



THE HIGHLANDER

Volume LVI, No. 2, April 2010



*HCIA Struts Its Stuff at
2010 Cleveland Boat Show*

Photo by Gary Vinicky



The Highlander

Official Publication of
The Highlander Class International Association

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President's Corner

The actual sailing will be coming soon, and after this winter we'll all be eager to get out there; but don't think the Highlander Class hasn't been fairly busy during the 'off' season.

Gary Vinicky, with a merry band of Fleet 14 volunteers and possibly a few others, spearheaded the Highlander exhibit at the Cleveland Boat & Lifestyle Expo again. I was able to attend this traditional winter break for sailors, but in making the visit it seemed obvious to everyone that it almost seemed to be a mere shadow of itself. I'd guess it was about one third the size of the event at its peak a few years ago.

Despite that, I find this to be a very worthwhile activity for Class volunteers to take on. People still come to that event to learn what it is that we have in the sport of sailing and with our particular one-design vessel. It is rewarding, and necessary I think, to have a presence at the show and to toot our Highlander horns a little.

With that in mind, as we plot our course for the future it is important to take a look at the big picture. It is obvious that we 'are' doing some things right. But perhaps the trick is to do them better, and more often, and to spend less of our time and energy on efforts toward class-building that don't seem to be paying off.

As mentioned in last quarter's column, the HCIA board has decided to form a Growth Team, headed by Jon McLean with help from Boyd Barnwell. The entire board is very excited about the potential for this committee and its direction, to help us tweak this course. I encourage everyone to cooperate with this team and provide the thought and feedback and action that they'll need to develop our strategy for success in the future.

In other activities, we held a planning meeting at Harold and Stefanie Bauer's for the 2010 HCIA Nationals (July 24-30) at Pymatuning YC, and it looks like it's going to be another great, fun week. This is a rather unique lake and we are really looking forward to sharing it with the class.

On a housekeeping note I'd like all of us to keep in mind the need for fleets to contribute local updates to our edi-

tor, Mike Feldhaus, for coverage in our magazine.

Mike reports that he had significant help and contributions from a number of sources for this issue. Still we're

missing a good opportunity to do local reports on results of the local clubs season series, or end-of-the-year banquets, or about educational presentations on sailing and racing that occur, or which are planned for the local clubs. It's fun to read about and may also serve as inspiration for some sagging fleets to start strengthening their activities.

A new regatta is coming soon (May 8/9) at Cave Run Lake in eastern Kentucky. It will be called the Pot Luck and will be chaired by Bryan Hollingsworth. This should be an interesting start to the sailing season. Oops! I almost forgot. The Midwinter Championship will be held even before that at Lake Norman on April 24/25. All of the details are covered in the pages that follow.

You know as I was thinking about sailing and racing, it crossed my mind that compared to years past there was very subdued media coverage of the America's Cup activities a few weeks back. Who let the air out of that balloon? It's already over and to me it seems like no one knew that it had even started. Are people not excited about a 40 mph drag race.

On a sad note, I remember the late Highlander stalwart, Crede Calhoun, often referred to our Class as an extended family. That was very evident to me at the memorial service for Jack Bauer, who passed away a few weeks ago after an extended illness.

Jack's mom, Marj, just seemed to be a mom to all of us as I was coming up through the Class. At the service there were people there from different sailing classes and different eras, to honor the life of one of our own. On behalf of the entire Highlander Class, I extend our condolences to the Bauer family.

Sail on, Jack.



Dan Hopkins



They Did What On New Year's Day?

By Patrick Rykens

The Ice Bucket Regatta is sailed every year on Lake Norman, North Carolina on January 1, New Year's Day. It has been held for 26 years. Originally a keelboat-only event, Highlanders got "special permission" to enter ten years ago, and we have since sailed every year including this year, 2010.

And yes, January 1st is cold even in the Carolinas but not of course as cold as our northern brethren suffer. This year was, however, colder than usual....38 degrees to start the morning and later, hitting a high of 48. (OK, you northerners, you can stop laughing, now.)

Most importantly this year, we had wind and it was a beautiful sunny day. In the past, we have had to occasionally postpone the regatta a day due to lack of wind but not due to a climatic event such as snow. We have, occasionally, had to start late, waiting for the ice to melt on boat decks but we've had no cancellations.... so far.

The Ice Bucket is run as a "pursuit regatta," which means the boat with the highest PHRF rating (the slowest boat) starts first and the boat with the lowest rating (the fastest boat) starts last. In theory, if everyone sails to their rating, all boats will arrive at the finish line at the same time.

The course is a keelboat course; around the fixed marks on the lake and with long legs, which is a nice change to the standard MWL courses we centerboarders always seem to use.

Because it's New Years Day and

some crews and skippers may be nursing thick heads and because the regatta is a fun run, the rules do not allow penalty turns for fouling; only retirement and an 'early shower.' This keeps things safe.

This year turnout was a bit lower than usual but the fleet consisted of Ensigns, the slowest, with a rating of 270, J-24s, J80s, U-20s, a Merit 25, and a Soverall 33 which had the lowest rating of 87. Highlanders were the largest fleet, with four entries. Our rating of 183 put us around mid-fleet, starting right in front of the J-24 who was rated at 174.

This year, at the skippers meeting in the face of absolutely no wind, the race committee told us we were going out anyway per schedule, on time, with no delay because the forecast called for winds 12-18 mph. Two hours later they were right.

One moment we had no wind, the next it was blowing 12, upon

which beverage cans were then very quickly stowed, tall stories went incomplete and we were scrambling for the rail.

The four Highlanders hit the start line together but Steve Hesler in #1003 was at speed and took an early lead. John Wigney in #879, Tom Raymond in #755, and Patrick Rykens in the fleet Highlander were in hot pursuit.

