



THE HIGHLANDER

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HCIA "Rhodies" Ready To Rock



Photo by Mark Steinmetz

Melanie Curtin with Fabio Whitehead and Jeff Curtin at the helm, shooting through the waters of Fishers Island Sound. Jeff and friends have been traveling the circuit, not only racing, but buying up older Highlanders to build a fleet of five in Rhode Island.



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President's Corner

I write this column as the first warm day of spring has arrived in Cincinnati, OH. This makes my thoughts turn to sailing and straight away I can look back at the winter and admire what we have achieved this year.

Our Midwinter regatta at Lake Norman is now only a matter of weeks away and it will indeed be good to be back out on the water. As I see signs of renewal in nature, so I see signs of renewal within our class. This is both gratifying and exciting.

In looking forward, I'd like to thank a couple of people; one who has worked hard and contributed much to our class over the years, and the other who has laid a really solid foundation for our future.

Fanny Timmer will step down as web master, after many years of inputting regatta results and working tirelessly on the Sailhighlander.org web site. I'd like to thank her for this hard work, and recognize her contribution to the class.

I'd also like to thank Boyd Barnwell, a relative newcomer to our group, for many, many hours of hard work over the winter setting up a new and greatly expanded website. Upon this writing, the launch of this dynamic and refreshed Sailhighlander.org was ready to roll any day. With receipt of this magazine, if you haven't already visited the 'new and improved' site, by all means, check it out.

I have sailed with Boyd for the last few years, and as always he certainly has delivered and is a pleasure to be around.

The new site will be quite different than the look of our previous offering, and the test site was still being tweaked and double-checked by a panel of Highlander sailors as we went into production of this issue.

We will make increasing use of Facebook and Twitter, and Heron Hollingsworth will be managing our Facebook presence.

Mike Feldhaus will continue to edit the Highlander Magazine, and will help in uploading news articles. Did you notice the cover page of this issue? Our new logo is featured and a few other minor changes, we think, make it

look even brighter and more appealing to the eye than ever before.

On the web site, many excellent photographs by Gayle Kaufholz

and Anne Hollingsworth are featured, and uploading future pictures for other contributors will be quite simple. Bruce Busby will continue to be the 'go to' guy to sell and buy Highlanders on the web.

Many class members have stepped up and made valuable contributions to the website design. At the recent HCIA board meeting held at Ed and Erin Spengeman's house it was noticeable that we had real energy and vibrancy at the meeting, and I for one left with a real sense of progress and traction. I find it humbling to see the dedication and commitment of so many.

The rest of the newly built Highlander boats have now all been delivered, and it looks and sounds like Tom Allen and his team should be proud of what they have produced. We'll see them on the water, and can anticipate all three being at our season-opening event, the Midwinters, April 16/17.

The updated site has a new Allen parts catalogue, and this will help to get older boats back on the water. On a recent visit to the Allen production facility, the venue was described by a Highlander delegation as "impressive", so if you are near Buffalo call Tom and go say hello.

Preparations are now advancing for the 2011 regatta season, and for the Rock Hall Nationals. We already have a proposal for the 2012 Nationals venue, and will make sure we plan so everyone can enjoy their Highlander experience.

If you have a boat and would consider loaning it, please let me know and we will make arrangements to connect you with an eager skipper. Likewise if you would like to donate a boat or have spare parts, let me know and we will find suitable homes.

Good sailing in 2011!



Jon McClean



Highlander Rising!

New HCIA Website Is Looking Good

By Boyd Barnwell

By now, hopefully, you've visited HCIA's brand new web site at sailhighlander.org, .com, or .net. The class wanted to create an easy-to-use and valuable resource for current Highlander sailors, crew and families.

We also wanted to boldly re-establish the Highlander's fantastic sailing legacy and be the foundation resource for new sailors to find out about our great boat and exciting racing opportunities.

