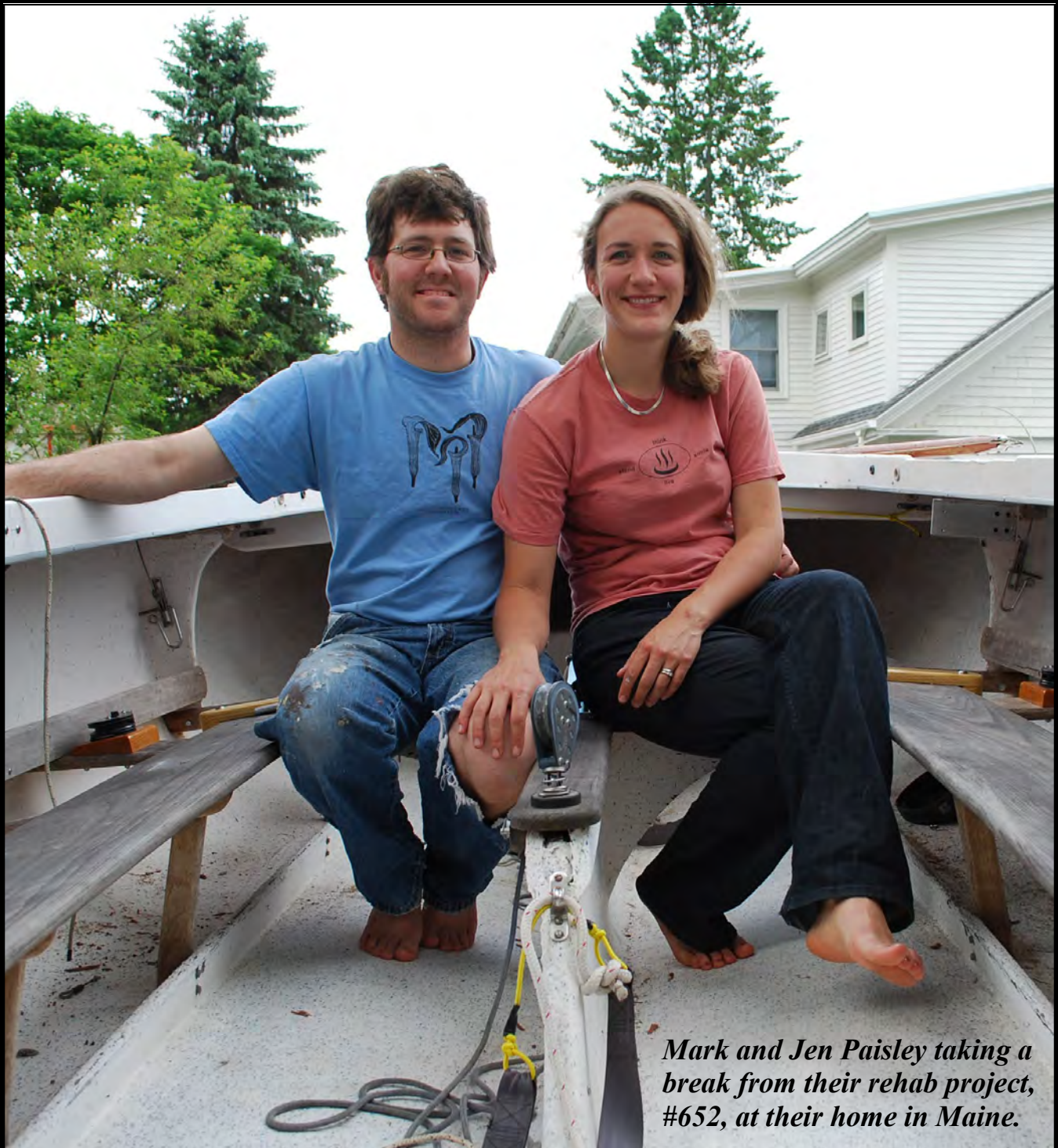




THE HIGHLANDER

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Mark and Jen Paisley taking a break from their rehab project, #652, at their home in Maine.



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President's Perspective

Well the summer has arrived, even in Wisconsin. I am sure that for many the winter is a dim memory and I hope you are enjoying warm and lifting breezes. I have managed to sail my Finn on my lake in Beaver Dam, Wisconsin many times now. And may I note, after a 20-knot workout, both of my knees truly realize how comfortable a Highlander really is.

The first Springboard regatta was a big success, and it sounds very much like we will be returning to the Western Carolina Sailing Club in Anderson, SC., in 2013. Boyd Barnwell and I traveled to the Midwinter regatta at Lake Norman and we enjoyed beautiful weather and enough breeze. Skip Dieball won the regatta in style and I know that everybody who participated will look back at the racing and realize that it is for weekends just like that we enjoy this sport so much.

Not just on the water, but off the water too, the camaraderie was excellent and reminded me why I like sailing Highlanders so much. I see that Mike Shayeson has just added his name to those who've won the Highlander competition at the Mayor's Cup at Eagle Creek. Well sailed Mike.

There is a lot of sailing activity around the world: the Finn Gold cup has just concluded in the UK; the Olympics are a few weeks away now; the Volvo Ocean Race has provided very thrilling and tight racing; and I

have noticed some real trends that favor lighter sailors. The venerable Star, for example, has been dropped from the 2016 games in Brazil, and the Etchells Class now allows teams of four to compete against heavier three man teams. Once again I admire the Highlander for its broad weight range and flexibility.

As always, much has been going on behind the scenes in the HCIA class, and I will address some of what has been happening. Gary Vinicky and his team are working hard to produce an excellent 2012 Nationals at Edgewater. You can read more about those preparations later in the magazine, and I hope you'll also enjoy reading a couple of excellent pieces 'from the experts' to set out what it takes to win a regatta.

If you are thinking about coming to the Nationals, then just do it! There are many excellent skippers and crew who would give a very good account of themselves against the best teams in the class. At the time of writing we have 25 teams entered, with a lot of teams still to register. So go for it!

We have now formed the fleets into three distinct districts, and we will rotate responsibility for the Nationals venue selection and organization to each district in rotation. The Mid district will take responsibility for 2013, and already the Southern district is starting to plan 2014. We have an excellent venue under consideration now for 2013.

I'd like to welcome Water Grubb to the class in 1010. I am sure many will extend him a warm welcome to our family. I hope that Boyd and I can still read his sail numbers on the race track.

Bryan Hollingsworth will step down from his role as Secretary-Treasurer at the Class annual meeting, at this July's Nationals, and I would like to thank him for his contribution and recognize many years of hard work and dedication to the class. He is a gentleman to race against and pleasure to work with. If you feel you would like to get more involved with the administration of the class please let me know.

The HCIA exists for you and because of you. Please make sure that dues are paid. And we remind fellow sailors that you're not eligible to take home the silver if you're not a current, dues-paid HCIA member.



HCIA President Jon McClean.



Class Veteran "Nails It" Denny Dieball Takes Springboard!

