



THE HIGHLANDER

Volume LV, No. 2, April 2009



Highlander On Display at Cleveland Boat Show



The Highlander
Official Publication of
The Highlander Class International Association

President
Jamey Carey
788 Burrstown Road
Sabina, Ohio 45169
937 725-1757
mojo906@hotmail.com

Commodore
Dick Doyne
Gastonia, NC
704 864-2861
radsail@aol.com

Vice President
John Bauer
New Philadelphia, Ohio

Secretary
Erin Spengeman
Louisville, KY

Treasurer
Sue Bauer
Westerville, OH

Chief Measurer
Mark Redmond
Annapolis, MD
O: 703 933-6725 H: 410 991-1660
mredmond929@gmail.com

Secretary-Treasurer
Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502
Ph/fax 859 269-3130
Mbl 859-806-5908
bristolbhh@insightbb.com

National Champions
John Bauer, Skipper
Harold Bauer, Crew
Sarah Paisley, Crew

Directors

Dan Hopkins ('07-'09)
Euclid, OH

Mirek Posedel
Cleveland, OH (08-'10)

Mike Shayeson ('07-'09)
Cincinnati, OH

Ed Spengeman ('08-'10)
Louisville, KY

(Associates)
Bill Price ('09)
Springfield, OH

Editor - Mike Feldhaus
7109 Green Spring Drive
Louisville, Ky 40241
H 502 228-8725 O: 502 495-5113
Off (fax) 502 495-5114
mikefeldhaus@bellsouth.net

Builder: Allen Boat Company Inc.
370 Babcock Street
Tomallenjr@juno.com
Buffalo, NY 14206 716 842-0800

Highlander Web Page:
www.sailhighlander.org
Webmaster: Fanny Timmer
w.timmer@insightbb.com

President's Corner

Ahoy! As you receive this magazine the cold dark winter months are fading and the glorious days of sailing are finally upon us again. I am certainly excited to be preparing my boat for the approaching regatta season, and I know that many of you are as well.

Whether we're racers or cruisers, one of the main items we need to remember to do as a part of our spring commissioning, is to pay our class dues. Some of us have been remiss in this area in recent years. Over the course of the last three years I have devoted much of this column to extolling the virtues of class membership. I won't bore you with those details again. Those of you who have been in the class for years understand how important a strong class is to the investment you have in your Highlander sailboat.

To those newer members who may not fully understand, I invite you to give me a call, as I would welcome the opportunity to personally welcome you to the class and take the time to explain the benefits of class membership as well as detailing what your class and your hard-working Board of Directors attempt to do for you.

Your current board has focused on building fun and participation, and I believe we have been quite successful. We are very pleased that in spite of a tough economy, high fuel prices, etc, our regatta participation is on the rise. We are hesitant to consider anything that might negatively impact this trend of increased participation.

However, we also realize that we have been somewhat negligent in one area, and that is in our enforcement of class rules regarding non-member participation in Highlander Class regattas.

As most of us know, our Highlander class by-laws specify that *"Dues shall be delinquent unless received by the Class prior to the last day of February each year."* Further, the Rules Governing Highlander Racing state that *"the helmsman of a boat in a sanctioned regatta must be an Active Member, a Junior Member, Associate member, or in the immediate family of an Active member or Co-owner."*

I'm sure many of you remember former Class Executive Secretary Bill

Kaiser, who would patiently sit at regatta registration tables across the Midwest, ensuring that every registrant in the regatta was a class member in good standing. No one begrudged Bill for this. He was an exceptionally nice guy performing a thankless task for our class. And we all knew one thing for certain, if we hadn't yet paid our dues, we certainly would be expected to do so before we officially registered for the regatta.

At our spring board meeting it was the unanimous consensus of the board that we should take steps to ensure that all participants in our regattas are class members as intended by our class rules. Also, your board feels that "looking the other way" in hopes of increasing participation is not the correct course and, in fact, can in fact be counter productive.

Therefore we have taken steps to approve or "sanction" all of the great family oriented regattas we have on our '09 schedule, which clarifies that helmsmen must be class members. This should not be cost prohibitive at all, as all of our memberships are moderately priced. After all, for just \$25 an Associate membership entitles you to race in two regattas and the National Championships. Many classes require all crew members to belong to the class, but we require only the helmsman.

We will enforce this 100% during our '09 season. Since my team attends the majority of regattas, I have accepted the task of ensuring that non members are not scored in our regattas. As this is certainly not meant to exclude anybody, we plan on allowing non-class members to immediately join at registrations and even at event skipper's meetings.

Our great sport is "self-policing" by nature, and it is your board's sincere hope that dedicating this column to this message will be all that it takes to obtain 100% voluntary compliance. Thanks in advance for your understanding and support. I look forward to seeing you on the water again soon.



President, Jamey Carey



Flt 14, 'Accentuating the Positive'

By Gary Vinicky

On January 16-25, HCIA continued as the oldest one-design class to exhibit at the Cleveland Boat Show. In fact, I believe that the Highlander may have been exhibited at the first Cleveland Boat Show in 1957. I wonder if there are any magazine articles in our Highlander archives that may indicate that.

In Don Southam's "History of Highlander Fleet 14," he mentions that the Cleveland fleet was formed after a visit to this boat show in 1958. If any of you out there would like a copy of this history, send me an e-mail.

As far as I recollect, I believe that the Highlander has been shown at this event every year except for a few in the mid-nineties when the Class exhibited at the Annapolis Boat Show and at the Strictly Sail Show in Chicago. Back then, only new, untitled boats could be exhibited, 'and' you had to pay for the space. It was amazing that we were able to do that for all those years.

After so many years at the Cleveland show and the interruption at the other shows, we did not have it in us to continue at Cleveland due to the expense. Because of this, Fleet 14's numbers were diminishing a little at a time, with a job transfer here, raising a family there, etc, etc. I suspect this was the case with the other fleets in the Ohio region.

I felt we had to do something to reinvigorate the fleet. Just about then I heard that the Cleveland Boat Show was turning into the Cleveland "Powerboat" Show and there was a management effort to attract sailboats. The Show would now allow untitled boats and non-profit or-

ganizations could exhibit with complimentary floor space. I believe this was directed specifically towards the one-design sailing community. So now I had to convince what was left of the fleet that we needed to do this again. This was back somewhere around the year 2000.

Well, I didn't have to do much convincing. Everyone was all for it; but we needed a boat to display. Just about then one of the 'job transferred' outgoing Fleet 14 members was trying to sell his boat which had been stashed away in the Whiskey Island back forty. Jeff Eiber and I took a look at her and we both felt that with some elbow grease, we could fix her up just fine. After that show, we were on a roll.

This effort continues today and from here, this article is going to sound very much like the article that I wrote last year, 'because' just about everyone that helped with the project last year helped this year too.