You'll notice an entirely new class



HCIA website developer Boyd Barnwell, and contributors, hope you visit often.

logo and brand identity. We think the logo designs respect our history while capturing the look and feel of modern and competitive classes.

Sailors searching for one-design dinghy, sailboat racing will now find a site that we hope embodies what makes our class so great.

The leadership of the Highlander class is committed to the long range goal "to grow the Highlander class and improve its members' sailing and racing experience." This new site is the first initiative that will restore our place as the "Original One-Design Sportboat."

New web site features include:

Regatta Details Page: Direct access to NOR's, Sailing Instructions, registration, maps, contacts, and directions as they are made available.

Fleet Details Pages: Fleets have their own pages to attract new sailors and showcase their clubs.

News & Events: Highlander news updates will be posted frequently to keep you informed between newsletters.

Electronic Newsletters: Now you can access historical newsletters. Our intent is, soon, to make available every magazine ever published.

Members Only: This section allows only official HCIA paid members to access 'current' electronic versions of "The Highlander." More features will be added in the future.

These are just a few features of our the new website. Explore and enjoy.

Future enhancements will include



the ability to buy Highlander brand promotional 'wearables' as well as boat parts. We also plan on adding annual HCIA registration on-line and donations to HCIA Training & Development, using your credit card.

The "back end" of the site has been developed so many can contribute and administer different aspects of keeping content fresh without having to be web developers.

For instance, Mike Feldhaus will be providing frequent class updates through the News & Events page. Then Bryan Hollingsworth is handling his member management duties via the special administration portal.

We're also now maintaining a separate boat database through the same portal to keep better track of who owns boats and where they are located. Ed Spengeman is maintaining regatta information. Jamey and Tanya Carey will maintain fleet updates and race results.

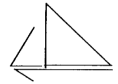
This site renovation truly is a Highlander team effort. Please explore your new site thoroughly and share your observations and comments with us at: webmaster@sailhighlander.org

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For years Ernie and Skip Dieball have been traveling the Midwestern sailing scene in an effort to help grow the sport and teach. Last year was our first year as Dieball Sailing the newest INDEPENDENT SAILMAKER in the USA. Our philosophy is straight-forward: Help get more people into boats and experiencing the love of sailing! Through this passion, we've built a strong business and look forward to years of partnering with the Highlander Class. Check out what we did in our 1st year as an independent loft:

2009	2010
1st - Nationals	Pot Luck
1st - Jr. Nationals	Mayor's Cup
1st - Masters	
1st - Pipers	



“Rhodies” Are Rockin’!

By Jeff Curtin

Our local sailing venue here on the Rhode Island/Connecticut line is The Greenhaven Sailing Club. We generally sail in Little Narragansett Bay, which is west from Watch Hill, Rhode Island. I believe the Highlander is a good fit for this area. Last year our club started the season with two Highlanders among six to eight keel boats.

Throughout the season I was lucky to persuade three old sailing buddies to join our two boats (#789 and #937) that Mac Cooper and I sail. We were thrilled to have our old pals join us for our weekly Tuesday evening races.

Back tracking just a bit here, Mac

regattas we could, for the most part with the same core crew. That spring, after the Maryland trip, we rigged up Mac’s new boat (#789) and my first impression was, “Man, these are really cool! Fun, good cockpit, and a real feel for acceleration.”

Stonington, our neighboring harbor, has a Wednesday evening series for boats up to 20 feet, and they also had two Highlanders. I was sold. I wanted one. A few years later I purchased #937, one of the Stonington boats, and sailed with the Wednesday fun, too. Several old Highlander magazines came with my boat, and they made an impression. I couldn’t help but think,

IODs, just to name a few. We bounced around all the sailing



Photo by Hannah Curtin

Left, aboard “Mayhem” are: Rick Brown, Caroline Prarrie, and Sprocket Goodman. L-r on “Wild Goose” are: Chet Lesinski, Mac Cooper, and Tom Greene; on this beautiful day, out “Highlandering” in the waters of Little Narragansett Bay.