By Bruce Busbey

This year there was a new regatta on the scene and the unofficial Highlander fleet at Western Carolina Sailing Club made sure it was a blast. The allure of warmer March weather and nice breeze brought nine out-of-town Highlanders down to beautiful Lake Hartwell near Anderson, South Carolina.

Many arrived Friday and set up camp on the huge clubhouse grounds. John and Lissa Bauer even had plenty of room to set up their mobile home-sized tent complete with a nursery (for new class member Jossalyn) and a 'rec' room for Ally.

The nine traveling boats along with our two local "fleet" members (the Kafsky's and the Busbey's) made for a solid eleven boats on the starting line of the Highlander inauguration into the WCSC Springboard regatta. This multi-class event is the earliest Highlander contest

of the season and will hopefully draw even more of you Snowbirds in the coming years. Definite kudos go to Chris and Jen Kafsky who had the foresight and elbow grease to offer up this great venue and make sure everyone was well liquefied and fed.

This was also a first of sorts for the other one-design fleets at WCSC as they were both curious about the Highlander class and impressed with the great showing of support for our local "fleet." In fact, after the racing was completed on Saturday one of the race committee members commented about the "tightness" of the Highlander fleet. I asked what he meant because I was thinking he was talking about our close-knit group; to which he explained, "the competition between all eleven boats was 'very tight' and the distance in each race between the first and last

boats was small compared to the other classes in attendance."

To me this was a great tribute to our skippers and crew as well as a pat on the back to the class in general. What separates our Highlander family from the other one-

design classes is not only our camaraderie and genuine friendships but the guidance we provide each other to improve our racing skills. Sometimes we can lose track of this since we normally attend "Highlander only" regattas, but it is amazing how this really shines to others not familiar with our family.

The eleven boats in attendance were treated to temperatures in the high-70's and a breeze generally between 7-10 mph. The race committee did a good job of running off four races on Saturday with the thinking that the wind on Sunday might not come up until noon and thus no races would be sailed. This turned out to be the right strategy as the wind on Sunday began to blow just as our out-of-town boats were packed and heading home.

The race synopsis was interesting as the first race on Saturday was led from start to finish by Denny Dieball (former Highlander builder at Customflex) and his crew, son Skip and daughter-in-law Laurie, who raced in their newly acquired #2001. However, they were closely tailed by Doug and Cindy Fisher with their Thistle convert crew Andy Lawrence. They in turn were followed very closely by the clan of Harold, Stephanie and John Bauer, with Mike Shayeson and the rest of the fleet extremely close behind.

The second race went to Bruce Busbey sailing with big Mike Kafsky (he's really tall but fits a Highlander very nicely) and Kaity Boyce who was happy to beat her fiancé, Jason Japikse, crewing for Mike Shayeson with Jason Hubbard. As with the first race this one was another tight contest with Denny Dieball in second, Doug Fisher in third, the amazing Dan Hopkins in fourth and again the whole rest of the fleet close behind.

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Dieballs; Denny, Skip, and Laurie on way to taking Springboard.

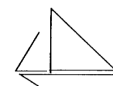
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Nationals 2012

It's Time to Pull the Trigger

By Gary Vinicky

Here it is July 1st and you have yet to make a decision to go to Nationals. You have that empty feeling going around in your stomach. Sort of like, "Darn! I know I'm going to be missing out on something special, but..." This "But" thing is like all the things that in a 'normal time' should take precedence. Like, I should paint the house this summer, but... or I should weed the garden, but... I think you get the picture

But...keep in mind the 2012 Nationals is not a 'normal-time' event. It is the 60th time that the National Championship has been held starting way back in the early fifties. This definitely is a "milestone," and the costs are going down.

To commemorate this event, this year at Edgewater Yacht Club, we are opening

with a memorial event, then a blessing of the Fleet, followed by a boat renaming ceremony with the help of King Neptune's assistant.

Our plan for the racing schedule is to have three races back-to-back on Monday, Tuesday and Wednesday, with Thursday as a back-up day, but only if absolutely needed to complete the Championship.

Thursday's racing will be dedicated to the Women's, Junior's, and the Master's Championships.

Some of you still might be thinking that you are not skilled enough to attend such a high caliber event. I felt the same way at my first Highlander National Championship held at Lake Geneva Yacht Club in Wisconsin in 1984.

I was a nervous wreck at the beginning of the event. I didn't even have a proper measurement certificate on file – didn't know I needed one. What is one to do in that situation?

Well, before I knew it a seasoned skipper, Joe Volkert, was at my side helping me measure my boat and filling out the measurement certificate. That really settled me down and that was my first experience of



Ready To Pipe In The Highlander Clan For 2012 Nationals.

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The third race was won by Doug Fisher with Denny Dieball in second, Bruce Busbey in third, Bob and Sue Bauer (the other Bauer clan) in fourth and the entire fleet close behind.

The fourth and final race of the day was led from start to finish by the upstart racers from Rhode Island. Jeff Curtin with crew Mac Cooper and Fabio Whitehead held off a flurry of challenges from Dieball, Fisher, B-Bauer, Busbey, Dan

Hopkins and the whole rest of the fleet. In the end they were sweaty but elated as they had just won their first race in a Highlander regatta.

That was the great part about this weekend, not only was the entire fleet close during the races but each race was won by a different boat. And there ended up being a four-way tie for the fourth spot in the final standings.

The parties on Friday and Saturday night were fantastic with Jen Kafsky's

the generous hospitality that the members of the Highlander Class share graciously at any chance they have.

Well, after all the great help I received an official measurement certificate, so we prepared for the Sunday afternoon tune-up race. We were approaching the start line and I held back so as not to get in anybody's way.

Starting in the third row, a few seconds into the first beat a strong shift hit us and my newbie, forward crew fell down on the leeward side and over we went. What a way to start out the event; a capsized.

As we got towed back to the dock and started to collect all of the flotsam and jetsam I'd created over the lake, just about all of the competitors came over and told me about their similar first experiences. That was really cool and made it a lot easier to collect myself and made me feel a part of the family that we call the Highlander Class.

Greg Fisher dominated that year's event winning all seven of the races that were held. Certainly, I could not compete with that, but in one race, I somehow found my self rounding the first windward mark in first place.

It was due to a complete stroke of luck, by my starting at the "wrong" end of the line from where everyone else started. We were fortunate indeed to be on the right side of the course when a huge right hand shift took place. The adrenaline was now pumping and "OMG – what do I do now – where do I go next?"

Being in the lead quickly evaporated and I was able to see and observe how Greg Fisher and Steve Carter and about four or five others quickly passed me on the first reach – what a thrill and boy did I learn a bunch. You just don't have that kind of learning experience in a normal club race very often.

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endless Sangria fountain flowing until the last party go'er floated off. Breakfast on Sunday was courtesy of Chris and Jen Kafsky with a buffet of eggs, sausages and piles of endless pastries.

Overall the regatta received generous helpings of praise from our out-of-town Highlanders, and the Highlander class received many glowing compliments from the other one-design fleets. Western Carolina Sailing Club would love to have the Highlanders back anytime.