This year's boat on display was once again, Highlander 942 owned by Debbie and Rick Robertson, who are members of Fleet 14 and who enjoy crew help from their kids, Adam and Randi, and

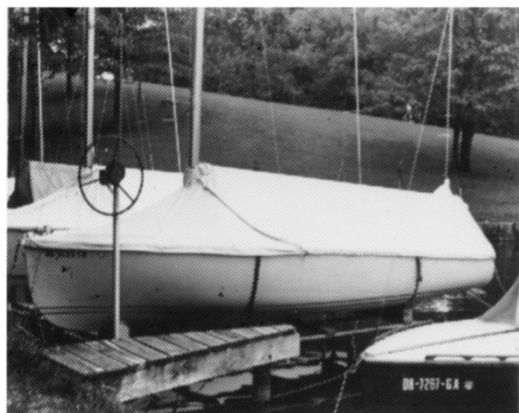
friend Kevin with guest appearances from John, Debbie's brother. Debbie and Rick continue to present 942 in fine form and she's a showroom beauty with varnished teak all around. It's one of the best Customflex Highlanders around. Thanks again, team Robertson.

Debbie and Rick are one of three family-crewed Highlanders in Fleet 14 which is really a neat thing. The other two are Team 412 consisting of Steve, Linda (Southam), Diana and Charlie

(Continued on page 12)



The Fleet 14 gang showing our Highlander to visitors.



INVEST IN THE BEST

Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than the cheap imitations.

6 STYLES:

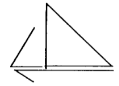
- Mooring**
Full deck over the boom (pictured)
- Trailing/Mooring**
Full deck cover for trailing &/or fits with mast up
- Cockpit**
Boom tent that covers from mast to transom
- Skirted**
Available in Mooring or Trailing versions
- Rudder Cover**
Soft flannel lined canvas

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Highlander covers since 1972



The Sailors' Tailor

Visa/MC orders call Sandy : (937) 862-7781 For fabric samples, pictures, and prices: 1480 West Spring Valley Paintersville Rd., Spring Valley, OH 45370



Bauer Has a Ball at C of C's

By John Bauer

After pulling the boat out of the water for the final time at Lake Norman and reflecting on our recent victory, it was time to open a couple of beers, after all we were all very excited to have just won the Nationals. It was about this time that Ed Spengeman asked if I'd considered going to the Champion of Champions (C of C's). While at the time I had not even considered it, it did sound like this could be a lot of fun and a great experience.

So after returning home and unpacking the boat, I went to the US Sailing website to find out more about this Champion of Champions regatta. I learned that the event is held every year in a different boat at a different location. In order to qualify, an entry had to have won a Nationals, North Americans, or Worlds in the U.S. from that year. Then 20 people are chosen from the list of entries along with one additional person (mystery guest). This year the C of C's was held in New York at the Sayville Yacht Club in Sunfish.

After looking at all the requirements and seeing that the event would be sailed in Sunfish, I got excited to sign up. After all I used to sail Sunfish when I was a kid, and it was fun so I thought it would be a great boat to race in an event like this. After receiving my acceptance email, I was off to Sayville.



HCIA '08 national champion John Bauer competing in C of C's.

As anyone would conclude, sailing a Sunfish would prove 'much' different than the Highlander. Also, it had been

about 15 years since I'd been on one, and a lot has changed. Actually, "I" have changed. I am about a foot taller and weigh 40 pounds more from the last time I sailed one, at age 14.

I could find only one real down side to sailing an event like this in the Sunfish. I would not be teaming up with my Dad and friend Sarah Paisley. After all, these two people are the two that helped me get to the event in the first place. They would definitely be missed as the week went along, both on and off the water.

Upon arrival, the registration process was very simple and much like any other; with one exception. Vanguard, the builder, was there with a new boat and hardware for every registrant. The boat came with two bags of stuff, one with hardware and the other filled with line. Each item was tagged and color-coded as to its location on the boat. Wow, they have added a lot to these boats from when I had mine.

Just as I had just figured out how to rig the vang and keep the outhaul and Cunningham all operating properly, I noticed that I still had one more line. I was trying to figure out how to rig a 'jens' rig for heavy air sailing. With that, Dick Tillman (author of "The Complete Book of Laser Sailing") came over to show me all about a 'jens' rig.

It was then that I realized that Dick was a competitor in the regatta. I know this guy is pretty old (he was in the same graduating class as John McCain) but he did write the book, and he knows a lot. In fact when I looked around at all the people

there, it was more than a little intimidating to be in the presence of that much talent. But the last thing I really

wanted to do was to intimidate myself, so I made it a point to look forward to sailing this boat with 18 other really great sailors.

The first day of racing was pretty intense. The wind started out in the low 20's and as the day went on, continued building into the low 30's. With off and on rains, we got in two races before the winds reached around 35 knots and the competition was postponed for the day.

I know that we don't sail Highlanders in 30-plus knots, and as it turned out, a Sunfish really shouldn't be sailed in that kind of breeze either. While it was fun sailing a surfboard down a wave in that kind of blow, apparently the folks from Vanguard got concerned when some of their boats started breaking down.

The second day of racing brought more rain and strong winds too but the breeze had 'mellowed' to the low 20's; which actually is a nice breeze for a Sunfish, not too much, but still enough to give you a little bit of a workout. As the day went along the wind continued to soften to around 13-15 knots in the last race of the day.

The third and final day of racing brought more light rain and even softer wind conditions, 12-13 knots. We started our racing in a dying breeze and by the last race of the series the air fell to something below 5 knots. This is when I felt really big for a Sunfish.

When everything was all said and done, I ended up 14th. While it may not be a win, it certainly was a great opportunity to sail against so many national champions. The racing was extremely competitive, and competitors were a lot of fun to be around both on and off the water too; much the same as we experience at any Highlander Regatta.

This year the C of C's will be raced in Lightnings at Lake Carlisle in southern Illinois, not too far away from where we will be having our Highlander Nationals. I would recommend to the 2009 Highlander National Champion, whoever that turns out to be, that they attend this event. I know that if we should be fortunate enough to 'repeat' at HCIA nationals, you can bet I'll head to the C of C's for all the fun.

In the meantime, I am going to the 2009 Highlander Nationals with the same goal that I have had in the past; to make the division cut. But most of all, I just want to have fun sailing and enjoy the time spent away from work.



Snow Slide Regatta Highlander Gang Takes To The Slopes

By Harold Bauer

Sailing season 2008 was another great year for Highlander sailors. Most everyone has seen the results of the season's competition and knows what happened on the water at the local club and at the various regattas. But what you won't see in the standings in either the fleet or national reports is what happened at the last regatta of the season.

The annual Snow Slide Regatta held at Holiday Valley in Western New York was once again a great weekend of Highlander camaraderie. This is the annual event that has been bringing sailors together for over ten years without having to tow a boat, rig it or find crew.