Cooper, over the years, was usually the inspiration for the next new boat, so when we traveled to Maryland in January about eight years ago to pick up a Highlander, it was the beginning of our next adventure in sailing.

Mac and I both operate small boat-yards in Westerly, Rhode Island, and we’ve sailed on the same race boats for about 25 years. The boats we used to race ranged from Mac’s own Ensign to other friends’ J35s, J27s, Evelyn 32s, and

“These guys are having way too much fun!” Not long after, I wrote to HCIA Sec/Treasurer, Bryan Hollingsworth, and joined the association.

My new goal was to get Mac to go to the Highlander Nationals. He jumped at my suggestion and three years ago we made it to the ’09 North Cape Nationals, near Toledo. After the first day of racing, Dan Hopkins asked, “Was it worth the trip?” “Oh yes,” I told him, “This is exactly what I was hoping for.”

Last spring I recognized that several of my sailing buddies were in between boats or not planning on sailing on Tuesday evenings, so I took a flyer and started buying and selling inexpensive Highlander ‘fixer-uppers’ from the website. While strictly non-profit on my end, there was actually a selfish motive: I wanted a fun one-design race for our Tuesday evenings at our club. These boats fit the bill here in Little Narragansett Bay, and we’re thrilled to be part of the national club, so to speak.

Back to this past season, our racing usually begins in early June, and finishes with weekend races in September. The first competitive race of last season that I sailed was on Rick Brown’s newly purchased Highlander (#759), that I had just brought from Columbus, Ohio. Mac also made it out, and so we had a great start with two Highlanders on the first night.

The following week I kept the truck rolling and drove down the Shenandoah Valley and across to Charlotte, NC, to drag home Highlander #579. Mike Morgan had it priced right as an introductory boat, so next stop; fleet Rhode Island.

Later in August, another old sailing friend, Marc, expressed interest in our small Highlander group. Soon I was off to Indianapolis, where I followed up a lead from Charlie Brehob who I met at Pymatuning Nationals and made a buy. We started the season with two Highlanders and with the new addition of #940 we now have five.

Who knows, there may be even more Highlanders in our future for 2011. And maybe, if the other skippers agree, we might consider chartering a new Highlander fleet up here. Maybe we’ll call ourselves the Highlander Rhodies.

Have a great season; we’ll see you on the regatta trail.

Berlin Invitational, June 17/18

The Highlander gang of Fleet 12 at Berlin Yacht Club wants to ‘invite’ you to their 61st annual invitational regatta in mid-June. You can enjoy complimentary camping, competitive sailing, and a fun weekend with the local group and all of their other Highlander friends who’ll be visiting.

For details email Harold Bauer at: hbauer494@juno.com or check the web at: berlinyachtclub.com, or find them on the Highlander website. Join the fun!



Midwinters, Just Weeks Away!

By Patrick Rykens.

Here are five reasons you should come south in April.

1. Midwinters is the very first regatta of the 2011 season. You've been starved for Highlander racing for months so where better to start again than at the very first regatta of the season. By the way, the dates are April 16/17.

2. Lake Norman offers great racing: top quality Race Committees, plenty of racing space on the lake, five races on the card, Highlander starts separate from our other club fleets but sailing on the same 'around the buoys' course, "and" an early Highlander start on Sunday so that we can get you back on the road in the early afternoon.

3. Lake Norman in April is probably warmer than where you are. The mean temperature on April 16 is 61 degrees and the high can be as toasty as 75.

Our average wind speed on that date for the past 10 years has been 10 mph.

4. Lake Norman has great facilities for you: Thirty acres with two launch ramps, a new hoist, re-

vamped Clubhouse with full facilities, showers, etc. We'll have a club dinner on Saturday night or, if you prefer, there are plenty of local restaurants and pubs. We have loads of free camping space, grills on site for your use, and the essential ingredient for any regatta..... free beer. Now, we've got your attention!