The wind was incredibly shifty even by Lake Norman standards and was best described by most as "freaky." We re-

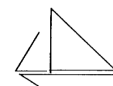
(Continued on page 4)



L-r: Kathy Hesler, Peter Dolby, Tom Raymond, Jon Cox, Richard Rykens, Mike Shaw, John Wigney, Fred Jones, Patrick Rykens (in Pymatuning Nationals hat) and Steve Hesler.

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Start Your Season At Midwinters

By Dick Doyne

It may be a misnomer because by my reckoning late April is mid-spring, not mid-winter, but whatever we want to call it our 2010 HCIA Midwinters Championship is our first Class event of the year and it's just a few weeks away, April 24/25.

Regarding weather conditions I'd have to say that Lake Norman is not typically what I'd call 'warm' in mid April but it sure is a lot warmer than Lake Erie. In any event, I think we can guarantee no ice, and I'm absolutely sure that we can guarantee that there will be some excellent racing for you if you make the journey south.

Make your plans now to attend. Plenty of camping and a great race committee are awaiting your arrival.

On that note, to aid us in event planning, please let us know you're coming. If you would like to join us for Saturday dinner at the club, we need to know by Tuesday, April 20. Send your information to radsail@aol.com or call 704 864 -2861. We hope to see you all on the 24th.



Photo by Jon Cox

HCIA Fleet 27 shell game? No, at the '09 Pipers this was the start of the hermit crab race. It's always fun at Lake Norman.

(Continued from page 3)

peatedly went from close-hauled to a beam reach and back again on the up-wind legs.

On the downwind legs with the spinnaker up we were snaking all over the place trying to keep the wind behind us. We often see these types of wind shift in

**Notice Of Race
Highlander Midwinters
Lake Norman Yacht Club
Mooresville, North Carolina
April 24/25, 2010**

**Open to all Highlanders
Organized by Highlander fleet 27**

Entry Fee \$15

Trophies: First place skipper and crew, Second place skipper, Third place skipper.

Schedule of Events:

Friday, April 23:
gates open at 10:00 a.m. for early arrivals, registration 6 until 8 p.m. LNYC Clubhouse

Saturday, April 24:
Registration 8:30 to 10:30 a.m., Welcome and Skippers meeting 11:30 a.m.

Warning Signal for the first race 12:55 p.m.,

other races

to follow at the discretion of the RC.

4-5:30 p.m. share libations and swap lies.

6 p.m., Dinner (advance reservations only, \$10)

Sunday, April 25:
Warning Signal 9:35 a.m. or as posted, more races back to back.

Format: Around the marks, five races are scheduled weather permitting.

Scoring: Low point system: Appendix 2

of the racing rules will apply, except that all races will be scored with no throw-outs.

HCIA members only eligible for trophies; all participants will be finished. This event will be governed by the Racing Rules of Sailing 2009-2012.

Important Notice: All races will be run in conjunction with the LNYC Club Series, using the LNYC Sailing Instructions with the amendments given at registration. Highlanders will have their own start.



Photo by Jon Cox

Midwinters sailing action is just weeks away ; join us.

A list of Hotel accommodations, directions to LNYC and other information about LNYC can be found on the Club Website at LNYC.org. Camping at LNYC is free. Please no pets and no fires.

Please preregister with the following information: Name, address, email, boat number, club, HCIA member (yes or no), Saturday evening meals: (required number).

To reserve meals you must register by April 20. No other meals will be provided. Local stores have sandwiches ready to go. For more information contact Dick Doyne radsail@aol.com or call (704) 907-2128, please leave a message with all details.

light winds but at 12 to 18 mph, it's a bit different, but fun.

Steve Hesler with crew Kathy Hesler and Fred Jones were unassailable in the leading Highlander, winning the Dinghy Ice Bucket and coming in a very good 5th overall. John Wigney and Mike Shaw came in second. Tom

Raymond & Peter Dolby, after some "argy-bargy" with an Ensign at the windward mark, placed third and finally Patrick and Richard Rykens and Jon Cox finished DL.

All in all, we had a great time and it certainly was a fine way to welcome in the new year.



Cookin' Up A Regatta!!

Bring A Dish To New "Pot Luck"

By Bryan Hollingsworth

Last November as the season ended, I was let down that I would have to wait all winter to race again. My crew and I had such a great time traveling and competing and meeting new people. I just had to figure out a way to add another regatta to the schedule; something new to get everyone excited about the next season. Well, the new season is here.

The first Highlander sailing opportunity of recent times has been at Midwinners hosted by Lake Norman in late April. This event usually has six or seven boats that travel for 6-8 hours south to join maybe a dozen local entries.

This provides a great weekend of racing but then there is a gap until mid-May. The only date I could find for a "new" regatta with the minimum of conflicts this year was May 8-9.

When I first suggested the idea of adding a new event to the racing calendar I had no idea how it would be received. The response has been overwhelmingly positive.

I had about two weeks to confirm a date, plan the camping and eating logistics and come up with a regatta name in order to meet the editor's deadline for this issue and to be included in the HCIA sanctioned regatta schedule.

Since there is no clubhouse or lodge at Cave Run Lake this will be a primitive bring-a-dish and camp where you want, kind of affair.

The launch and boat ramp and camp-

ing facilities are great but we will definitely need for everyone to pitch in and bring food to share, thus, the first annual Pot Luck Regatta found its name.

For those of you who have never sailed at Cave Run Lake let me take a minute to describe it. First it's located 60 miles east of Lexington, Kentucky and 10 miles west of Morehead. It's located about 6 miles south of I-64 on State Road 801.

The lake is controlled by the Corps of Engineers and sits in the middle of the Daniel Boone National Forest. You can refer to Twin Knobs Campground on an internet search and get an overview of the body of water and camping facilities. We will launch from the Alfrey Boat Ramp.

Because the lake is managed by two government agencies, it has remained pristine and natural. No houses or lodges or motels exist...only the best campgrounds. There are more than 500 campsites and they are well situated to provide privacy. There are sites for tents, trailers, and RVs with pump stations.