This year, as in the past, a few hardy skiers showed up on the 29th of December so that they could hit the slopes early on the 30th. As often is the case with many regattas, when the early arrivals show up on Friday evening, the party can go a little later than expected and the early morning doesn't quite work out the way it was planned. However, since there is no scheduled starting time, there's no

Tuesday, the 30th, was a beautiful winter day for being outside on the hill. With light crowds and plenty of sun-



The lift at Holiday Valley in western New York during the 'Snow Slide Regatta 08.'

need to be concerned with being late.

shine, it was an all around great day for skiing. After a full day on the slopes, it was back to the Red Roof (our usual hangout in Jamestown, NY) for an evening of relaxing and telling stories (or in some cases, lies) of the day.

As the evening progressed, the snow began to fall. The weather prediction was for three to five inches overnight with an additional three to five for New Year's Eve. Everyone called it a night early to be ready for another great day of skiing and the annual New Year's Eve Bash.

Wednesday, the 31st was a perfect day for skiing. The Lake Erie Snow Machine was cranking. At times, visibility was reduced to just a few hundred feet. The crowds were even lighter than the day before. It just couldn't get any better.

After another full day of skiing, it was time to hit the "Roof" and settle in for the annual New Year's Eve Hallway Bash. It was an awesome array of culinary delights. This year's event did not feature any awards, but instead a door prize drawing. Everyone was a winner.

Be sure to put this event on your calendar for this year. The days are different every year but the dates are always the same. It's a great way to spend the New Year's holiday. Join us!



L to R: Butch (somebody), Janet Kuhlman, John Zaegel, Becky Craig, (peeking), Stefanie Bauer, Ron Craig, Sarah Paisley, Terri Zaegel, John Bauer, Ann Keyser, Mark Keyser, John Duckworth, Harold Bauer, (unknown guy in multi-colored snow boarder suit), Steve White, Ryan Anstrom, and Meghan Keyser.



Nationals '09 Moves North

By Norris Bourdow

Yes; believe it or not, it is time once again to start making your plans for the Highlander National Championships. This year we are very fortunate to have as our host, the North Cape Yacht Club in LaSalle, MI, located at the far western end of Lake Erie, about half the way between Toledo and Monroe, MI. The sailing here can be exceptional in the summer with a nice sea breeze in the afternoon and pleasant temperatures.

North Cape was founded in the 1960's by a group of one-design sailors from the venerable Toledo Yacht Club, and the spirit of one-design sailing still rings true to this day. NCYC has hosted many international, national and district championships in classes such as the Thistle, Lightning, Interlake and others. They have the knowledge, experience and a true appreciation of one-design programs. They have an exceptional junior program that continually ranks their younger sailors in the top echelon of the country and world. A case in point is the success of North Cape sailor Anna Tunnicliffe: 'Gold' medal at the 2008 Olympics; 2008 US Sailing Rolex Yachtswomen of the Year, and 2008 US Women's Match racing Champion. She

started in Optimis at North Cape.

We are very thankful to NCYC for hosting us for 2009. I think this will be a great time for all. Plans are well underway with the help of Ernie Dieball (Quantum Sails), the Club management and the Fleets from Cowan Lake, Hoover, and Indian Lake.

North Cape YC is located about 10 miles north of Toledo, just into Michigan. They have a very nice club house positioned right on the shore. There is a large patio and private beach with picnic tables, grills, and a kids' playground. The Club can seat around 200 (if you're really friendly). There is a staffed bar which is open as long as needed. (CASH ONLY, NO TABS.) Their full kitchen will provide us with our planned meals. It is staffed by volunteers for this purpose. Therefore, there are limited made-to-order meals, except on Wednesdays (more later).

Our meal plans will include a picnic on Sunday after the general meeting, a meal on Tuesday night with entertainment, and on Thursday night we'll hold our awards banquet; "all," at the Club. In addition, Monday through Thursday morning we will have coffee, juice, donuts, etc.. We also plan to have box

lunches available for racers Monday through Thursday. Beer, soft drinks, and snacks will be available each day after racing.

Camping for tents and camper trailers will be available adjacent to the Club. Sorry, there are no electric hook ups out there. We plan to bring in some portopotties, and the excellent Club showers and restrooms will be open 24/7. There are some arrangements in progress to accommodate a 'few' larger RV's. These plans will develop over the next few weeks. Just call if you need information. In addition, please note that there are no pets allowed. These are Club rules, and we will respect the wishes of our hosts.

Motels: Many contacts are being made at this time. Complete information will be available on our website as it is finalized. One motel has confirmed a special rate. It is the Comfort Inn, 6500 E. Albain Rd., Monroe, MI 48161, with a rate of \$55 per night under the group name "Highlander." The phone number is 734-384-1500 and they're located about 10-15 minutes from the Club.

We know that the economic climate has not been great, and times may be tough for many of us, including this trusty reporter. It is for that reason that we are trying our best to keep some of the expenses at a minimum, including meal prices.

So, even if you come to only 'one regatta' this year, please make it to our fabulous 2009 Nationals. Benefits will include cheap meals, free camping, a great view, beach, swimming, and great people as hosts. "Please note" that **early registration** deadline is **May 31**.

On another fun note, this year we will all be provided with a small GPS unit for our boats. They can be stored in a baggie and put in the tray. These will be used by a shore based computer which will track us all during the races, and we can view on shore. It should be fun, and it's "free."

I also want to mention that Wednesday night at North Cape is their "big," big boat race. They will leave the dock by about 6:00. Their race starts at 7:00 and they usually return at about 8-8:30. The volunteers will fire up the kitchen and serve food to the masses. And of course, the bar is open.

If any Highlander folks would like to crew for any of the Club members rac-

(Continued on page 7)



Great sailing abounds at North Cape YC, located at Toledo Beach Marina above.



(Continued from page 6)

ing, we are invited to do so. If interested you will need to indicate that intent at the time of registration so that plans can be made; especially for food. Also, parking will be limited that night.

Directions: From anywhere; go to Toledo. Take I-75 north towards Detroit. Just into Michigan, take Exit #9. (S. Otter Creek Rd/LaSalle) and turn right. Go approx .6 mi. and turn right on Toledo Beach Rd. Toledo Beach Rd. will make a 90 degree turn to the left. From there, you will go 'straight' into the Club. The gate should be open. If not, call Ernie Dieball, 419-392-6862 for combination.

I strongly encourage you to look at, and return the registration form. As you can see, it, and the Notice of Race contain much additional information regarding this 2009 nationals. Those items can also be reviewed at your convenience on the HCIA website at www.sailhighlander.org.

For those that are internet savvy, here are several additional sites where you can get further information about North Cape YC and the area, in addition to MapQuest.

Go to: NorthCapeYachtClub.com for general information about the Club. You can also google North Cape Yacht Club.



North Cape YC, our Highlander home for Nationals this July 18-24 in LaSalle, MI.

You can go to: Marinas.com and type in North Cape Yacht Club and browse to see some great pictures. And for even more detail you can go to Google Earth, and type in the zip code, (48145).