5. Midwinters at this Lake Norman venue has had great Highlander participation. Since 2006 when LNYC began hosting the regatta, attendance has grown to 16 boats for each of the past three years. Now we want more boats than ever, and this means "you." Winners over the past years have included Rob Spring, John Bauer, Jamey Carey and Ernie Dieball. So, we have quality and quantity. Know what? Here's a sixth.

We also have a loaner Highlander available. It may not be the most up-to-date rig, but in the right hands it wins club races, (but bring your own sails). It's available on a first come first served basis. And if we need more 'loaner' boats we do have a couple more that we may be able to make available; but let us know as early as possible.

We look forward to seeing you all at the 2011 Midwinters, this April 16/17. I know where you live, and I am sure you can't be doing anything better than racing down here. Come on down.



Photo by Mike Feldhaus

Highlander racers readying their boats at last year's contest.

Highlander "Snowslide"

An Avalanche of Winter Fun

By Harold Bauer

It was another great ending to the year; the annual Snow Slide Regatta at Holiday Valley in Ellicottville NY. This event has been a standard for many Berlin Yacht Club sailors over the past 12 - 14 years as we head off to celebrate the New Year's holiday to take in a little skiing. This year was no exception as a hearty group of sailors took to the slopes during the days and then to the after skiing gatherings in the hallways and rooms of the Jamestown, NY, Red Roof Inn.

You don't necessarily have to be a sailor from Berlin or any other sailing club, or even a sailor for that matter. In fact, you really don't have to be a skier. Every year, there seem to be a few that manage to show up at the party following a day of shopping, touring, or taking in a few wineries in the Great Lakes Wine Country.

By the time you read this the skiing

season will be nearly over and we will be hard at work planning our Highlander fleet

2011 sailing season.

Don't forget the annual BYC Invitational regatta, June 18/19. You surely won't want to miss it; it's our 61st celebration of this fun weekend. The contact is yours truly: with email at the end of this article (to avoid auto-scrunching next to this photo).

And, by all means consider yourself invited to be a part of 'this' event next year for the annual Highlander "Snowslide" at Holiday Valley in Ellicottville.

It's a great way to finish off one year and

get a jump start on the next.

For more Berlin or "Snowslide" info: contact hbauer494@juno.com.

Photo Note: Harold hit the camera timer button and made it back in line to be included with these usual suspects.



Photo by Harold Bauer

L-r: John Zaegel, Mark Keyser, Ron Craig, Harold Bauer, Terri Zaegel, Stefanie Bauer, John Duckworth, Anne Keyser, and Becky Craig enjoying Highlander "Snowslide."



Highlander Shines at Cleveland

By Gary Vinicky

Showing up at the Cleveland International Exposition Center provided a great surprise this year. As you approached the West End Lobby, the first thing every visitor saw was the sea of the one-design sails reaching up over the entrance barriers.

Lake Erie Marine Trade Association (LEMETA) saw fit to move the one-design area right up front again. We were the first booth on your left as you went through the entrance gate. Last year we were on the back isle and the show appeared to be a powerboat show and nothing more. And, this year, the Highlander was there right up front due to the planning ahead of our faithful Fleet 14 'boat show crew' headed up by Rick and Debbie Robertson, the owners of Arcanum. Their Highlander 942 is surely the nicest vintage Highlander in Ohio these days.

At the show there are always slow times and this is where the planning for Fleet 14's coming season starts heating up. We then make it a point to stay in touch throughout the long cold winter by hosting a Highlander Gathering on the first Tuesday of each month.



Photo by Gary Vinicky

Highlander "Arcanum" on display

Our boat show visitor log was up slightly over last year. In early February, I made contact with the visitors of this year's show and have invited all of them to attend our First Tuesday Gatherings.