If You Want To Win; Prepare For It

By Nick Turney

Whether you're sailing in a world championship or local club race, to be successful in sailing the key factor is preparation, and you can break that down into several areas; your hull, sails, hardware and rigging, and most importantly your team.

Preparation starts 'off' the water, well in advance of your regatta and leads right up to the warning signal of each and every race. I will go through my sequence of preparing my boat and team for a nationals event. First let's look at prepping your hull, hardware, and mast.

Fair and Smooth. I will always clean and hull coat my boat before every event. If I find any rough spots I will even hit with some wet sand paper and buff it out. Having a clean smooth hull creates less drag going through the water.

Minimize breakdowns. This is a big one. There's nothing worse than when you are doing well in a race and you suffer a breakdown that could have been prevented. Check over all your fittings, blocks, cleats, and rigging. Make sure everything is in good working order and will not break on you. If it is questionable, replace it.

Mast Tune. I will check my rig tune

each morning before I leave the dock. Preparing for a major event I will test and try different settings to make sure I am going as fast as I possibly can.

And then there's the mental side of preparation.

Weather. I spend a great deal of time looking at several different weather forecasts starting as far as a week in advance. I want to make sure that my gear, sails and team are prepared and set up for the conditions we will be facing.

Your competition. I want to know who I am sailing against, so I will look at result sheets from recent regattas and find out who is sailing fast and make sure I keep a close eye on them. If anything, you will learn from these guys.

The venue. I also spend a great deal of time researching the regatta venue. I want to ascertain as much 'local knowledge' as I can before I arrive. This is important on and off the water.

And another key element to success is staying organized.

Keep your tools, spare parts, and gears organized and know what you have. Minimizing stress at regattas is critical.

Plan ahead for breakfast, lunch and



HCLA president, Jon McClean, invited North Sails' Nick Turney (above) to share his tips on preparing to win races.

dinner. Having a game plan before you arrive at the event will make things run very smooth.

Select the best team possible.

When picking your team for each regatta the most important thing to remember is who will I have the most fun with. If you are having fun, good results will follow.

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For our 2012 Cleveland nationals venue, we have a lot planned to keep you busy when off the water. There will be events at both Whiskey Island and Edgewater Yacht Club.

Friday: Early Bird Welcoming.

Saturday: Measurement.

Saturday Evening: Band at the Sunset Grille, Whiskey Island and Tent Party at 'D' Dock.

Sunday: Measurement, Nick Turney's Tune Up, Opening Ceremony, Memorial Service, Fleet Blessing, Boat Renaming Ceremony, Skippers Meeting, AGM, Cocktail Party, Barbeque, Centerboard Raffle.

Monday: Steak Fry at Whiskey Island

Tuesday: Indians Game or Horseshoe Casino

Wednesday: EYC Patio Party with Band, Food – EYC Grille / EYC Restaurant, North Spinnaker Raffle

Thursday: Morning; Championships: Women, Juniors and Masters. Evening,

Awards Banquet on "Nautica Queen."

Friday: Camping Area closing and cleanup.

For the shore support families there will be children's activities held at Wendy Park Beach and the EYC pool.

Early on in the planning of this event, we felt that camping was paramount to having a successful experience. But early on, with the changes going on at Whiskey Island and Wendy Park, we were confronted with a rather high camping fee.

We did not let this initially high camping fee dampen our enthusiasm but went back to the event managers of Wendy Park and re-negotiated the charge. We settled on a flat site fee of \$1,000 that will be charged to Fleet 14. As of press time, we have more than 18 campers listed so, individually, the camping site fee will be around \$55 or less for the 'whole' week; about a third of the cost that we first confronted.

There is a lot to do in Cleveland so

your shore-support crew will not be bored. Edgewater YC recently installed a swimming pool, so that will be available to all Highlanders.

Off site, there is the Rock-n-Roll Hall of Fame, the Great Lakes Science Museum, and the Mather Ore boat Museum. A little to the east is the Cleveland Museum of Art, The History Museum, The Crawford Auto Museum, the Botanical Gardens and much more. To the south is the Cleveland Metropark Zoo.

We are looking forward for you and your family joining us here at our awesome sailing venue with a full schedule of activities guaranteed to please all.

For complete registration and schedule information go to: sailhighlander.org; click on 'Highlander regattas,' click 'Schedule,' on that schedule click on 'Highlander Nationals,' and on the text that appears click 'here' to go to Fleet 14's rundown of all pertinent 2012 Nationals information.



Midwinters 2012: Two Tales

By Skip Dieball

The wind gods were kind to the Highlander sailors this April at the Midwinters. In fact, I'm pretty sure it was the best I've ever experienced at Lake Norman, NC. Yes, it was "that" good.

With the addition of our Highlander 2001 to the flotilla of boats running through the Dieball family, we had a two-weekend stretch of racing on the calendar in April.

The first event was the West Carolina Springboard regatta in Anderson, SC. The racing ended up being one day (Sunday there was no wind) with my wife, Laurie, and me crewing for my dad, Denny. We won, which was cool, but the entire experience of sailing with family and camping with the family made the

weekend a true success.

Fast forward a few weekends and we are set up nicely at Lake Norman Yacht Club. For those that haven't been, it is a very nice setting with spacious lawns and plenty of camping spots. The hospitality of the LNYC group is very cool and it is truly a volunteer organization.

The last event I sailed there was the MC Scow Nationals. I recall that event being a little bit of everything, but mostly I recall the number of boats...well over 100. There was plenty of space on the lake, so for the Highlander Midwinters, there were no worries about carrying on with a multi-class format.

My team this year was the husband/

wife combo of Bill and Angie Wiggins. Bill is a fellow marine industry pro and we spent a week on a coach boat at Key West Race Week a few years back. They are both Lake Norman YC members and they are quite active in the junior program there, where their son, Jordan, is a rising star.

The racing was incredibly tight. We would all arrive at the first, top mark at nearly the same time, which put a premium on getting a good start and hitting that first shift. We were relatively successful in doing this, but had our share of excitement at the top mark.

After five great races, we ended up taking home the top prize...which included a VHF from West Marine. That was a very cool prize, for sure.

The story of the event was the consistency and tenacity of Jon McClean and Boyd Barnwell from Cowan. They sailed terrific and pushed us every chance they could. Also sailing well this weekend was Doug Fisher with crew/wife Cindy Fisher and their friend from Chicago Jon Stevens to come in third in the competition.

We'd like to offer a hearty thank you to the entire crew at Lake Norman. The atmosphere and racing was very fun.

Tale Number Two With A Local View

By Patrick Rykens

"The virtuous man: I am described by my friends as an exemplary man. I do not drink. I do not smoke. I don't go out with other women. I don't gamble. I go to bed early, get up early and work long hours every day. And I don't get any financial

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Team Dieball flips to port, mixing it up with the competitors at Midwinters 2012.

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The next thing I focus on is crew weight. Each boat you sail has an ideal crew weight, and I find it critical to be as close to that target weight as possible.

When you get out onto the water, make the most of your time.