The actual sailing and racing will be very much like that at Cowan Lake. We will gather and launch our boats together from a large parking area. In the early 1980s Cave Run Sailing Association successfully hosted the Thistle District Championships with over 20 boats participating including yours truly.

There are over 150 sailboats moored or docked at the Scott Creek Marina located closer to the dam.

Twin Knobs Camp-

ground has about 30% of it campsites on a first-come-first-served basis. Because the park office closes in early November and remains closed until March, I have been unable to get a reservation in advance for 20 sites together, so we will all have to be diligent in contacting them as soon as possible when the office opens.

As of late February, there were about 12 boats already committed to this event. John Emmerich of Louisville has graciously accepted the invitation to serve as our PRO.



Photo Courtesy Hollingsworth Studio

HCIA hard bodies, Biff and Buff Hollingsworth, a.k.a. Berkeley and Bryan await your arrival at "Pot Luck" grill.

If camping isn't your thing there is a new Comfort Inn located at the junction of I-64 and State Road 801. And, not that it would matter to our serious sailing crowd, please note that the lake is located in a dry county and park officials frown upon open containers so you must plan accordingly.

My brother Berkeley and I will host the Saturday night fixin's around a grill or barbeque pit of sorts, and ask that you bring a potluck dish to share. Please remember that this is a purely camping event with no lodge, clubhouse, electric stoves, microwaves or refrigeration. Nevertheless, the racing and camaraderie will be great; and it's just a few weeks away.

I hope to see you all at the Friday night gathering. Races will be scheduled for Saturday at noon and Sunday morning. The Notice of Race will be posted soon on the HCIA website (sailhighlander.org). Please call me with any questions or comments. (Bryan Hollingsworth: 859 806-5908).



Photo courtesy, Hollingsworth Galleries

A pristine setting and great water await Highlanders at Cave Run Lake in eastern Kentucky at new 'Pot Luck.'



C'mon, Let's Do HCIA Nationals!

By Ted and Val Rodgers

Finally! Sailing season is fast approaching so get your calendars out and reserve your place on the starting line for the 2010 Highlander National Championship Regatta, Saturday, July 24 - Friday, July 30, 2010.

This year we are very fortunate to have the Pymatuning Yacht Club, (PYC) hosting the event on beautiful Pymatuning Lake in cooperation with Highlander Fleet 12 of Berlin Yacht Club. PYC is located at 5228 Bush Road, just off US 322 in Jamestown, PA 16134. The lake is located on the Ohio and Pennsylvania border in Jamestown, PA approximately 30 miles south of Lake Erie. For more general information about PYC visit www.pyconline.org. It's a great club.

The Pennsylvania side of the lake is part of Pymatuning State Park, PA. The park is comprised of 21,122 acres of which 17,088 acres are the lake. It's the largest park in the Commonwealth, providing fishing, swimming and boating; and admission to the state park is free. Regarding fishing, please note that any person 16 years of age or older is required to have a license.

As part of the continuing "Highlander

sailing stimulus package," you will notice that early registration did not increase in price from last year. Just \$175 will register your boat and crew for sailing with great folks and national champions celebrating Highlander sailing at its best. The early registration cut off is May 31. Act now and save yourself \$25, which can be used later to buy an awesome piece of sailing attire to remember when... back in the day at the 2010 Highlander Nationals. Registration after May 31, is \$200.

Take a good look at the registration form and you will see that we have put together a nice package that includes great food for all budgets. In the morning, you will find piping hot coffee, donuts, bagels, morning beverages and juices. For your afternoon meals, box lunches are available by order.

Plan to join us on Saturday night as we invite you to participate in a potluck

dinner. Bring your best "dish" to share and meat to cook on the grill. Sunday, come and picnic with burgers, brats, baked beans and all the rest of the picnic goodies. Tuesday night brings the taste of



Photo by Harold Bauer

Part of HCIA's July headquarters for Nationals 2010.

delicious BBQ chicken and ribs. Thursday the banquet table will be set with prime rib, chicken Marsala, lemon chicken and scrumptious desserts as we break bread together and share in the recognition of awards. Check pricing for various meals in the registration form.

Any way you cut it the food is going to be mouth-watering good and catered by the area's best culinary specialists, according to Harold Bauer and Al Chrusciel's taste buds. These two have done extensive sampling and have given all meals their Barnacle Bill the Sailor's five star rating.

You are encouraged to look over the Notice of Race (NOR) along with the registration form and return it as soon as possible. The NOR has additional information concerning racing and schedules. You can also review this information at your convenience on the HCIA website www.sailhighlander.org.

What else can you look forward to? Of course, after racing, brewed refreshment is on the agenda while racing discussions take place along with entertainment, which is also being planned.

A great clubhouse with awesome facilities at PYC offers boaters the use of two hoists for help with launchings,

(Continued on page 7)



Photo by Harold Bauer

The view from the Pymatuning Club House; our venue for 2010 HCIA Nationals.



(Continued from page 6)

working with difficult boat covers and centerboard removals. Most folks already know the drill but for those first-time Nationals sailors, the measurement committee requests that you have your center board out for the weighing and measurement process. **You might save time by pulling the centerboard at home. We recommend it.**

The sleeping accommodations at PYC provide for tent and van camping without electric hook ups. There are ample showers and restroom facilities nearby at the clubhouse.

Those folks planning to bring RVs need to arrange to stay at a local campground or the state park. For RV camping cost etc., visit the Pymatuning State Park campground on line at: www.visitparks.com.

There are back-in sites only at the state park PA side. Electricity is the only amenity that is available and sites vary from concrete slab to gravel depending on the site location. We encourage those interested to call 1-888-727-2757 early to make reservations or go on line with your credit card. Campsites there do permit pets, but please note there are no alcoholic beverages allowed in the state parks.