We hope to convince these people, new to our specific sailing passion, to join us in this camaraderie and hope that they too will first, crew with us and then buy their own Highlander. For 2011, we will have five former "boat show" contacts now sailing and racing their very own Highlanders. We are fortunate that the majority of these new sailors is in their 30's, perfect for long term fleet growth.

If you received the last Highlander magazine, you read a story about Fleet 14 acquiring a like-new, wooden mast that was unusable due to a permanent reverse bend. It is now suspended from the ceiling, part of the sports décor, of the Sunset Grille on Whiskey Island. Whiskey Island's Sunset Grille and Wendy Park have become one of the hottest summer season venues in Cleveland. The general public can actually get close to the waters edge.

Fleet 14 is slowly building up a set of Highlander artifacts that are displayed at this great watering hole with the hope of getting the general public to notice and associate our emblem, the dancing Highlander dude, with sailing and racing Highlander sailboats on Lake Erie. Don't forget the Highlander concept was conceived in Vermilion Ohio and originally built in Fairport Harbor. Both are harbors on Lake Erie, and Whiskey Island and Edgewater Yacht Club are smack in the middle.

Back to the Highlander mast at the restaurant/bar, from the luff groove of the mast we hope to display contact information for Fleet 14, the Highlander Class as well, and as upcoming local fleet events and ongoing scoring updates on Fleet 14 series leaders, etc. We have a 25 foot luff groove to work with. Our luff groove bulletin board may sound like a little thing, but it is a positive effort; and on Labor Day weekend, the Sunset Grille served somewhere between 5,000 and 6,000 people during the Cleveland Air Show.

How do we keep the interest up in

the Fleet and not let it wane or fade away? It's a combination of things. Part of it may be that we strive to be a teaching fleet. The better sailors hang around after weekend racing and share. By doing this, we are helping our newer members



Photo by Ed Wells

L-r: Mike Wells, Annie Rusnak, Gary Vinicky, and Paul Kuebler, part of Fleet 14, 'Boat Show Crew.'

become better sailors and this in turn encourages the "middle-of-the-pack" fleet members to climb to a higher level over time. In my opinion this is the essence of fleet growth. We share everything regarding sail controls and measurements, and we teach.

Don't get me wrong, going to a few away regattas is good too, just as long as there is a good mix of local fleet racing as well as regatta traveling. The good sailors are usually the spark plugs in various fleets and if they are not hanging around nurturing new sailors, some in the fleet may lose interest and not bother showing up after a while. We really do need to make a strong effort to strike that balance, for successful Class growth.

Our Wednesday evening series is proving to be the most valuable series for Fleet 14. There is something significant about it. Sailing World's Senior Editor Stuart Streuli felt the same way and that was why he did that piece featuring our fleet, last season, on Wednesday Night Racing in America.

For us, week night racing is well attended. This season I'm expecting many Wednesday night races to regularly draw ten or more boats. The after-party is cool too, although it may make for some long Thursdays in many business offices. But, all in all, that Wednesday night series is the perfect break in the week, something that many of us all start to look forward to every Monday morning.



You'll Be "Crabby" If You Miss Out!

Make Rock Hall Reservations

By Ed and Erin Spengeman

With Highlander Nationals less than four months away, it's time to start planning your trip. This year, the championship series will be held at the Rock Hall Yacht Club in Rock Hall, MD and for those of you who were with us for 2005 Nationals, you remember that this is a great place to sail.

Located on the Eastern Shore of Maryland's Chesapeake Bay, RHYC offers a large body of water easily capable of mile-long legs for competitive racing. The club offers all of the amenities that you would expect from a Nationals venue..... with the added bonus of a swimming pool.

The team at RHYC is thrilled to have the Highlander gang back for 2011 and look forward to rolling out the red carpet for this event.

Closer to home, the hosting clubs are feverishly working to make sure this will be an event to remember for all attendees. We've already received several early registration requests and word has it that turnout is expected to be well above average.