We look forward to seeing you at Nationals 2009. If you have any questions, or need more information please

contact me, Norris Bourdow at 937-470-4286 or Nbourdow1@sbcglobal.net.

You can also contact Sue and Bob Bauer at 614-891-4244 or email at 989bauer@att.net. And you can contact Jamey Carey: 937-725-1757 and by email at Mojo906@hotmail.com.

NOTICE OF RACE (NOR)
2009 HCIA NATIONAL CHAMPIONSHIPS (consists of HCIA National championship, Masters, Women's and Junior championships).

North Cape Yacht Club, LaSalle, Michigan, July 18-24, 2009

Organizing authority: Regatta sponsored by the Highlander Class International Association (HCIA), North Cape Yacht Club, and & Highlander Fleets 4, 16, and 17.

Rules: All events conducted under the direction of the HCIA National Race Committee (NRC) and will be governed by the Racing Rules of Sailing (RRS) 2009-2012, this NOR, and HCIA Rules Governing Highlander Racing (RGHR) as amended by this NOR*, except as may be further amended by the Sailing Instructions. This is a Category A event.

* Be advised: The Race Committee intends to communicate with the competitors via VHF radio, this change to the RGHR will appear in full in the Sailing Instructions.

Sailing instructions: Will be available at registration.

Courses: Will be outlined in the Sailing Instructions.

Eligibility and entry: As per RGHR. Additionally, all entries agree to be bound by the RRS, RGHR, & decisions of the HCIA NRC.

Scoring: As specified in Article 11 of RGHR. This modifies RRS Appendix A.

Measurement: As per RGHR.

Schedule:

Sat, July 18: 9 a.m. - 12:30 p.m., 1 - 4 p.m. Registration/Measurement

Sun, July 19: 9 - 11:30 a.m. Registration/measurement.

12:30 p.m. Competitors' Meeting for Masters and Nationals

1:30 p.m. Master's Competition and Practice Race.

6 p.m. Annual General Meeting.

Mon, July 20: warning signal for first race, 3 races scheduled back-to-back. Fleet split after 3 races.

Tues July 21 and Wed July 22: 10:55 a.m. warning signal for Champi-

onship Division, President's Division to follow, additional races to follow, 3 races per day scheduled back-to-back.

Thurs, July 23: 10:30 a.m. competitors' meeting for Juniors and Women's events, subject to completion of Nationals.

10:55 a.m.: warning signal for make-up races if less than 7 races completed.

11:55 a.m.: warning signal for Women's and Junior's events, subject to completion of Nationals.

6:30 pm - Banquet/Awards

Fri, July 24: Make-up day for Women's and Junior's events if needed.

Registration forms are also available on-line at www.sailhighlander.org.

Fees: Junior's: \$5, Women's and Masters: \$15, National Championship: \$175 if received by May 31, 09. From June 1, 09 forward: \$195.

HCIA National Race Committee (NRC): Jamey Carey (Chairman), John Bauer, Bruce Busbey, Ernie Dieball, Mike Shayeson



Registration: 2009 HCIA National Championships

July 18-24, 2009

North Cape Yacht Club, 11840 Toledo Beach Rd., LaSalle, MI 48145, (734) 242-5081

Name, Boat #, Date: _____.

Street Address; City/St/zip _____.

Phone; email: _____.

Camping spaces needed: Tent _____. Camper/van _____. RV (no hook-ups) _____. **NO PETS! Club rules.**

<u>Fees: (\$5 US Sailing discount: must show card.)</u>	<u>Number</u>	<u>Total \$\$\$</u>
National Championship Registration, per boat, (May 31 or prior = \$175: after = \$195)	_____	_____
Masters Championship: \$15 per boat	_____	_____
Women's Championship: \$15 per boat	_____	_____
Junior Championship: \$5 per boat	_____	_____
<u>Meals: Sunday</u> Picnic, \$10 adults.	_____	_____
\$5, kids (10 and under)	_____	_____
<u>Tuesday</u> Dinner/entertainment, \$13 adults.	_____	_____
\$6 kids (10 and under)	_____	_____
<u>Thursday</u> Awards Extravaganza, \$20 adults	_____	_____
\$10 kids (10 and under)	_____	_____
<u>Box lunches:</u> \$5 per day: Mon. ____, Tues ____, Wed ____, Thurs ____.	_____	_____
<u>Shirts:</u> Free short or long sleeve shirt for Skipper. Specify size and type.		
Sm ____, Med ____, Lg ____, XL ____, XXL ____. Short sleeve ____, or long sleeve ____.		
Additional T-shirts, \$15 each. Sm ____, Med ____, Lg ____, XL ____, XXL ____.	_____	_____
Long sleeve T's, \$20. Sm ____, Med ____, Lg ____, XL ____, XXL ____.	_____	_____
<u>"NO PETS!" Club Rules.</u>		
GRAND TOTAL:		_____

As an entrant in the 2009 Highlander National Championships, I agree to sail my boat in accordance with The Racing Rules of Sailing and all of the rules governing the event. I fully understand that I am competing at my own risk and that the organizing authority will not accept any liability for damage, personal injury or death in conjunction with, prior to, during, or after this event. **(No Pets! Club Rules.)**

Signature, Skipper _____ . Date: _____.

Print crew names, if Known: _____.

Copy and return this form to: Bob & Sue Bauer, 722 Mohican Way, Westerville, OH 43081. MAKE CHECKS PAYABLE TO: "HIGHLANDER FLEET 16." Or email a digital registration form to Bob and Sue at: 989bauer@att.net. A digital copy of the registration form is available at: www.sailhighlander.org. Questions and information: Contact Sue or Bob Bauer at: (614) 891-4244, or Norris Bourdow at: nbourdow1@sbcglobal.net or by phone at: (937) 470-4286.



HCIA Stimulus Package

There's A New Way For All To Pitch In

By Mike Shayeson

The debate is over and despite the Republicans' objections President Obama has signed into law the single biggest bill in the history of the United States to "stimulate" the lagging economy. Obviously, this bill could mean great things to a lot of people and to others it simply smacks of Washington's "business as usual" and huge problems down the road for our children and grandchildren when they are asked to cover the debt. Regardless of your personal political views, it is the law and we will wait and see whether or not it helps our country down the road to recovery from a very serious economic downturn.

So you are asking yourself, "Why the hell is he writing about the Stimulus Package in a Highlander newsletter? Is he nuts?" (I'm sure some would answer this in the affirmative). Well, regardless of whether or not you think I am nuts (and believe me this debate has been going on a lot longer than a Republican filibuster), there "is" a stimulus package that I can guarantee will work for each of you. That stimulus is in supporting HCIA Training, Inc.