Compare and contrast your weather forecast with the current conditions. Is the breeze out of the forecasted direction, or will there be a big wind shift and when? I am constantly taking head to wind readings and creating a chart on the boat of what the breeze is doing through-

out the day.

Get your upwind and downwind numbers. Sail upwind on both tacks for several minutes and take notes on what your heading has been doing, get a high number, mean, and low number for reference. Do the same downwind.

Speed test. I will always have a training partner at events and will make sure we line up and sail upwind together before the start to check boat speed. If you don't have a training partner find the fastest guy in the group and sail next to him to check your speed.

Look at his set up and try to figure out why he is fast.

Come up with a game plan and stick to it. Using your numbers from wind readings and sailing upwind, figure out which side of the race course is favored and stick to your game plan. Second-guessing yourself will only lead to bad decisions during the race.

To sum all this up, the keys to being prepared for any regatta you sail are simple. Be organized, minimize the break downs, and do your research on and off the water.



Marj and Fred Bauer

Their Legacy Thrives Throughout HCIA

By Bob Bauer

When our mother, Marj Bauer, passed at the end of February this year the Highlander Class lost one of its biggest supporters. Here's how that came to be.

In the winter of 1960 our father, Fred, bought our first Highlander. That summer they tried racing at Atwood, but as things got more competitive, Marj decided that racing was not her thing.

Early on she decided to not become a sailing widow, so she became the full-time shore support. It also helped that their three sons, Jack, Bob, and Harold, were interested in sailing, so there was someone to take her place.

After being around the

class for five years she noticed that because the board changed officers yearly there was not always much consistency. During the 1965 season she lobbied to create a full time Secretary/Treasurer position to handle ongoing class business, like dues notices, maga-



Marj and Fred Bauer in Highlander 494 circa 1970.

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reward for all this self denial. All this is going to change when I get out of prison."

For the April 14/15 Midwinters at Lake Norman, NC we had all the gods on our side...the wind gods produced 10 mph-plus breezes for two days, the sun gods produced sunny days with the high in the 70s, and the RC gods produced five fun races over the two days.

Fifteen Highlanders competed in this year's event, up one from 2011, with boats and crew traveling from all over; Rhode Island, Georgia, Ohio, Wisconsin, and both Carolinas.

Boats ranged from the very latest models; three in the 2000 series, eight from the 900 series, and three from the 800's. And all this fun depended on the prisoners, oops, sorry, our volunteers.

First, a big thank you goes to the eight volunteers who worked Race Committee under the command of Steve Jones. They showed great race management skills not only running five good races for us Highlanders but they also started us early on Sunday, ahead of the normal schedule, so that we could finish by lunch time and let people start traveling home. In addition to our Midwinters, the committee ran races for another 50 center boarders in the Club series.

We also had a volunteer judge on stand-by ready to deal with any charges of rules infractions by Highlanders or other sailors. He was heard to complain that he didn't have to deal with a single protest the entire weekend.

The Club dinner was provided by volunteers from the Ultimate 20 and Thistle fleets, who went all out with a German theme with Bratwurst, Sauerkraut, potato salad, German chocolate cake and as Germans love their beer, a special German brew was available on tap. And at only \$10 per head, it was a fantastic value. But then the prisoners, sorry, the volunteers, don't get paid.

Lake Norman Yacht Club is an all volunteer Club.... just 210 volunteers with some contractor help to mow the grass and service the RC boat engines. We are extremely fortunate to have so many hard working prisoners who seem to have life sentences.

But in the end

zine mailings and correspondence.

At the Nationals that year the class created the position and Marj became the first full-time Secretary/Treasurer.

In the days before computers, faxes and email, everything was done by hand. The technology of the day for large mailings was the mimeograph. There were many times during the year that the dining room table had a mailing waiting to be stuffed.

When Fred retired from sailing, they moved out on the road in a 30-foot trailer that was home for nine years. They traveled to just about every state before settling in Texas for the winter and Harold's house in Beach City, Ohio for the summer.

While on the road, she still wanted to know what was happening with the class and who was doing what at regattas.

Throughout the years she met many friends in the Highlander Class and developed a great fondness for the class and those who are and have been associated with it.

all this volunteerism depends the most on other important volunteers turning up... you, the racers. Without you there would be no racing. So thank you to the skipper that came so many miles to Midwinters: Skip Dieball, Jon McClean, Doug Fisher, Bruce Busbey, Jeff Curtin, Gary Steinbach, John Gibbon, Mike Shayeson, Chris Kafsky, Kirk Shultz, Tom Raymond, Patrick Rykens, Peter Dolby, and Fred Jones.

And here's a special thanks to those special volunteers who help make the boats go fast; "the crew." Thank to you too, for coming to Midwinters.



Chris Kafsky and John Gibbon dueling up the race course.



Shayeson Soars At Eagle Creek

By Mike Shayeson

Anytime we have an opportunity to sail at Eagle Creek Sailing Club, we make every effort to attend. We have been going there to race in the Mayor's Cup in the spring and Governor's Cup in the fall since 2003, missing very few of either event. Even my wife, Nancy, who is not quite as consumed with racing Highlanders as I am, rarely fails to miss either of these weekends. Besides the great sailing we generally experience, the camaraderie and seeing good friends makes attending a "must do."

We had hoped to get away early on Friday, thinking that if we got there early enough, we would toss GoMoBetta in the water and shoot over to Rick's for some libation and dinner. But as is often the case, the best laid plans run amuck and we did not get away until about 5 p.m. arriving at the club about 8, after stopping for dinner on the way.

When Jason Japikse (my crew) and I unhooked GoMoBetta from MoBetta (our RV) we were pleasantly greeted by the Hollingsworth clan (Bryan, Taylor, Travis, Berkley and cousin Jay). We also saw our good friends Jamey and Tanya Carey and a little later Dr. Bob McCoun and Kenny Chapman. The party was on!

Saturday morning was a beautiful day, albeit very light wind. As Jason and I headed out to the race course, it was obvious that today was going to be one

of those "connect the dots" days, where it wasn't necessarily as important to be going in the right direction as it was to simply be going.

The race committee set up a windward-leeward course running pretty much north to south with the weather mark located at Mark 6 near the spillway and Rick's. At first I thought that the RC was probably setting a rather short course with only one time around. As it turned out, that "short" course almost put the entire race in jeopardy as we came very close to exceeding the 90-minute allowance to finish.

The race committee got the J boats and others racing in the "A" fleet off, and allowed them to get a pretty good distance off the line before starting our sequence. As we waited, we saw the wind beginning to fade. I knew the prudent thing was to hang around close to the start line should the wind go "soft." But something (old age, senility, just plain dumb, etc.) had me spinning around the RC with about two minutes to go, and needing to jockey for position, putting us in the third row at the start going very, very slow.

As I watched the entire fleet charge off on starboard with me hung out near the committee boat about three boat lengths behind the line going slow, I looked up the lake and commented to Jason, "we should probably go right as

they are all heading to the left and here we sit. I guess I'll be either the goat or the hero." Jason responded quickly and to the point, that "we" are the goat.