With the launch of the newly revamped HCIA website, we will be providing frequent updates at

www.sailhighlander.org. We will start out with registration forms, the NOR and Sailing Instructions in a downloadable PDF format, and shortly after will follow with updates to the site showing boats that have registered for Nationals.

Lastly, when Nationals is underway, we will display daily updates on weather conditions and scores directly from the event. So please mark the HCIA website as one of your favorites and check back frequently to make sure you're up-to-date.

Whether you wish to camp at the club, or stay in a motel in Rock Hall or Chestertown, here are a couple of websites that might help in your planning.

The Rock Hall website at www.rockhallmd.com has a 'ton' of great information. There are several motels within Rock Hall listed, as well as rental properties and B&B's.

The locals that we've talked with, who run these places are wonderful to work with and are looking forward to our visit.

The website also gives a great list of restaurants within Rock Hall, shopping



Gary Steinbach launching "Eagle" at '05 Rock Hall Nats.

suggestions, and provides a link to information regarding Chestertown. Go to: www.rockhallyachtclub.org, the club's website and it will also provide you with local attractions, pictures and insight into club rules, maps, and directions.

So, mark your calendars for July 23-28 for Highlander Nationals 2011. We look forward to seeing you there.

Pot Luck II, A Sure Bet!

By Bryan Hollingsworth

For 2011, the 2nd Annual Pot Luck Regatta will fall on May 7/8, Kentucky Derby weekend, which means that in addition to great camping and food we will somehow include a little Derby fun.

I have recruited the involvement of the Cave Run Sailing Association in this year's event. They will be helping with their RC boat and related activities.

We will be able to occupy the same camping and launching facilities as last year. Two or three attendees took advantage of local hotels but the majority enjoyed some great camping. We'll again keep the fire pit going all weekend, but our entertainer John Bell will be in Alaska, so we'll have to write our own songs.

Last year we did a BBQ dinner for

early Friday arrivals, a pancake breakfast for Saturday morning and grilled anything and everything for lunch.

The Pot Luck dinner is Saturday night with "you" providing a main dish,



Pot Luck'ers enjoying Daniel Boone National Forest.

salad or dessert. I will use our new user friendly website (sailhighlander.org) to communicate and coordinate about who brings what this year; because I kept everyone is suspense last time. Everyone was well fed at any rate.

After the inaugural effort last year, all of the competitors gave local hosts high marks for the unique venue, enjoyable camping, and a weekend full of fun.

As a result, we're going to do it all over again, with plenty of grill space and electrical outlets for crock pots.

So reserve your Derby weekend, May 7/8, for the Pot Luck Regatta at Cave Run Lake in the "Eastern Highlands" of Kentucky.



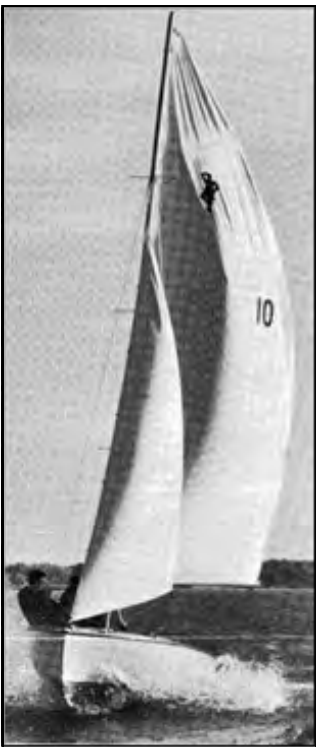
"Looking Back"

Some Highlander History

By Mark Redmond

Welcome to sixty years of Highlander sailing. The maiden voyage of the first Sandy Douglass-designed Highlander prototype took place on Lake Erie in December of 1950 on a 30 degree day with winds blowing over 20 knots. The boat handled the weather so well that Douglass and MacLeod immediately went into production. The Highlander debuted at the New York Boat Show in January of 1951. Twelve new boats were sold that winter and the Class was off and running.