Hotel accommodations can be made with the Quality Inn in Meadville, PA., which is approximately twenty miles away from PYC and located at 17259 Conneaut Lake Road, Meadville, Pa, 16335. Phone: 814-333-8883, or on line at: www.qualityinn.com/hotel-meadville-pennsylvania-PA401

For those who bring families to the regatta and want to take part in other activities you may want to check out a few of the following possibilities.

Anyone who has visited Pymatuning Lake's three-mile causeway that extends between Ohio and Pennsylvania near the center of the lake will tell you, "Here is where you can actually see the ducks walk on the backs of the fish!" This is a must-see experience for the kids, so bring your loaves of stale bread to feed the huge carp and have your cameras ready to capture the action.

For those who like arts and crafts, the Pymatuning Lake Area Calendar of Events lists the 16th Annual Pymatuning Pioneer & Art Festival at Pymatuning State Park at the Dam, July 25/26. The office phone for questions is 724-

932-3142 and is open weekdays from 8 a.m. to 4 p.m. You can visit their website www.pymatuninglake.com/Pymatuning_Lake_Events.htm

Pymatuning Deer Park located in Jamestown, PA is just around the corner from the yacht club with over 250 animals and birds to see. They have a hands-on interactive environment. You can feed the animals with food that you have to purchase there. Cameras, strollers and wagons are welcome. Learn more at www.pymatuningdeerpark.com or call 724-932-3200. We are working on a discount rate.

The Conneaut Cellars Winery at 814- (Continued on page 8)

Lodging Options:

Cianci's Motor Lodge
Greenville, PA: 14 mi from PYC
(724) 588-8550

Day's Inn
Meadville, PA: 16 mi from PYC
(814) 337-4264

Quality Inn
Meadville, PA: 16 mi from PYC
(814) 333-8883

Motel 6
Meadville, PA: 16 mi from PYC
(814) 724-6366

Holiday Inn Express
Meadville, PA: 16 mi from PYC
(814) 724 6012

Green Acres Motel
Kinsman, OH: 8 mi from PYC
(330) 876-4501

Bed & Breakfasts

Hidden Hollow
Kinsman, OH: 4 mi from PYC
(330) 876-8686

Vickery House
Andover, OH: 8 mi from PYC
(440) 293-6875

State Park Cabins and Campgrounds

Pymatuning State Park
Pennsylvania Bureau of State Parks
1 mi from PYC
1-888-PA-PARKS
<http://www.dcnr.state.pa.us/stateparks/recreation/cabins.aspx>

Pymatuning State Park
Ohio State Parks
P.O.Box 1000
Andover, OH 44003-1000
1-866-644-6727
<http://www.ohiodnr.com/parks/parks/pymatuning/tabid/781/Default.aspx>



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Notice of Race

Pymatuning Yacht Club (“PYC”) in cooperation with the Highlander Class International Association and Berlin Yacht Club Highlander Fleet 12 are pleased to invite you to participate in the 2010 Highlander Class International Association Championship Regatta.

**July 24 through July 30 2010
Pymatuning Yacht Club,
Jamestown, Pennsylvania.**

Organizing Authority: Regatta sponsored by the Highlander Class International Association (HCIA), Pymatuning Yacht Club, and Highlander Fleet 12.

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, and decisions of the HCIA NRC. All skippers must be current, members in good standing of HCIA.

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

Measurement: As per RGHR.

Schedule:

Saturday, July 24: 9 a.m. - 12:30 p.m., 1 - 4 p.m.: Measurement and Registration

Sunday, July 25: 9 a.m. - 11:30 a.m.: Measurement and Registration.

12:30 p.m.: Competitor's Meeting for Master's and National Championships

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

6:p.m.: Annual General Meeting.

Monday, July 26: Warning Signal for First Race. Three races scheduled back to back.

Fleet split after three races.

Tuesday, July 27: Warning signal for Championship and President's Divisions.

Additional races to follow back to back. Up to three races scheduled

Wednesday, July 28: Warning signal for Championship and President's Divisions.

Additional races to follow back to back. Up to three races scheduled

Thursday, July 29: Warning Signal for Championship and President's Divisions

Competitor's Meeting for Junior's and Women's events, subject to completion of National Championship Regatta.

Warning Signal for Women's and Junior's events, subject to completion of National Championship Regatta.

6:00PM: Banquet and Awards

Fees:

HCIA Nationals: \$175 By May 31, 2010, \$200 June 1, 2010 and after. 18 years old and younger: \$75.

Junior's: \$5

Women's: \$15

Master's: \$ 15

HCIA National Race Committee (NRC): Jamey Carey

(Chair) Harold Bauer, Ed Spengeman, Bruce Busbey, John Bauer.

(Continued from page 7)

382-3999 gives tours for those with spirits in mind. The tours begin around 11 am and last about an hour. The tours start on the hour until 5 pm. They also have a gift shop to buy that perfect bottled gift. Visit them at www.ccw-wine.com.

If you love to ride the rides at the amusement park, Conneaut Lake Park (814-383-5515) is only about 30 minutes away. They should have approximately 90% of their rides operating this summer. The water park should also be accessible. To find out more go on line at: www.conneautlakepark.com. Be sure to

call first as their budget has impacted operating hours in the past few years.

Finally, there are always those folks who need crew or who would like to be crew on a boat. If you fall into one of these categories, please contact Harold Bauer at hbauer494@juno.com or on his mobile phone 330-204-4240. He has started a list for both categories.

Everyone knows that the race committee may amend the starting times. When you arrive and check in, take notice of any scheduling changes.

And, yes, there will be clothing available to buy from Coral Reef Sail-

ing Apparel, giving you that cool sailing demeanor. You will need to “pre order” clothing items. See registration form.

You can look forward to receiving some discounts on fun things to do in the area and cheaper prices for lodging. We will keep you posted as they develop.