HCIA Training, Inc. is the non-profit 501(c) 3, incorporated to allow us to provide training for young men and women with an interest in sailing and in particular sailing in Highlanders. By your participation in donating your tax deductible gifts of money and/or equipment to HCIA Training, Inc., you will help us maintain and increase the vitality of the Class by bringing to the next gen-

eration of Highlander sailors the opportunity to sail in the best one-design, 'trailerable' sailboat ever conceived.

The interest is strong and the program appears to be ready to take off as has already been shown by example at Lake Norman with the help of the local fleet and the efforts of Bruce Busbey and others getting equipment together for interested young sailors. But we need to do more and this is where you can help.

Our needs are not huge but we do require several basic items to make this program work. First we need to acquire insurance that will protect our investments and cover any potential liability of running such a program. It is estimated that this will cost approximately \$1,500 to \$2,000 per year. Secondly, we need to have boats that we can provide to young sailors for the opportunity to learn to sail and ultimately learn to love the Highlander (which should come easily once the opportunity to sail is there.) Thirdly, we may need a small amount of "seed" money to help qualified young sailors have the ability to travel to regattas and hopefully the Nationals. To get the program off the ground, we need about \$3,000 in cash and a couple of older boats.

Your investment in this program virtually guarantees that the value of your Highlander will remain high and potentially grow as the class becomes more popu-

lar. And as word gets around and more young sailors join our ranks the demand for the boat will increase keeping the price even stronger. So when you send that "tax deductible" donation to HCIA Training, Inc., you can feel good knowing that not only are you able to get a tax savings on your gift, but you are also strengthening the value of your Highlander. Now "that" is a stimulus package we should all be able to support.

So while it's fresh in your mind this Spring, while you're getting that Highlander tweaked and ready for that first sail, take a moment and send a check of \$50 or more to: HCIA Training, Inc., c/o Mike Shayeson, 7650 Cayuga Drive, Cincinnati, OH 45243.

While some of you may complain that \$50 is a lot, ask yourself (be honest) how much money do I spend on beer each weekend I sail, and is that beer adding value to my boat? Well maybe that beer belly helps hold the rail down in a blow, but it isn't tax deductible.

Please "do" consider this for the future of our class.



Mike Shayeson scouting for a few contributions.

**THE BEST HIGHLANDER SAILORS ARE THOSE WHO
RECOGNIZE A PERSISTENT SHIFT FIRST.**



Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729-4777
Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160

www.quantumsails.com



Looking Back

By Mark Redmond

Fifty years ago the center of Highlander racing was clearly in Texas. Even though the 1959 National Championship was held at the Raritan Yacht Club in Perth Amboy, NJ, the boats from Texas were clearly superior to the rest. Mark Bratton from Corpus Christi bested Myron Appel also from Corpus Christi in the five-race series. Third was Steve Loring from Duxbury, Mass, who finished 12 points out of second. The Texas fleet was hot, but it quickly disappeared not long after. Maybe it was the drive from Texas to New Jersey towing the Highlander for a three-day regatta.

Looking back forty years, things were so good in the Highlander Class that a second builder began building boats. The Durabilt Corporation in North

The Highlanders' week of fun was enjoyed by 63 boats and was won by Tom Smith of Hoover YC. Second went to a 17-year-old Hoover sailor by the name of Larry Klein, and Sonny Williams completed the Hoover sweep finishing third. Amazingly, young Larry would have been crowned the National Champion had he not finished 8th in the last race.

That year the class also experienced a variety of sail makers. Tom Smith sailed with a Greiner main, Larry

had a Thomas, and Sonny sailed with a North. Other mains in the top ten included Hood, Allen and Boston. That's six different sail makers in the top ten.

And of course who can forget the venerable 'Hard' spinnakers. The top three boats all used one. Only six of the top ten boats had a cunningham and three still had zippers. Only four had an adjustable luff on their jibs. Seven of the top ten had wooden hulls and only two had aluminum centerboards,

the rest were wooden.

Thirty years ago another major milestone in the Highlander history occurred in May of 1979 when the first Customflex Highlander hit the water at the Gathering of the Clan regatta when #878 was skippered by Nancy Evans to a seventh-place finish. The transfer of the

Highlander from Douglass and McLeod started a great production run for Terry Kilpatrick who sold 16 Customflex boats



Nancy Evans, on board, showing off their 'new' Customflex.

in the first year.

The 1979 Nationals was held at Mentor Harbor, but the wind gods weren't good to the 29 participating boats. After Monday's first race the winds picked up that afternoon to a white-knuckling 25 knots along with four foot waves. They got the race in, but they didn't get another started until Thursday morning. By that afternoon the wind had completely died so the race was abandoned. Three races on Friday allowed for a seven-race series. Larry Klein was able to repeat as champion besting Bob Busbey and Paul Earnest.

A mere twenty years ago the 1989 Nationals was held on Sandusky Bay hosted by the Marblehead Sailing Club.

(Continued on page 11)

Introducing... 

**THE DURABILT ALL-FIBERGLASS
HIGHLANDER**

20 feet of Big Sailing Pleasure!

DURABILT CORPORATION
3018 INDIANA AVENUE
WINSTON-SALEM, N. C. 27105

ALSO BUILDERS OF THE HIGH PERFORMANCE FIBERGLASS WINDMILL



Carolina completed its first boat in January of 1969, as #549 found its way to Atwood Lake and the Redmond family. I have a lot of fond memories of growing up and sailing the "Lead Sled". Unfortunately, Durabilt was never able to really gain ground in the Class.

In the summer of '69 two significant events took place in New York. From August 11-15, the Highlanders were racing their Nationals in Buffalo. Okay, so the racing actually took place in Canada, but it was hosted by the Buffalo Yacht Club. As soon as the racing was over it was a quick trip down the NY Thruway to Bethel, NY and the Woodstock Music and Arts Festival. Those three days of "fun and music" started on August 15.



Fans go wild for Steve Carter's broom guitar and Harold Bauer.



(Continued from page 10)

The Cleveland fleets put the regatta together at the last minute when we found ourselves without a venue. It was an interesting Nationals to say the least.

How interesting? First of all it was a joint regatta with the Flying Juniors; secondly it featured a "drive through" registration; the wind was spotty to say the least; and finally the Principal Race Officer was probably the biggest character 'ever' to run our Nationals. Let's just say that he liked to have a couple of "pops" now and then. Anyone who was there knows what I'm talking about.