With those words of wisdom it was obvious that all we could do was work our way up the right side taking any opportunity we had to work our way to the left, but try to stay in what breeze there was. About half way up the leg, I started looking left and noticed that we may be in a lot better shape than I thought.

I knew we were probably in the right spot when I saw MOJO (Jamey and Tanya Carey) work their way over to the right to join us. We still had enough separation from the rest of the fleet that our only concern was finding wind and keeping the boat moving. Now our issues were trying to locate the weather mark.

We began to encroach on the "A" fleet and knew that could be a good thing as well as a bad thing. Good because we knew we were moving the boat well, bad because we did not want to get to leeward of any of these boats nor tangle with them at a mark rounding. By the weather mark we had established our lead with the Highlanders and had passed about half of the "A" fleet.

As we started down the leeward leg we got the spinnaker up. We knew that the wind was up and down and did not want to have the kite just hanging, so we worked to stay in what wind there was. We found it a bit challenging to work our way through the "A" fleet on this leeward leg but managed to do so finally breaking away with about 300 yards to go to the leeward mark. Now we knew we would have an uncontested mark rounding and could focus on getting back upwind as fast as we could.

We stayed right probably two third the way up the weather leg and then began working back to the left. Jamey and "Gnarley" (Norris Burdow in 450) both went further right than we did at the top of the leg and I kept seeing them appearing to be gaining on us as we sat waiting for the next zephyr to materialize. Then I noticed Jason Hubbard and the Mad Cow sliding up the far left side looking pretty good. Fortunately for me, I had my Jason on board to keep me in line, reminding me to be patient and wait for the wind.

It was about this time that we heard a bit of chatter among the RC on their safety channel regarding the time remaining. Our biggest fear now was that they

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Mike Shayeson and Jason Japikse staying flat on a Mayor's Cup windward leg.



Redmond Stepping Down

By Mark Redmond

After this year's Nationals I will be stepping down as your Chief Measurer. While I will no longer be part of the Class in an official capacity, I will continue to sail and enjoy my boat in a somewhat reduced and relaxed way.

My first sail in a Highlander was in 1968 and that started a love affair that has lasted longer than many marriages. It is still going strong, but like many things in life it is time for a change. I will soon be working less and cruising more in my trawler, so it is time to step down. Soon, I will again just simply be a member of the Class.

Once bitten by the bug on that first sail, my father bought his first Highlander in 1970 and I became part of the Class. I have owned my own boat since 1975 and I've pleasure sailed and raced every chance I could.

For many years I put more miles on my boat trailer than most people put on their cars, driving from Virginia to race the weekend regatta circuit back in Ohio.

It was nothing for me to leave on a Friday drive the nine hours to Cowan, race and party, and then head back home on Sunday night. Going to Nationals every year was a given and was the highlight of every summer. All told, I have sailed in 25 Nationals, skipping 20 times.

In 1987 I was elected to the Board of Directors and was delighted to help manage the organization that I love so much. Then, you elected me as Class President for four years, which in many ways was a dream come true. It was certainly a labor of love that I truly enjoyed. It was also a tough time because we were without a builder, but I was able to help bring on Tom Allen and start building boats again. After my years as President I stayed on and served as your Measurer since 1999. It was an honor to serve the Class for 25 years and I hope I have been able to give something back.



Harold and Stef Bauer with Mark Redmond.

(Continued from page 8)

would abandon this race for failing to finish within 90 minutes.

We had sailed through the "A" fleet that had about a seven-minute head start on us, and if they were going to abandon the race, we hoped they would look at each fleet separately. Fortunately for us, we finished within one hour and 14 minutes from our start and all was good.

As it turned out Bryan Hollingsworth (Blind Hog 876), with daughter Taylor and her boyfriend Travis, came charging up the middle, finishing second. We didn't see that coming and it played a key in the end results of the regatta.

To grow the class and foster interest with our younger sailors, I asked all the competitors if they would object to allowing Jason skipper race two. Everyone agreed, so away we went (allowing this old man a little respite).

About a minute before race two began the wind was swinging hard left making it impossible to lay the starting line on starboard. We headed towards the pin to give us a shot at shooting a port start. With less than 30 seconds to go, the wind starts coming back to the right and we got ourselves in a spot where we had

to make some quick decisions.

At least with Jason on the helm we were close to the line this time. When the gun went off, Jason had us in the front row in pretty good shape. Doug and Cindy Fisher (Highlander 2005) had a little better start and pulled out ahead (and as it turns out never looked back). Jamey and Tanya were up there as well and as we all headed to the weather mark, our positions remained the same.

As we headed downwind, we decided we had enough wind at the transition to fly the spinnaker. Initially, this appeared to be a good idea, but as the wind began to diminish, we began to doubt it. We decided that as long as "it didn't hurt us" that we could keep it flying, we felt it was prudent to keep it up. We think we did the right thing.

We thought we might pass MOJO when a puff appeared. A couple of times we got our nose out, but Jamey quickly accelerated and caught back up. After our leeward mark rounding and heading back to the weather mark for the finish, we kept trying to catch Jamey knowing that Doug was probably too far ahead to catch. We figured a

I just want to thank everyone in the Highlander Class for giving me this opportunity to be part of this organization. It is all about the people and you are the greatest group I know and many of you are some of my best friends. You have given me a lifetime of memories and there isn't enough rum for me to tell all the stories. Again, thank you from the bottom of my heart and I look forward to crossing tacks with each of you in the future.

third would be just fine to finish our second race giving us four points, but it was not meant to be.

This time all those that wound up getting to the right of us at the top of the leg, appeared to get wind before we did, and lo and behold Bryan Hollingsworth was right of us going faster. Bryan pulled ahead of us with about hundred yards to go to the finish and maintained it to finish third and fourth respectively. Everything was tied now with GoMoBetta's 1 and 4 finishes, to Blind Hog's 2 and 3.

The RC got us all back to the starting area and did get the "A" fleet off for one more race. Unfortunately, while waiting to start us, the wind died and the our races were abandoned for the day.

The next day, the wind was pretty much non-existent and racing was abandoned for the day. The regatta was over.

Despite the lack of wind to complete only two races, a great time was had by all. Eagle Creek did not disappoint with their hospitality, wonderful meals and just hanging around with our sailing buddies. We are looking forward to the Governor's Cup September 15/16, and hope to see those that made this regatta as well as those who could not.



Hoover Celebrates 50th Anniversary

By Sue Bauer

The Hoover Fling Regatta will be on August 11/12, as this summer, Hoover Sailing Club is celebrating its 50th anniversary. Since Highlander Fleet 16 was part of the group that helped form the club 50 years ago, we would like you to join us for the "Fling" and in making this anniversary celebration a success.

The clubhouse, which began with a concrete outhouse and a mud ramp, was completed in six years.

In other Hoover trivia, five Highlander national champions have been based here: Tom Smith, Steve Carter, Greg Fisher, Larry Klein and Mike Perakis.

The Fling is a great way to kick off competition for next year's Larry Klein Trophy and the Grand

Prix Series.