We look forward to seeing you on the water of Pymatuning Lake at the 2010 Highlander Nationals and hearing all of your stories from the past. We know that your participation this July will create new memories that will go down in the books for others to talk about.

Let the warm winds blow.



Registration
2010 Highlander National Championship, July 24-30, 2010
Pymatuning Yacht Club, 5228 Bush Road, Jamestown, Pennsylvania 16134

Boat #, Date, Skipper name:
Street address: City/State/ Zip:
Phone: Email:

Table with 3 columns: Fees, NUMBER, TOTAL \$\$
National Championship Registration
\$175 - through May 31, 2010
\$200 - June 1, 2010 and later.
Skippers 18 yrs & under: \$75

Table with 3 columns: MEALS, NUMBER, TOTAL \$\$
Lunches: (Mon-Thurs)
\$7 per person, per day
Package (all 4 days, per person: \$24)

Dinners: (Sunday, Tuesday, Thursday), Child under 5, eats free. Child's price for children 5-10 years of age.

Table with 3 columns: Dinner type, NUMBER, TOTAL \$\$
Sunday: Adult, \$12
Sunday: Child, \$8
Tuesday: Adult, \$15
Tuesday: Child, \$12
Thursday: Adult, \$23
Thursday: Child, \$17
Package price: all three: adult, \$40.
Package price: all three: child, \$30

T-shirts: Short sleeved, 100% cotton, AVAILABLE BY PRE-ORDER ONLY, pay now or at Nationals registration. One free shirt per skipper:
Check size: Sm, Med, Lrg, XL, XXL.

Additional shirts \$20, specify number of each size: TOTAL \$\$
Sm, Med, Lrg, XL, XXL.

Grand Total: \$\$\$

As an entrant in the 2010 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.

Skipper's printed name, Signature, Date:

Print crew names, if known

Copy and return this form to: Bill & Carolyn Bousfield, 3252 Stanley Rd., Fairlawn, OH 44333. MAKE CHECKS PAYABLE TO: Highlander Fleet 12. Questions or information: Contact Bill at 330-808-5352 or Bill & Carolyn at 330-869-9341; Email: Bill: bousfield1@mac.com; Carolyn: bousfield2@mac.com.



Focus, Branding, and 'All Hands On Deck'

HCIA Growth Initiative Unveiled

By Jon McClean

"Our lives begin to end the day we become silent about things that matter." Those are the words of Martin Luther King. Perhaps they're a little strong for this message but you'll soon get the point.

We had 66 boats on the line at the Nationals at Lake Norman in 1970. The Buffalo venue attracted a similar number in 1969 and 1973. Attendance in the last ten years though, has oscillated between 41 boats and 17 boats, which when dropped into a graph produces a trend line that is not encouraging.

Boyd Barnwell and I have sailed together since 2008, when we first met. We'll probably always sail together in some capacity from now on, and in common with Boyd I have made friends in the Highlander Class that will endure.

So many of the traits of our class; excellent close racing, real camaraderie on and off the water, authentic people with a genuine interest in the boat and sport; should all lead to a class growing and to a builder struggling to keep pace with demand.

Yet the picture for sailing in general has not been so rosy, with fleets disappearing and boats not selling or sitting abandoned in dinghy parks throughout the Midwest.

At the Bluegrass Regatta in Louisville, Harold Bauer and I sat and chatted, fueled by cold beer and a warm fire, and enjoying the (as usual) excellent hospitality. As our conversation meandered we turned to the future of the class, and a question was posed: How do we put 50 boats on the start line of the Nationals again?

Now the answer to this question is neither simple nor immediately apparent. We can all see however that unless we take the first step, then we are unlikely to succeed.

I can remember being preached to by an old CEO of mine many years ago, making the point that, "If you always do what you've always done, you'll always get what you always got." I also remembered that when all is said and done, a lot more gets said than done.

So the first step was taken by Boyd and me to attend the board of directors meeting held in Wilmington, Ohio in November 2009. We invited ourselves to listen to the meeting, and then to offer a proposal.

We agreed to form a team of volunteers (Erin Spengeman, John Bauer, Bill Price) to initially understand all of the

Strengths and Opportunities before us, and also to honestly appraise all of the Weaknesses and subsequent Threats posed to the class. We elected to do this at the outset by speaking at length with each of the Highlander board members. Using a commonly used business process, we constructed a SWOT matrix to capture each director's unique perspective, using structured conversations.

I can tell you that I was really excited by the amount of enthusiasm for the boat and class, and the profound degree of insight that many of those I spoke with had to offer. For example: Tom Allen, our builder, pointed out that because we have relatively few regattas, then we have a lot of contact with each other. Some of the larger classes have much less camaraderie than we do, due in part to this fact.

Our team had many great conversations and we quickly had a lot of raw data to work with. Firstly we distilled the raw data into groups or themes, and then we crystallized these themes into actionable items.

Our class is a frugal class, and so we have focused on actions where we can get the biggest "bang for our buck"

Just a few days ago we reported in depth on these findings to our board of directors. Over the next few weeks I think you will see the board set forth a number of key initiatives to be implanted fairly quickly.

As we move forward I would suggest that each one of us examine and adopt 'as our own' these elements of our growth initiative. Soon these action steps will make their way to the local level, and it is up to each one of us to 'buy in' and make these goals our own.

Putting 50 boats on the line at Nationals is a lofty goal and it will likely happen at some "other" venue, but trust me the degree of our success in both reaching that specific goal and more importantly the general goal of making our class more vibrant; is truly determined by the degree of "your" individual determination and effort at the fleet level, right there at "your" club.

As the HCIA board moves forward with our plan, please give your full support to your local fleet captain and make some commitment of time and effort to move our growth initiative forward. Our success truly is in "your" hands.