Ten years later in 1961 things had really taken off and there were over 300 Highlanders. Fifty years ago the National Championship was held in Duxbury, Massachusetts. Thirty five boats sailed in the five-



Highlandering in 1961

things. Third place went to George Lomas from Corpus Christi Yacht Club. George also set an impressive record that may still stand by driving 2,400 miles each way to attend the Nationals. Considering that, the run from Ohio to this year's Nationals venue, Rock Hall, MD., is a piece of cake.

By 1971 the Class was celebrating 20

years of Highlander sailing. The association had evolved with 670 boats on the water and two builders working hard to produce more. Optimism was running high and Class President Dick Chapin was optimistic that the next ten years would bring us up to 1,000 Highlander owners. The boat had also gone through some significant changes in those 20 years.

Wooden hulls were a thing of the past, as the new hulls were now fiberglass. After a time of fiberglass hulls with wooden decks, the fiberglass deck was finally perfected and we now had a true fiberglass boat.

Wood/lead centerboards had given way to fiberglass boards. The aluminum mast had been standard since 1964, but the aluminum boom had just been introduced in 1971.

All of these upgrades were easily embraced by the Class as technology advanced and improved the construction of the boat. By 1971 another big change was becoming part of the Highlander. Provisionally introduced in 1970, inboard jib leads were permitted for a trial period to allow the membership to decide if they were to be permanently a part of the boat.

This was a very emotional issue for the Class. Although it brought increased performance, it reduced the utility and comfort of the cockpit and seats. After much heated debate the performance faction won out and in 1971 the Highlander jib leads moved from the coaming to the seats.

The class was also struggling with developing a set of specifications for the boat. When the Highlander was first built there was no list of detailed maximums and minimums of various boat elements, and it soon became clear that in order to maintain a one-design class, specifications were needed.

The process was complicated by the evolving nature of the boat and the

materials. In 1971 the hot issue was the centerboard. Again, there were multiple factions in the class and each had its own view of what the specification should be. Multiple suggestions were proposed at the annual meetings which resulted in some heated discussions. Needless to say, those gatherings back in those days were a lot more interesting than the relatively benign meetings we see today.



Start of Race 1 of Louisville's Inaugural 'Bluegrass Regatta.'

Another milestone in the Class history happened on September 18, 1971 when 15 Highlanders lined up for the first start ever of the Bluegrass Regatta at the Louisville Sailing Club. Check out "Joe Cool" hiking on boat #79. Maybe someone should have told him there is a reason no one else is hiking that way. Herm Groezinger from Hoover won the first Bluegrass followed by local favorite Frank Duerr in second.

By 1981 the Class was back to a single builder, Terry Kilpatrick at Customflex. There were orders for five new boats and the latest boat, hull #873, made the regatta circuit with several "guest" skippers. The Class hadn't reached 1,000 boats like Dick Chapin had hoped, but things were still going well and the Class was growing.

The Nationals was held that year in Chattanooga and Larry Klein bested the fleet for the last of his five championships. It also marked the debut of another pretty good Highlander sailor, Greg Fisher.

After another ten years the Class had lost much of its momentum as one design sailing in general took a downturn. Terry Kilpatrick was out as the builder which polarized the Class. The

(Continued on page 9)



Cowan's 50th Plaid Looking Like Gold

By Boyd Barnwell

It's not very often that a club celebrates its 50th Highlander regatta. That's why Fleet 4 of Cowan Lake Sailing Association is planning a big celebration for the 50th Annual Mad Plaid regatta this June 11/12.

At this special Mad Plaid we will celebrate and honor past event competitors and winners. While there have been many great sailors to compete here over the years, we've chosen one particular sailor and two generations of another sailing family for special honor, as they represent the best tradition of Mad Plaid Highlander competition. Therefore...