Please join us and be a part of the history. Racing will start on Saturday at 1 p.m. with as many races as the wind will permit, before dinner and cold beverages. We'll continue racing on Sunday at 9:30 a.m. Free camping is available on the club grounds and we will keep the rest of the costs affordable too.



Hoover Clubhouse's humble beginnings.

Paisleys Planning On Nationals

By Mark Paisley

After moving to Maine, one of the biggest things I miss about Ohio, other than the people, is one-design dinghy sailing. After getting a wooden Thistle

project (and realizing that was going to be a very long term affair) and crewing on boats I could only dream of affording, I started a somewhat addictive search of Craigslist and classified ads to find a fiberglass one-design that I could easily trailer.

In the mean time Highlander owner Rick Myers was kind enough to lend us his Highlander to sail Nationals in Pymatuning. I sailed the series with my wife Jen and Lissa Bauer, we had a blast! That regatta reminded me how much I liked the Highlander, and even more so, the people of the class.

The summer after nationals I noticed a 'for sale' ad on the class website for a boat in Burlington, VT, surprisingly close to our home in southern Maine. With some phone calls back and forth, my wife Jen and I scheduled a camping trip



Mark and Jen at home in Maine with their 652.

HCIA Help Wanted

Bryan Hollingsworth has announced that he would like to step down as Secretary/Treasurer after the Nationals this July. Below are some of the chores that Bryan handles on a routine basis.

The Executive Secretary shall cooperate with the Secretary and the Treasurer of the Class to collect dues, maintain a system of records, keep roles of Fleet Membership and Class Membership, mail The Highlander and other official publications of the Class and carry out such other duties as may be designated from time-to-time by the President or the Board. He will deposit Class funds in a depository approved by the Treasurer and the Board.

If you would like to step up and actively help us grow the class, please email or phone me so we can have an exploratory discussion about the role and the duties. Our class is growing. Come join an enthusiastic team and contribute to this success. Jon McClean, President, HCIA (mail: Jon@mcclean.cc Cell: 513 652 2465).

weekend to go take a look at it. But, you know, me going to "look at" a boat is kinda like going to "look at" a Lab puppy (which we also now have, but that is a different story).

We bought the boat, hull #652, built by Durabilt, named "Marauder." It hadn't been sailed in quite a while, but was reasonably clean. The rigging was outdated but was all there.

There were only a few problems to sort through like a broken spreader socket which was quickly fixed with some advice from my friend Harold Bauer and a call to Allen Boat Company. The boom (which is still a problem) was long enough to rig the sails on, but it was a very small tear-drop extrusion and was somewhat bent. Then there were the sails that could easily have been an upgrade in softness for the sheets on our bed.

After the spreader socket was fixed, Jen and I took the boat out for a shake-down sail, and I was quickly amazed at how overwhelming a Highlander can be when the sails are too blown out, and the controls were crusty enough so as not to allow me to de-power anything. My

(Continued on page 11)



Make Your Race Planning Consistent

(Class President, Jon McClean also asked Highlander National champion, Skip Dieball, to offer his check list for major regatta preparations).

By Skip Dieball

I try to approach every race day with the same routine. This eliminates confusion and unnecessary anxiety. It doesn't always work out, but at least I give it a go every time.

Pre-event, I have a solid understanding of the upcoming conditions day-by-day. I get this from a number of sources. I have apps on my iPad and have an annual subscription to a weather service. All the information is viewed as "general" background info, as the bigger the events, the more likely you'll find the "it's never like this here" syndrome.

Once organized, I share my expectations with my teammates, along with a snapshot of a daily routine. The NORs & SIs are typically produced early, so it is good to get an idea of when you'll target to leave the dock, etc. At this point, we try to outline daily responsibilities, like lunches, drinks, dinner reservations, etc.

As we get closer to the event, I'll focus on the boat and getting it prepared. I really try to make sure that the task list is taken care of in advance, as doing rigging projects to the boat prior to a big event adds unnecessary stress. It doesn't always work out, especially if you choose to charter a boat.

Nevertheless, we have a task list prior to arriving and divvy up the tasks. We run through all the controls, lines and hardware. We'll look at the halyard sheaves, pole ends, etc. and make sure everything is lubed up. Paul Elvstrom once remarked that much of the race is won before leaving the dock.

Days prior to the championship, I try to get my team organized for some practice at the venue. It is important to get there early and understand the nuances of the venue (hoists, sea breeze, current, local knowledge, etc.). If we are totally unfamiliar, we'll research the local sailing scene and try to interview the local "hot shot" who might know some tricks to the venue.

Fortunately, most of the Highlander stops have been well traveled by the class, so there are rarely any surprises. If we venture to a new spot, I'd definitely find someone however.

An example is when I was coach-

ing the Mexican Pan Am team. They had one of their qualifiers in Pensacola. We arrived a few days early and consulted with Doc Bellows, who has sailed on Pensacola Bay for over 40 years. He was more than willing to share what he knew. Good stuff.

Game day, we try to prep the boat with exactly what we need for that day. That's why understanding a "general" forecast is important. This past winter, Jeff Eiber, Abby Freeman and I sailed the Thistle Midwinters West. Part of that event was weighing the boat and we did this prior to one of our practices...so we wheeled the boat to the hoist with all of

(Continued on page 12)



L-r: Skip Dieball, Abby Freeman, and Jeff Eiber; our 2011 Highlander nationals champions at Rock Hall, Maryland.

(Continued from page 10)

"favorite" part was watching the drum for the vang fall out of the stanchions as we were leaving the launch ramp.

Jen corrected that problem as I talked her through a quick repair, while I was still at the helm navigating a narrow channel out into the lake. After a brief sail and a little discussion about some of the other necessary repairs, we decided to call it a day.

After a late-summer visit back home in northeast Ohio, my friend Steve Bauer generously gave us a set of sails he described as "old." Compared to what we had, they may as well have been brand new. We had the boat out one more time with our new sails and it was amazing, it actually sailed like a Highlander.

This past winter I had the boat tucked in my garage with various Highlander

"Rigging Roundup" print-outs scattered across the bow. Updating the rigging is coming along. With a lot of patience on ebay for parts, and fabricating everything I can myself to keep the budget in check, we've moved forward.

As the weather warmed up early this spring I was able to get quite a bit done on the boat. By the time you read this I will have already picked up a new boom from Allen Boat Company on my way back from Ohio for my grandma's 90th birthday party. I took the old bar traveler off the stern and replaced with a bridle, with traveler controls led to the side decks. After a phone call and emails with photos and sketches from Steve, I made the required pieces to upgrade the jib sheet controls. A new boom vang based off the rigging roundup drawings has just

about exhausted my re-rigging budget.

During all this work on the boat, I decided I should probably start thinking about finding another person to sail with Jen and me for nationals. It didn't take very long for me to come up with a list of people I thought it would be fun to sail with.

My first call was to a great friend from college, Brian Logue. I was elated to get the call back that he was free for the week to sail with us. I cannot wait to spend Nationals week in Cleveland sailing with friends, and meeting some new ones.