Boyd Barnwell (seated) and Jon McClean's presentation of their analysis of the Highlander growth initiative got rave reviews from the HCIA board on Feb 27, 2010. Now, it's time for all of us to pitch in and move forward.



Some Like It Cold

By Harold Bauer

What a great way to end the year and start a new one; spending time with those that enjoy sailing during the summer and don't want to be cooped up during the winter.

That's how almost everyone seemed to feel at the recent Snow Slide Regatta. After two days of outstanding skiing conditions at Holiday Valley Ski Area in Ellicottville, NY, these were some of the comments that were heard: "Great cocktail party with lots of food and beverage," and, "that was an awesome Pot-Luck dinner on New Year's Eve."

You see, the Snow Slide Regatta isn't like other regattas where you have to drag your boat somewhere, rig it, and pack it all back up again after two days of fighting to get good starts in clear air, looking for the favored side of the

course, or waiting for the wind to fill in or die down (remember Louisville this year)? Everyone had great starts in clear air, all sides of the course were favored, there were no protests, and best of all, everybody won.

For some, the best part of the regatta was the great skiing conditions at Holiday Valley. For others, it was the shopping in downtown Ellicottville.

And for some, the best part was the hot chocolate and Bailey's in the lodge after skiing.

What a great way to send out the



L-r: John Bauer, Steve Bauer, Jillian Frauenknecht, and Lissa Charnock, posing on the slopes of Holiday Valley Ski Area, participating in the Highlander Snow Slide Regatta.

old year and to bring in the new.

Will we see you next year? Same time, same place; join us.

Some Like It Hot

By Frank Gerry

The Highlander regatta season just keeps growing. Remember the Snow Slide Regatta that searches for the sailor with the thirst for slippery snowy slopes, well now we have the brand new Sand Slide Regatta, Aruba style.

It's a wonderful thing; just like the Nationals..... well sort of. You look forward to it, it costs a little extra, it takes a few hours to get there (by air) but once

you see it, smell it and taste it, you are in full regatta mode.

The venue is a little different, but not 'that' different. You get there on Friday or Saturday, find your way around, check in, greet old friends, get measured in (well, maybe that means grab a nice beach towel and a brew), and get into the fun stuff.

By mid day you are on the beach, maybe a buzz on before noon, looking at the water.

This time it's a bit too windy to sail just yet. Somehow the wind is blowing 25-30 knots, surf is 4-7 feet, but gawd almighty - this feels nice. It's 87 degrees, sometimes 88, and a nice breeze in your face. With the races cancelled for the day, things get cranked up.

Food happens from time to time, endless beers fall out of coolers, jokes get a little spicier, and the crowd gets bigger. If we get a bit hot and sweaty, down to the water we go; you know, "toes in the water, ass in the sand." Geez, it feels good.

Night falls, things get a little crazy, the party moves to the nearest bar, club, who knows. Later on, when folks don't remember things, skinny dipping happens and the night goes on.

Come morning, things are a little bit



Harold and Frank shown here doing indoor activities; hoisting and toasting.

hazy, but omg, the wind is a bit strong for the Highlander, so we guess we need to hang out and wait again. Maybe we will go on a booze cruise on a 70-foot cat, work on the sun tan, read a book, sleep it off; who knows what can happen next.

That can go on for a week in an island place called Aruba. Harold and Stefanie Bauer, Marianne and Frank Gerry and a bunch of friends had a great week at the Highlander Sand Slide Regatta in mid-December on the beautiful white sands of Aruba.

Maybe someday we 'really will' bring a Highlander, definitely with reef points in the cruising sails.



L-r: Marianne & Frank Gerry and Stefanie & Harold Bauer at "Sand Slide."



Cleveland Boat Show Evolving

Fleet Update by Gary Vinicky

As the economy remained depressed at the beginning of 2010, I was wondering just how it would affect this year's Cleveland Boat Show. Driving up to the massive IX Center on move-in day, the Wednesday before the Friday night opening, I was wondering what we were going to find. Where do they have the one-design area this year?

We were scheduled for 10 a.m., but since I work within a mile from the IX Center I thought that I would get there before 8 a.m. hoping that I could get in early and get back to the office. As I pulled around the back of the building, I was confused. Our normal entrance door, #35 was assigned to another show; during the same week as the Boat Show. How can that be? I had to be dreaming?

Way down the back wall I saw a sign for our entrance, door #40, so I towed the boat up there and was first in line and they waved me in. I was handed a floor plan and saw that we were all the way in the southeast corner. I was able to drive the van right in and went to the southeast corner of the building looking for the tape marks indicating our area, #900.

However, what I found was #901. Was that our spot? Tom Pappalardo met me there and we were walking around in circles trying to figure it out. An IX Center employee on a golf cart must have thought we both had "Turning Disease." He came over took one look at the floor plan and said, "Oh, you guys are way over there", which was about half way to

the southwest side of the building. There we found our #900 marker. "Could that be right?"

Well as it turned out, the one-design group staked out the southeast end of the show which was nearly in the middle of the building. As the exhibitors filled in we really were a little stunned by the reduction in size. Not too many years ago, the Cleveland Boat show filled all of the million square feet.

To back up; about three weeks before the show, I recall looking at the boat show exhibitor's packet and it hit me like a 2x4 on the side of the head. I had not yet thought about sails. Would mine be good enough? I really thought not.

So I sent out a panic e-mail to Ernie Dieball and Dieball Sails which came through with a fine set for the Highlander display. In fact, there were Dieball sails on more than half of the boats in the display. On behalf of HCIA, we extend an appreciative 'thank you' to Ernie and Skip Dieball.

The organizations represented at the this year's show were the Jet 14

Class, The Highlander Class, the Interlake Class and Sandusky Sailing Club, Berlin Yacht Club with a Thistle and a Flying Scot and finishing off the one-design booth was Py-matuning Yacht Club with a woodie Fireball.

As the show got started, the attendance seemed to match the floor space; down significantly.