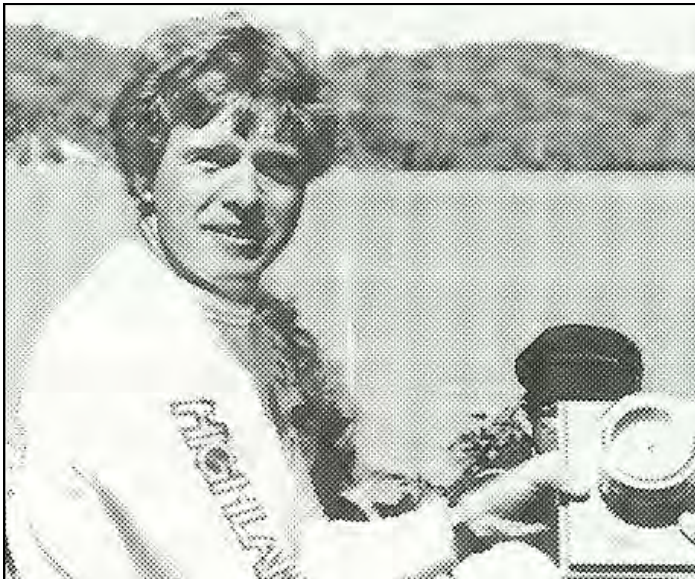
Still, we got in seven races with Rob Spring winning an incredibly tight series in which he needed to win the last three races to beat three-time champion Steve Carter by a single point and Whit Whittace by two. Maybe it was the extra partying with the broom guitar at the Mad Plaid that caught up with Steve. Say, isn't that Rob's crew Harold Bauer egging Steve on....coincidence?

And 1989 marked the debut of the one and only Great Midwest-built Highlander. Following the ten-year run of Customflex, we moved production to Doug Laber and the Great Midwestern Yacht Company. Unfortunately production issues limited his output to one boat and soon thereafter our current builder, Tom Allen took over.

Fifteen years ago: well, you know you've been writing this column too long when you look in a 1994 issue of the Highlander and find a "Looking Back" that you wrote. I felt better though, when I also found a picture of the newly named editor of "The Highlander," Mike Feldhaus. I felt better knowing that he has also been at this for 15 years, and I am in awe of the amount of work and the quality of the product over those years.

Just when you've come to grips with that, you find the article about your own wedding. So, now I realize that I've been doing this longer than I've been married. Of course it did remind me of our wonderful wedding when Debbie and I said our vows on the bow of my father's boat in the middle of Atwood Lake and after the ceremony, we sailed off together on the Highlander.

A milestone in Highlander racing



Our editor Mike Feldhaus collecting some hardware at an earlier Bluegrass Regatta in Louisville. (This year: Oct 3/4).

was also set in the summer of 1994 when Steve Carter won his sixth Nationals sailed at Lake Norman, narrowly beating local favorite Tanner Shultz. Sadly, it was also 15 years ago that Larry Klein, the young sailor who almost won the nationals fifteen years earlier, died while sailing on San Francisco Bay.

And just ten years ago, Don Wright and his multi-media blitz was in high gear early in 1999. Through a never ending flow of emails, articles, phone calls, and in-person arm twisting, Don made it his personal crusade to get 50 boats to the Nationals at Indian Lake. He fell short getting only 41, but he got 14 first time competitors, a remarkable feat.

Jack Bauer won the regatta, becoming the first Bauer to win the Nationals. After nearly 40 years of trying along with his father and brothers a Bauer was finally crowned as champion; in fact there were three Bauers in the top ten including nephew John in 8th and brother Bob in 10th.



Look closely. Some of these first-time nationals sailors ('99) are still banging boats with us regularly.



(Continued from page 3)

Merriam; and Team 667 consisting of Mark, Cher and Brittany Mosgo. Team Mosgo took time out from racing this past year but we are hoping to get them back out on the water in 2009.

A great Highlander display boat always needs great sails to put the icing on the cake, and we must thank Nick Turney of North Sails Cleveland for the brand new sails that they loaned HCIA for the cause. These were then sold to one of Fleet 14's new members, Ken Jones, 633. Nick recently re-opened the North Sails loft in Cleveland and hopes to get to know the Cleveland Highlander fleet this year. Thank you North Sails.

I continue to be blest with a solid group of people who volunteer their precious time and their own money, spent for the City of Brookpark parking fees, every year to make this a successful event. I am most appreciative of my good friend, Roger Walko, #961, who was there at the set-up and was present almost every day of this 10-day show, and all the way through to the dismantling of the display and loading of Highlander 942 onto her trailer.

This year, I thought that we might be a tad short on help getting the boat off of the cradles and onto the trailer on that last Sunday evening. As I was coming back to the display with the trailer, I noticed just about everyone from the one-design area forming two lines on each side of the Highlander. We normally slowly winch up the boat onto trailer. This time, everyone picked up the 850 pound boat and slid her onto the trailer in about two minutes flat. I hope I can remember all the helpers: Jack Finerock and I think his daughter, Nicole, Warren Duckworth, John Duckworth and the Flying Scott crew of Berlin Yacht Club, Ernie and Jacci Dieball of Quantum Sails, plus the Fleet 14 crew of Joe Begany, Jan Hridel, and Tom Poppalardo. I apologize if I left someone off the list at the time of this writing. Thank you, one-design community.

I could not do this if it were not for Roger, Joe Begany, #200 (and crew on #961), Jan Hridel, #853, Rick and Debbie Robertson, #942, Dan Hopkins, #797, Tom Poppalardo #686 and John Eltzroth, #811. John, by the way, is very generous every year in that he supplies

the computer, and projector and screen now for the third year, so that we can show to our visitors the many great digital pictures from Nationals '06 and Fleet 14 sailing activities.

The display booth shift volunteers were all of the above plus, Rick and Debbie Robertson, Chuck Smith, Steve Merriam, Mirek Posedel, Rick Blum, Ken Jones, Ed and Mike Wells, Tom Poppalardo, Jan and Ginny Hridel, Jonathan Smith and Reid Vail. Thank you, Fleet 14.

After doing this for so long and with many of the same crew, it seems everyone knows what to do without much effort on my part and this year due to my bosses coming in from out of town, I could not be there for the set up. This was the first time I wasn't there for set-up day, but everything went off without a hitch.

Due in large part to this Cleveland Boat Show over the years, Highlander Fleet 14 is poised to have one of its most productive years going into the '09 season with 14 to 16 boats registered for the 2008 EYC Sail Race Program. This is really great and the timing is awesome since we're embarking on our second 50 years of continuous racing and camaraderie on Lake Erie.

Fleet 14 remains fully committed to support HCIA is assuring that the Highlander will have a significant presence at this show in the future. In spite of the economy, Fleet 14 is gearing up to have one of best years since

the mid-1980's. We are also planning on a follow up with the 28 or so visitors that had signed our visitor's log.

Sec-Treasurer Update

By Bran Hollingsworth

Memberships and dues are rolling in, and I have received a few notes from interesting folks like: lifetime members Ed and Jean Stout, who bought #311 in 1973 when their daughters were ages 11 and 13. They report that their younger daughter, Rebecca, has expressed an interest in taking ownership of their boat. Ed is thrilled to deliver it to Rebecca in Commerce, Michigan. I hope this transfer leads to another generation of enjoyment and we are please to welcome her as a new member of the class.

While we hope Charlie Brehob of Indianapolis will buy another Highlander, all can rest assured that the three Louisville sailors who now own it, Paul Terrien, Brent Deaves, and Greg Deaves will make great use of #1008 on the race circuit in the 2009 season.