I also hope to work some road trips into my calendar to sail with the new, and close by, Fleet 47 in Pawcatuck, CT, and hopefully sharing some "highlander camping" stories around the waters of Maine



Secretary Treasurer's Column

By Bryan Hollingsworth

First of all I want to correct a mistake I made in last quarter's article I wrote, crediting Bruce Busbey with the centerboard mold project. I have been made aware that Mike Shayeson and Doug Fisher shared equally in the board project expenses; my apologies guys.

Secondly, I have been asked to outline the job description of Secretary Treasurer of the Highlander class; so here it is, no holds barred.

Do you want to know about membership... past and present? Do you have a friendly and cooperative mail carrier? Do you have an empty corner of your garage begging for a file cabinet?

Are you organized? Are you tech savvy? Do you have a way of making people throw money at you with a wink or a smile?

Do you live close to Wilmington,

Ohio? Are you highly proficient with Quickbooks? Is your mother good at stuffing and licking envelopes? Do your children understand what you mean when you say, "re-arrange it so that I don't look like a dumb ass," when they type your articles for you? Can they type 60 wpm? Is your wife a tolerant photographer? Do you eat and sleep sailing?

If you answered 'yes' to most of these questions (or any) you'd be perfect for the job. I love my job; please don't take it away from me.

(Some of the above is true, some may be a tad exaggerated; you be the judge.....and please "do consider" stepping up and pitching in as the new Secretary Treasurer).



Sec/Treasurer Bryan "Darth" Hollingsworth

Got Junk In Your Trunk?

By Bryan Hollingsworth

I am on my third Customflex Highlander and they all seem to have this common problem. Eventually, the centerboard seems to wobble excessively. If you measure your trunk you might find it tight at the front and sort of tight at the thwart.

I do not know how they were constructed but a lot of Highlanders suffer from this problem. It is obvious to me that the opening at the bottom or hull is constant and the top center area seems to spread over time. To make this repair you must remove the board which is the only hard part of this job.

I have included a picture of the plug,

fiberglass repair pieces, 6/10 epoxy and the maybe hard to find aluminum duct tape. I will sell this kit for forty dollars and ask only that you get the plug back to me.

The kit includes fiberglass pieces prepped with taper, aluminum tape and the plug. The plug will allow the board thickness plus 1/8" clearance each side. I had a good 1/2 to 3/4 slop before the fix. I attribute my extra five degree pointing improvement to getting the



slop out of my centerboard trunk and it only took one hour to do. So here we go:

(Continued on page 13)

(Continued from page 11)
our gear.

We slowly took all our stuff out of the boat for weighing and for fun we put everything back in. We had over 80 pounds of gear, drinks, food, parts, etc. It got my attention and to this day we are careful in what we load up in the boat. We always carry the necessary stuff, but are very careful not take any unnecessary gear.

I like getting to the race area about 45 minutes to an hour early. This gives us

time to relax and do our homework. We typically start by checking in, then going upwind to try and understand any trends. We'll try to "buddy up" with someone to test our speed and height and then do a 2-minute split to see if there are any trends. We'll do this a few times and then line up downwind.

By this time, the line is typically set and we'll run through our pre-race wind checks and line bias checks. This, along with any gained knowledge, helps us determine our strategy for the

first beat. From there, we carefully watch to make sure the line hasn't been re-set and/or any wind shifts have come through, to cause a change in strategy.

Personally, I like to do a few things to help relax prior to the start of a race. I'll mix the important questions about racing with some light-hearted stories or jokes heard around the boat park. This gets everyone more relaxed. Anything that helps you relax will help you approach the start with fewer errors.



Rhodies Score First HCIA Race Win

By Jeff Curtin

The northeast is usually pretty cold and unappealing around late March and early April, so last fall I was thrilled to see the new race at Lake Hartwell posted. We immediately planned to attend it because our first Greenhaven Sailing Club race was still eight weeks away.

We skipped out of New England early Thursday afternoon and made it down to the Western Carolina Sailing Club, Friday, just in time to set up the boat, go for a sail, and make a camp site. The trip down was good, the boat checked out okay and the campsite was as good as it gets - plenty of space, campfire pits, picnic tables, and an easy walk to a great club facility.

It was wonderful to be in a place in full bloom, with all the flowers and leaves on the trees (big difference from Rhode Island). The weather was also

great: in the 80s, it was warm enough for t-shirts and shorts. It was a great breath of fresh air.

The Saturday sailing got started on time and each race was well run, with the usual lifts and headers. Our claim to fame came during the fourth race, when we went over the starting line early.

We restarted, flew off on a port tack, and stayed there. We tacked just once for the first mark and liked our first-place position when we got there. We had never done that before!

We held off everyone on the run to the leeward mark, and then came the anxiety of trying to finish without blowing it, especially since Bruce Busbey was close enough to beat us. We were relieved to see that we had the boat pointing and moving better than in the previous three races. And luckily, we held off Pequid and crew for our

very first, first-place finish at a High-
(Continued on page 15)



L-r: At 'Springboard,' Mac Cooper, Fabio Whitehead, Jeff Curtin at helm.

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Step 1. Insert the plug in your trunk with the small overhang over the front of the trunk and the longer overhang over the thwart. It should go in with ease.

Step 2. Insert the fiberglass pieces in only half way down so you don't drop them in the trunk. I have tapered the pieces so they are very thin at each end and full width in the middle. We need room for the epoxy. You might need to sand the ends some more so they just slide in next to the plug. Basically you can see that more epoxy is going to be needed in the middle and not much at all on the ends.

Step 3. Take a piece of aluminum

tape and peel off backing and put it on the bottom edge so half will cover the new fiberglass insert. We are going to create a hinge where no epoxy will go down the trunk. Hold the fiberglass insert just above the hump in the trunk 1/16 inch, so that you can sand it smooth when finished. Just rub out the tape so it will stick to the inside of the trunk.

Step 5. Now put a layer of masking tape over everything you don't want epoxy on when you are done including the wood plug; top of trunk and front and back of centerboard slot inside.

Step 6. Take plug out and make sure it still fits like you want because

you are now ready to butter the fiberglass hinge panels. With the plug out, each panel will lay over at 22 degrees and let you apply the epoxy in an S pattern to the inside. When you finish one side stand it up and do the other side. Be smart, the ends don't need as much as the middle and when you put the plug back in you are going to have to remove all excess epoxy. This epoxy kicks in 30 minutes so get the plug out in 20 minutes. Use a claw hammer, crowbar, I don't care; just get it out sooner, rather than later.

Step 7. Wait 12 hours, sand and fair the hump and go sailing. I still think there is some aluminum tape in my trunk but am not worrying about it. Good luck.



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Bob Bauer Best at "Plaid" 2012

By Doug Fisher

Highlander Fleet #4 welcomed all Highlander sailors at Cowan Lake Mad Plaid this past June. We had a couple of firsts that happened at the regatta this year which were 'head winds.' Bud Anenberg missed his first Mad Plaid in 51 years and (former Cowan Laker) Bruce Busbey's day job also got in the way of

weekend fun on the water. But we did have a good 'tail wind' which was Bryant Walker purchased Highlander #656 and this was his first Highlander regatta.