On the spot, we decided to take a different tack on how we approached this new situation.

In the past we, of course, showed off the boat itself, but our focus was on enticing potential crew to later come to our Club and sail with us. Actually, we



Photo by Gary Vinicky

The Highlander got her fair share of attention at Cleveland.

turned out to be too successful at that, as during the subsequent racing season, we could never find enough crew spots to handle all of the new crew signees; and we were criticized for that.

This time we went after boat owners only; and we signed on two more Highlander skippers at this show to bring Fleet 14 up to 20 Highlanders. The two new boats joining us are Tadd Schwarz with #790 and Clint Preslan with, I think, #587. They may have already been members of the Class, we'll check that out. In any case, we'd like to welcome Tadd and Clint into the Fleet 14 fold.

Both Tadd and Clint are attorneys and that makes, now, four attorneys in our local fleet. I wonder if Crede Calhoun is watching. I remember when, at one Nationals where two Fleet 14 members were sequestered in the protest room; Rick Myers and Crede Calhoun, both attorneys. In short, it was a long and litigious afternoon.

If everyone in Fleet 14 from last year joins up again, with our two new additions from the boat show, we can try and break into the twenty-plus boat range. Back in the mid eighties, Fleet 14 had up to 38 boats, helped in great part by the exodus of the Highlander Fleet from

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Photo by Gary Vinicky

The one-designs all in a row, faced a sluggish crowd at Expo.



(Continued from page 12)
Lakeside Yacht Club.

This event, the gaining two boats for the fleet, did happen at this show. But I think I need to make the point that it ac-



L-r; Gary Vinicky, Tom Pappalardo, Debbie Robertson, Steve Merriam #412, and Rick Robertson getting ready for the show.

ually took three shows to pull this off. Because we are there show after show, people can see the continuity and 'know' that the Highlander Class is for real and that we will be here in the future. We've seen this show after show from even those who would never sail a Highlander, and there were many: they still stop by and say "hi," and in doing so acknowledge our standing in the sailing world.

This is the essence of trade shows. I am in big industry and our new 'global' corporate owners cannot see this, but only the expense. They look only at the results of one show and not the aggregate effect. My company has not exhibited at any of the major trade show in our industry, when all of the competition has.

As regular boat show attendees keep seeing the same group display year after year, they recognize the sustainability and that is what they are looking for. And as they visit at our display, they learn that sailing a Highlander is really exciting, especially on Lake Erie, and a very economical way to get into sailing. We are also now seeing a few, former big boat sailors flowing into our meager Fleet 14.

This show was somewhat special for me personally. I was drawn into this Class way back at the Cleveland Boat show in 1977. There I met Crede Calhoun, Don Weisburger and Chuck Hazel,

all members of Fleet 14; doing the same thing "we" were just doing at the 2010 show.

Ever since that first meeting I felt a part of Fleet 14. I suspect the Highlander was at the first Cleveland Boat Show in 1957. This show was especially significant to me in that Chuck Hazel stopped by at this 2010 show and spent a lot of time with us. He had his grandson with him and he introduced his grandson to the Highlander and all of us. That was really a neat moment.

So now that another show event has passed, what now? Since we did not make an official effort to get a list of people that wanted to crew, we only asked about interest in the Highlander as in owning one; our sign up sheet was about a third of what it was in the past, but we still got quite a few experienced people who are crewing in other classes on different days so I made a note of that in the visitor's log.

About two weeks after the show, I sent out a thank you to those who left contact information. I included a link to Fleet 14's website that we have been frantically updating to keep the site dynamic and vibrant.

You can check it out at www.highlanderfleet14.com.

As I write this article, we are looking to have both the Edgewater Yacht Club site and the Whiskey Island site include links to our Fleet 14 site. I have also contacted Fanny Timmer about

linking to the HCIA site as well.

We have a lot of momentum going at the very popular Whiskey Island venue. On a typical summer Saturday and Sunday, there is anywhere from 250 to 400 people at the Sunset Grille at Whiskey Island. That is a lot of exposure if we can somehow tap into that.

An idea that I had at the show was to have our own mini-boat show right there at Whiskey Island, adjacent to the Sunset Grille with boats in the water. I talked to the fleet captain of the Jet 14 Class to see if they would participate.

We agreed to talk further about it this winter. It will take a lot of planning and poster making and cooperation with the Sunset Grille staff but I don't see a problem there. We'll see how that goes.

Now getting back to the racing out on Lake Erie, two years ago, at one of the race finishes, the fleet was spread out all along the last leg of the race. Everyone had their own private part of Lake Erie.

That was not the case this past year. Everyone is getting really more competitive, especially in the middle of the fleet. On some Wednesdays we will have nine or ten boats start.

Last season on one race day when I



HCIA thanks Fleet 14 for time and effort at Cleveland event.

was away, I think at my niece's wedding, there was all kind of commotion on the race course about "right of way" issues, followed by a flurry of emails that lasted for a week or two.

This is a good sign that everybody in the fleet is getting better and becoming more interested in their rights on the wa-

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HCIA Training Fund

Contributions Fuel Our Future

By Mike Shayeson

As most of you read this April edition of "The Highlander," you are probably still getting your boat ready for the upcoming season. And those of you that travel the regatta circuit are looking forward to the season "opener" at beautiful Lake Norman in only a few short weeks.

This is also the time of the year we get serious about replacing that old worn out cam cleat or that old jib sheet that your forward crew complained about all last season. Most of us really don't give too much thought to spending \$38 for the cleat nor the \$30 or \$40 we'll spend on a new sheet. Most of us recognize that we need to 'invest' a little in our boats to make sure we have reliable equipment that will afford us a season of great entertainment and fun.