I'd like to offer our apologies to Scott Fruechtl # 651 from Sturgeon Bay WI. Scott joined in 2007 and we neglected to give him formal recognition as a new member and we'd like to do that right now. Welcome Scott, we hope to see you at Nationals and anywhere else along the regatta trail you'd like to join us.

You'll notice the Coral Reef Sailing Apparel ad featured on this page. If you have any desire for logo type items for Nationals etc, see their expanded list of products at their listed web site or give them a call.

Thanks to Tom Allen for his associate membership and support of this class. See Tom's advertisement for Allen Boats. For all those special parts, for new owners of older boats, mast steps, spreader tubes, sockets and boom-end extrusions are just some of the hard-to-find items Allen Boat Works can provide.

And as his term winds down we offer many thanks to Jamey Carey for his unmatched enthusiasm over the last two years as class president. He has made my job enjoyable and there is no finer competitor on the water.

CRSA 

CORAL REEF SAILING APPAREL
WWW.CORALREEFSAILING.NET 888.224.0641

ONLINE CATALOG WITH HIGHLANDER APPAREL
PERSONALIZATION AVAILABLE ON EVERY ITEM
EXCELLENT KNOWLEDGE OF PRODUCT
GILL CLEARANCE ITEMS
FREE SHIPPING ON ORDERS OVER \$50



COLUMBIA
FLEECE JACKET
\$50.00



GILL IN7
INSHORE JACKET
\$127.00



GILL IN10
INSHORE LITE
JACKET
\$145.00

THE BEST IN SAILING AND
HIGHLANDER CLASS APPAREL



Western Connection

Charlie Smith's Rehab Project

Editor's note: The following is a collection of emails from Charlie Smith and myself as I've tried to keep up with his rebuilding project in Tucson. Charlie has really worked long and hard on this, and it sure looks like it's taking shape. I hope you enjoy following his progress and offering comments. He'd love to hear from you).

Hello from Arizona! (email after July '08 article). I have a favor to ask and an update on my boat.

The magazine arrived and the article was great: thanks! The favor is about my E-mail address. It was hyphenated and I was worried that people may think that is part of the email as many people use them. So, I was wondering if you could put in an amended one for me as I really would like to hear from other owners and get photos of their boats as well as need-

ing some parts and support soon. (email address follows).

The work has slowed somewhat as we have reached our monsoon season and it has been raining almost every evening. Some have been two-day storms so I must keep the boat covered and the tools in the shed for a while. I have finished cutting and shaping the wood for the sleeping berths and have installed the bulkheads that they will attach to. Next will come the cockpit seats, then I will put the new decking on. I have a wood mast but would like to get an aluminum one. That is about all that is happening here, boat wise. Charlie.

10/21/08 update. Mike; I managed to get in some more work. If you still have time to add it here are the photos and text. I was able to start fitting the front deck halves and will use a scarf joint to join the two parts. Constructing a scarf joint is time consuming or expensive. Time consuming if using a belt sander and expensive if using an attachment that scarfs using a Skilsaw.

I did not buy the attachment because it accepts only up to 3/8th inch ply and at \$70 I do not have enough joints to justify the cost. The photo shows an anatomy of a good scarf joint. The wood should show three, (or more depending on how many plies) even, almost parallel glue lines, and taper smoothly in at, at least a seven to one ratio.

As can be seen in the trial fitting the taper needs more work. This must be taken slowly as it is easy to sand through the thin part of the taper. The trunk for the dagger board was given a coat of epoxy glass as will all exposed wood. Hint here; if it is desired to have the grain of the wood show, use less than 12 oz glass cloth as it will go transparent, however it still must be varnished as there is



Sweet! The framework for cold beverage repository.



Cutting and fitting plywood deck, later in the project.

no UV protection in the epoxy resin.

The view also shows the sleeping berths installed, they also will double as flotation as everything is sealed up to the chain locker bulkhead. I may add some storage in one side. The skeleton of the ice box will have two-inch stiff foam lining, with a coat of epoxy glass for water proofing.

It is designed to hold standard canned beverages with enough room for ice to last a weekend. There should even be enough room left to keep the hot dogs as well. It will open at the top as all ice boxes and chests should.

A rear bulk head is also going to be

(Continued on page 14)



(Continued from page 13)

added with some round deck plates to maintain a water tight compartment which will add to the flotation. So far, the combined floatation includes the

ing platforms have added less than three pounds so far.

The anchor and rode can also be removed as will the battery so I hope that when all is removed it will pare

new compression post, and the rear deck being fitted. The locating pins are so that the spars and frame members may be marked and the holes drilled for the pilot screws without loosing the proper reference so everything will line up at the time of gluing.

When the epoxy fully sets the screws may be removed, that is why I use the square drive bronze wood screws. However, if the intention is to leave the screws in Phillips or slotted screws are acceptable.

The next photos will show the complete decking after being reinforced with a layer of fiberglass.

Also if any one that you know is using a wood mast I would dearly appreciate some photos of how it is rigged. My spreader bars appear to angle forward toward the bow? I understand there are no back stays on this rig.

I guess that is all for now. Here's one side note. I was out working in short sleeves all week - one great advantage to being in Southern Arizona. Charlie.

Feb 09. Here are the latest photos of the deck in place and gluing in the liner. I found some really nice red oak and that's what I used for the liner and rub rail that is yet to be installed. I will eventually paint the deck white but plan to leave a strip under the mast tabernacle.

I would really appreciate any one sending me photos of their rigging, especially the goose neck for the mast and boom. I will have to fabricate this part as mine is missing. Again thanks a lot for all the help. Charlie.

(Aerobaticx2@aol.com).

(If you have advice for Charlie or a rehab story of your own drop him a line or get hold of the editor; we'd like to hear about your project too, and possibly share with our readers).



Earlier in the rehab process Charlie Smith was working on the center board trunk. He's probably still got a few hours of work ahead of him; but he's moving forward.

seats, rear compartment, as well as the sleeping berths. I rather hate to say it will be non sinkable as another famous ship made that claim with disastrous results. I will endeavor to avoid ice burgs however.

(From Mike) In a message dated 10/21/2008, mikefeldhaus@bellsouth.net writes: Again, thank you for sharing your project with us. It's fascinating to read about and to see your boat come back to life. I think you'll inspire others who might be considering the adventurer/camping route over the racing venue; and there's nothing at all wrong with that.

Good luck and keep me posted with more progress. If I have any questions as I combine all of the text, I'll let you know. See ya. Mike Feldhaus.

(Charlie) Even though I have been making modifications that will allow me to spend my weekends boat camping I have paid particular attention to not adding excess weight.

For example I used 1/8th inch Luan Board and foam for the built-in ice chest which added only 12 ounces to the boat. The camp stove will slide in so it can be removed. The extra bulk heads and sleep-

down nicely in case I wish to race. At any rate it has been fun and a bit of a challenge to keep weight to minimum. Glad you are enjoying it and I really do hope that in the future I may even get a chance to bring her back for a visit with her many siblings.