So, learning ahead of the loss of these two "Mad Plaid regulars," as a fleet, we had to work extra hard recruiting boats.

Well, at least the weather forecast helped with a sunny forecast of temperatures in the 80's and the wind forecast at 5-10 mph which can mean anything at Cowan.

Friday afternoon Bob Thobaben got there early and pulled several boats around from the boat ramp to the harbor. Friday evening Mike and Nancy Shayeson got there early and started to make their award winning huge pot of chili which was soon gone.

Boyd Barnwell made

some homemade corn bread that was perfect with the chili.

Mark Osterbrock obtained the beer which sprung a leak and we had three inches of brew on the floor of the walk-in-cooler. Now that had me worried about a shortage of liquid courage for Saturday evening, but we made do.

Cindy Fisher had been shopping all day and started cooking the meat and slicing veggies for dinner for 60 plus, on Saturday. As you can see, it takes a lot of help from all to make a successful regatta.

Saturday morning we had 19 boats show up for the Mad Plaid including 11 out-of-town competitors, which was good. Well known Thistle sailor Dave Rosecrans was race chairman for the event with the help of our friends Cowan's Thistle fleet #65.

The first race was in medium/light winds in which Steve and John Bauer got out front and stayed there. They played the shifts correctly and did a horizon job on the rest of the fleet.

The second race was started in dying breeze (zero wind) but Mike Larison found a lonely zephyr and reached the windward mark well ahead of all others.

(Continued on page 15)



Bob Bauer with winning daughters Julie and Jessie.

Tentative Tentative HCIA Regatta Schedule, 2012 Tentative Tentative

July 7/8	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 21-26	HCIA Nationals	Edgewater/Whiskey Island	Gary Vinicky, gsvh747@windstream.net
Aug 11/12	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Aug 18	Rock 'n Roll Cruise *	EYC/Whiskey Island Marina	Chuck Vandevender, vanprt@aol.com
Sep 1/2	Labor Day Racing *	Lake Norman YC	John Gibbon, yellofev@aol.com
Sep 8/9	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 15/16	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
Sep 22/23	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 6/7	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 20/21	Pipers Regatta	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
Oct 27	One More Regatta *	Cowan Lake SA	Doug Fisher, tapdoug@aol.com

*** Always email in advance to confirm regatta information.

* Not an option for Grand Prix scoring.



The Classifieds

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Aluminum mast and boom. Sails in good condition. Includes trailer and Sailor's Tailor skirted mooring cover. \$2,300. John Lipaj, LIPPER5@AOL.COM, 440 476-0267. Photos at sailhighlander.org.

(Continued from page 14)

The wind was on and off, left then right; so all the boats stayed close to each other on the two-lap windward-leeward course. A lot of the passing was done on the last leg with Bob Bauer pulling out front for the win. A Bauer family chalks up another.

The start of the third race had a short postponement, but the wind settled in which gave us a long, one-lap windward-leeward race which was won by Harold Bauer. It appeared that he played the right gate mark and left side which had pressure and the leader boats died out on the right side of the last leg. Okay, this "is" getting a little old, a team family Bauer has won all races so far.

We got off a fourth race which was a flop to port start, and team "Too Fish" was first at the windward mark and held on to the lead at the finish. Another local sailor kept some Cowan pride with "bang left side" Mark Osterbrock finishing a

close second.

After the races Cowan Lake Fleet #4 provided a variety of tasty appetizers for all to share with Cowan race stories of that day and of years gone by. Dinner consisted of fajitas, rice and



Just a few of the crew who helped make the 2012 Mad Plaid another great success at Cowan Lake.

beans prepared by Cindy Fisher with help by Terry Thobaben and others.

(Continued on page 16)

(Continued from page 13)

lander event. Oh, happy day! Nothing beats a first.

The Saturday evening dinner spread was perfect - plenty of good food and joking about how famous we all are. Jen and Chris Kafsky and the other members of the WCSC made a great effort to see that we were well fed and comfortable.

Unfortunately, Sunday's wind didn't appear and three horns sounded, so we

packed up and got an early start towards home at noon. We missed the Sunday barbeque, and if I could do it again I would have stayed until later in the day.

Thank you, Jen and Chris Kafsky, for your efforts to make the weekend complete with great food, fun, and hospitality. We will definitely be back next year!

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Vermillion Update

The old editor did a last minute check with John Lipaj in the Vermillion area where John and friends now have obtained three Highlanders and are looking for more. There's a group of about 12 sailors, out of the Vermillion Yacht Club and the Boat Club near Vermillion Lagoon Beach, interested in bringing one



L-r: John Lipaj, Tim Henry, Brian Kinzel, Gerry Fanta, and Jim Connelly; Highlendering on Erie.

design sailing back to the area.

John says they ran into Fleet 14 and its Highlander display at the 2011 Cleveland Boat show. At that point, though they'd been looking at other boats, what they saw of the boat at that Flt 14 display, made the Highlander their clear choice for a boat selection.

They are still looking for a few more boats, and feel the interest among sailors in their area will grow as they become more active, sailing as a group more often.

John says he'd heard that Sandy Douglas, while in the Vermillion area in the early 50's designed the Highlander there, specifically to be able to comfortably handle the chop in that section of Lake Erie.

If you have any leads on good used Highlanders contact John at: LIPPER5@AOL.COM.

I don't know about you but I wouldn't be surprised if they charter a new fleet this year.

(Continued from page 15)

Bud Annenberg's 15 year-apprentice, Dave Aubel, carefully prepared the regatta punch for all to share. We know that "I'll have Another" was a no show at the Belmont Stakes, put plenty of skippers and crew kept saying "I'll have another" regatta punch, so Dave stepped up and kept the beautiful blend up to very high standards. We also had live music Saturday evening after dinner which led to people of all ages dancing on the patio until late in the night.

The forecast was iffy for Sunday morning. Around 9:45 the air had not arrived so some of the travel boats started to pull out. Three horns soon followed which was the end of Mad Plaid 2012.

Lunch and award ceremonies were held shortly after travelers had pulled their boats. Jamey Carey tallied all the scores for the regatta and the top five finishers are indicated below. Please refer to the web site for finishes of all the boats who participated at the Mad Plaid.

And the top five were: #989-Bob Bauer, Jessica Bauer, Julie Senff: (7,1,2,5=15); #2005-Doug & Cindy Fisher, Marian Larison: (5,7,5,1=18); #885-Harold & Stefanie Bauer: (2,5,1,14=22); #967-Mark Osterbrock, Don Elsbernd: (9,2,10,2=23); and #906-Mike Larison, Boyd Barnwell: (8,3,7,6=24).

And for your future fall planning, Cowan Lake Fleet #4 is in the planning stages for a late fall, two-day regatta the last weekend of October (27/28). So if your schedule allows you to sail one last regatta after Pipers, come back to Cowan Lake for some small pond sailing. We'd love to have you join us.

We'll keep everyone updated using the Highlander magazine and website.

Sailhighlander.org

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