That's exactly the kind of investment we all should make to maintain the value of our boats and that we can achieve through HCIA Training, Inc. For the price of a new cleat or a new jib sheet, you can help preserve the value of your boat by simply making a \$25 - \$50 donation to HCIA Training, Inc., making cer-

tain that our Highlander class continues to grow and attract new members.

I am certain each one of you that loves sailing your Highlander knows of someone who would love to join us but either feels they cannot afford the boat nor feels confident that they could sail it even if they had one. That's why your Class leaders in recent years have set up HCIA Training, Inc.

It's there to assist you in making these people a part of our class. As we build up this fund, it will be used to obtain "loaner boats" to be brought up to 'race ready' condition, and made available to newer folks who may want to 'try' a Highlander before actually purchasing one. The concept has already proven its value in a related program at Lake Norman.

Please feel free to contact me or any other board members with comments or

questions about our effort. You can email me at, MShayeson@cinci.rr.com.

As this program continues to grow and evolve we feel like it will develop into a valuable tool to help introduce more sailors to the excitement of the



Mike Shayeson continues search for HCIA fund help.

Highlander. We hope you will agree and will consider making a tax deductible donation to the sport and the boat that you love.

Send your donations today to: HCIA Training, Inc., c/o Mike Shayeson, 7650 Cayuga Drive, Cincinnati, OH 45243.

Secretary-Treasurer's Report

2010; Challenges and Opportunities

By Bryan Hollingsworth

When we finished the Highlander racing season last fall at Pipers the economy was down, other large fleets were reporting membership numbers on a decline but our numbers were up. Admittedly our overall number is small relative to some other classes, but our membership is strong and loyal,

Mike Shayeson has purchased an associate membership for his '09 Pipers crew, Jason Japiske, and a Junior membership for his other crew, Shon McCall.

Jon McClean has done likewise for his daughter Ellie. You may remember the article that Ellie wrote in our October '09 magazine. She was quite a lucky gal to be able to race with Jamey Carey at our North Cape HCIA Nationals.

We need more people like Mike and Jon, recruiting these young sailors to sustain our membership and promote

growth.

Not only is it important to introduce younger sailors to the class but we also need to engage those older, less experienced, and/or less active members.

The key people to do this are our Fleet Captains. They know their club members and need to encourage participation at the local level and launch those boats that never seem to move from the parking area all year.

I would like to ask all Fleet Captains to contact all local Highlander owners personally and remind them to pay their HCIA dues and let them know how important it is to par-

ticipate and bring other prospective sailors into the class.

I would hope to see the beginnings of new fleets this year in places like Rhode Island, Maryland and Virginia, and maybe even New York. I hope to meet more of you on the Regatta circuit this season.



HCIA Secretary-Treasurer Bryan Hollingsworth.



The Classifieds

#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. \$4,500, obo. Call Harvey Schach at 216-978-9219 or email at: hschach@roadrunner.com.

#759: 1973 Durabilt. Alum mast & boom. Jib, main, spinnaker in good condition. Full deck cover. Trailer included. New blue paint on hull with red boot stripe. \$1,900, obo. Call George Seiple: 614 451-4758.

#396: Built approximately in 1965. Partially

rebuilt with new plywood and fiber-glassed deck, needs sanding and repainting and some TLC. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer. Has been garage stored. \$650, OBO, Bob Zednik 440 283-8332, 216 741-6440, or email to bobz@parmahobby.com.

#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. \$4,900. David Lies (317) 464-8255 weekdays or liesdavid@sbcglobal.net.

(Continued from page 13)

ter. It was this event that shouted out, "Oh-oh, we need a racing rules seminar."

At the end of the racing season, at one of our monthly, 'first-Tuesday' meetings, North Sails' Nick Turney offered to put on a winter seminar for Fleet 14. Our skippers could get a better view and perception of right of way issues right up front and center; what a great opportunity to plan a racing rules seminar.

At Fleet 14's February meeting, we set up this event for Saturday, March 27th at the Robertson's Barn. This is a great venue with a full second floor complete with air-hockey and pool table. We have our end-of-the-year event there; our Great

Clambake.

Also at our February meeting, Nick Turney announced that North Sails has made the Highlander Class his responsibility for their brand, so we wish him

(Continued on page 16)



The late Jack Bauer, left, skippering with Rob Spring and Jack's wife Cherie on their Thistle. Our thoughts are with the Bauer family. Per their request an "In Memoriam" tribute will be featured in the July issue of "The Highlander."

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"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

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

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FIRST CLASS MAIL

(Continued from page 15)

all the best in his service to our Class.

Once again, I cannot thank Debbie and Rick Robertson enough for them showing their beautiful Highlander #942, 'Arcanum,' at this show once again. It is by far the best example of any vintage Highlander in the Class except for the famous Moby Dick #500.

All of this cannot happen without all of the volunteers of Fleet 14. Thanks to our Class President, Dan Hopkins, for helping out as a volunteer as well.

We are looking forward to the 2010 racing season on Lake Erie for great, exciting racing and above all else, great camaraderie at gatherings after racing is complete.

Have a great sailing season.

Highlander 2010 Regatta Schedule

April 24/25	HCIA MidWinters	Lake Norman YC	radsail@aol.com
May 8/9	Pot Luck Regatta	Cave Run Lake, Kentucky	Bryan Hollingsworth, bristolbhh@insightbb.com
May 15/16	Mayor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
June 12/13	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 11, 12/13	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 19/20	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 19/20	Cleveland Race Week	Edgewater YC	Gary Vinicky, (need to tell Gary) gsvh747@windstream.net
June 26/27	Pow Wow	Indian Lake	Norris, nbourdow1@sbcglobal.net
July 3/4,	Pymatuning Regatta	Jamestown, PA	rspring@neo.rr.com
July 24-30	HCIA Nationals	Pymatuning YC	Harold Bauer, hbauer494@juno.com
August 14/15	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
September 11/12	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 18/19	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
September 25/26	Highlander/Thistle Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 2/3	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 16/17	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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

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