(11/11/08 update from Charlie) I think this is all (the pictures) I will have time to send as I am waiting on a shipment of epoxy so will most likely reach the deadline.

The photos show the completed foredeck epoxied to the deck bows. The



Hopefully by the next issue she'll be totally rigged and on the water, with Charlie.



The Classifieds

#17, "Caber," 2 jibs (clewboard), 2 mains, spinnaker, 2 masts (aluminum, wood), epoxy deck, skirted cover, trailer, 2 center bds 90 lb, new mahogany center bd trunk leaks. Wintered indoors. Looking for TLC for 'family pet.' Offers: Peter Dolby, (704) 660-6892, pjdolby@windstream.net.

#959: Customflex, 2 mains, 2 jibs, 1 spinnaker. New Sailor's Tailor mooring cover, fully race rigged. Trailer included. \$4,500. Internet pictures available. Ralph Heuschele (952) 884-5944; r.heuschele@earthlink.net.

#838: '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. \$4,900, obo. Call Harvey Schach at 216-319-6615 or email at: jschach@ameritech.net.

#396: Built approximately in 1965. Disassembled and partially rebuilt with new plywood and fiber-glassed deck. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer. Has been garage stored. \$950, OBO, Bob

Zednik 440 283-8332, 216 741-6440, or email to bobz@parmahobby.com.

#26: 1953 wood D&M, very good condition, white hull professionally refinished with epoxy paint. Teak interior varnished 5 years ago. Aluminum mast, new standing rigging, 2 booms, 2 mains, 2 jibs, spinnaker. Recent trailer service: new wheels/new lighting. Newer 2 hp Suzuki outboard. \$3,500 obo. Gib Charles at GibSail@comcast.net or 970 412-0219.

#916: Customflex, excellent condition; red hull to waterline, white below; aluminum trailer; 2 sets of sails, one set competitive; bridle traveler, in-board jib leads, aluminum tiller, skirted mooring cover, trailer mooring cover, rudder cover. \$5,500. David Lies (317) 464-8255 weekdays or liesdavid@sbcglobal.net.

#317: Fiberglass hull, wood deck, good condition, aluminum mast and boom, trailer good condition - rewired, new lights, new bearings '07, mooring cover reworked '06, newer sails. New outboard engine mount included. Licensed through 2011. Zanesville, OH. \$2,800. Scott Lenthe 740 4542055, slenthe@columbus.rr.com.

See additional ads at: sailhighlander.org.

"The Highlander" Rate Card

"The Highlander" magazine is the official publication of the Highlander Class International Association (HCIA) which is comprised of over 750 Highlander sailboat owners. The publication is a 16-page, one-color quarterly, published and mailed to dues paid members each Jan/Apr/Jul/Oct.

Ad requirements:

One color, camera ready. Format: Page size: 7.5 x 9.25" Ad size: Quarter Page: Horizontal: 7.5" wide x 2.25" tall Vertical: 2.25" wide x 8" tall Half Page: 7.5" wide X 4.5" tall Full Page: 7.5" wide X 9.25" tall Horizontal format preferred, but any need can be accommodated

Deadline: Due 30 days prior to issue month (Jan/Apr/Jul/Oct).

Rates: (Non-Commissionable)

Quarter Page: \$100 Half Page: \$170 Full Page: \$250

25% discount with a four-issue order.

First time orders must be prepaid.

Make checks to: HCIA

Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.

For details or questions contact: Editor, Mike Feldhaus at: mikefeldhaus@bellsouth.net

Midwinters Just Days Away!

Highlander Fleet 27 of Lake Norman Yacht Club invites you to join them April 25/26 for the HCIA Midwinters Championship.

It will be a part of their around-the-buoys club race series with the skippers' meeting, Saturday, set for 11 a.m. and a 1 p.m. warning signal, with no races to be started after 11:30 a.m. on Sunday.

There'll be free camping with the club gates opened on Friday evening April 24 for early arrivals. Dinners are available on Saturday night at the club

but must be "pre-ordered" before April 22.

The registration fee is only \$15, so email Dick Doyne, radsail@aol.com or contact him by phone at 704 907-2128 and please let him know as soon as possible about your intentions. The official Notice of Race is available on line at our HCIA Class web site: www.sailhighlander.org.

The Class would like to express its thanks to Highlander Fleet 27 and to Lake Norman Yacht Club for serving as our 2009 Midwinters hosts.

'The Source' for Highlander boats, parts and support.

Allen Boat Company, Inc.

370 Babcock Street Buffalo, NY 14206

Tomallenjr@juno.com 716 842-0800, fx 716 842-0113

Classified Ad Policy

Dues-paid members: \$10 for inclusion in one issue. Non-paid owners get one issue for \$20. Make check to HCIA. Send with ad copy to, Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241 or: mikefeldhaus@bellsouth.net. Forty words, with boat #, price, name, phone numbers and email address if applicable. Deadline: Dec,Mar,June,Sep 1st for following month's issue.

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

Address Service Requested

FIRST CLASS MAIL

Mad Plaid Set: June 6-7

The sailors of Highlander Fleet #4 at Cowan Lake Sailing Association would like to invite you to the annual Mad Plaid Regatta.

We're planning on a typical schedule with racing starting on early Saturday afternoon followed by our infamous Mad Plaid cocktail party and another great pulled-pork barbecue dinner. For those of you who haven't tried it, our locally made Beaugard's Southern Barbecue has become a Mad Plaid tradition in recent years, and it is arguably one of the best meals on the regatta circuit.

E-mail Jamey Carey for details at mojo906@hotmail.com. NOR will be at www.sailhighlander.org soon.

	<u>Tentative</u>	2009 Schedule of HCIA 'Sanctioned' Regattas	<u>Tentative</u>
April 25/26	HCIA Midwinters	Lake Norman YC	Dick Doyne, RADSAIL@aol.com
May 16/17	Mayor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
June 6/7	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 20/21	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 19, 20/21	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 20/21	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@alltel.net
June 27/28	Pow Wow	Indian Lake	Carl, cberger@woh.rr.com , or Norris, nbourdow1@sbcglobal.net
July 4/5	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 18-23	HCIA Nationals	North Cape YC	Jamey Carey, mojo906@hotmail.com
August 15/16	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@netwalk.com
September 12/13	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 12/13	Governor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
September 26/27	Highlander/Thistle Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 3/4	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 10	Fall Blowout	North Cape YC	Ernie Dieball, edieball@quantumsails.com , Ernball@aol.com
October 17/18	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

*** Always email the listed contact in advance to confirm regatta information. ***

Nationals 1,2,3
Midwinters 1,3,5,6
Pipers 1

ONE DESIGN CHESAPEAKE
Greg Fisher (410) 212-4916
Allan Terhune (410) 280-3617
www.OneDesign.com