Cowan Lake Sailing Association Fleet No. 4 of the Highlander Class International Association officially names the 50th Annual Mad Plaid Regatta Official Honorees; Bud Annenberg, Jim Carey and Jamey Carey for their life long participation in the Mad Plaid and commitment to Highlander sailing and



Cowan Lake's Jamey and Jim Carey.

racing.

Fleet 4's regatta planning committee will be working hard to get as many past Mad Plaid competitors as possible to participate in this special occasion. We will have a huge celebration party Saturday night recognizing past

winners and competitors.

Additionally, we are planning to have a Friday afternoon sail where racers can tune up, retired competitors can have another sail on a Highlander, or those newer folks just interested in Highlander sailing can "get on board."

Look for details in the NOR on the Fleet 4 page of the HCIA web site soon at (sailhighlander.org). Please join us for this very special event. If you have any questions at all, contact me, at boymbarn@aol.com.

Mayor's Cup Coming Up!

Don't forget the Mayor's Cup Regatta set for May 14/15 at Eagle Creek Sailing Club in Indianapolis.

Quite frankly our Indy Highlander fleets are, in recent years, at a low ebb in activity, so let's help them out and give them a jump start with a good turnout for the Mayor's Cup. It's always a lot of fun and great weekend of sailing.

Kenny Chapman is working hard to host a lively crowd of Highlanders. Email at: chapmank@comcast.net.

(Continued from page 8)

resulting search for a new builder didn't go well and after only one boat coming out of the Great Midwest Boat Company, the Highlander had no builder in 1991. In that era, "The Highlander" magazine was published only sporadically so historical records are limited.

The Nationals was hosted by the Indianapolis Sailing Club as 34 Highlanders squeezed onto Geist Reservoir for a very interesting competition. Steve Carter bested Whit Whitacre and Mark Redmond to win his fourth championship. Across town the PGA Championship was going while we were sailing. An unknown big hitter came out of nowhere and made a huge splash by winning: his name, John Daly.

Fast forward ten years to 2001. The Class had stabilized and found its new identity. Gone were the days of increasing expansion, but Allen Boatworks remained as the builder despite minimal new boat orders. The racing circuit had good participation and those who sailed had lots of fun.

Carl Berger even published his guide to the best breakfasts on the regatta circuit. To make the list the establishment

had to be within 15 minutes of the sailing club, have a basic breakfast under \$5, and a service staff that could get the crew back to the regatta in time for the race, but after the skipper had rigged the boat. Unfortunately, some of Carl's top ten like Heather's at Atwood and



Two long-time icons of the Class: Fred Bauer and Crede Calhoun, 2001.

the Melrose Inn at Louisville are now gone, leaving a void in the fabric of Highlander sailing.

The 2001 sailing season started on a couple of sad notes. First, a fixture in the sailing program at Atwood Yacht Club, Terry Hites drowned in May while launching the club's skiff. On June 3, Crede Calhoun, long time Highlander sailor and beloved ambassador and proponent of the boat, died when his Highlander capsized on Lake Erie. No one loved the boat more than Crede and the entire Class suffered a huge loss that day.

The sailing continued during the summer of 2001. The National Championship was held at Sandusky Sailing Club during a very hot week in August. Debbie Probst bested the fleet of 29 including Andy McDonald and Ed Spengeman to become only the second female National Champion ever. The first was Rommie Everdell, in 1967. Jim McDonald from Indianapolis took the Larry Klein award for the best overall performance during the 2001 regatta season.

It's been an exciting and unpredictable 60 years. What will the next ten years bring? No one knows, but you need to be part of it and make some history.



HCIA Grand Prix Debuts At Hoover

By Sue Bauer

Get your racing energy revved up at the Hoover Highlander Fling on August 13/14. This regatta is the green flag for the new Grand Prix Series. It will be a laid back, low cost, fun weekend with great friends.

The Highlander Class already gives one award, the Larry Klein Trophy, for



Jason Hubbard (left), 'chief mechanic' of new Grand Prix.

good performance and participation across the season. Traveling to many regattas and sailing fast has enabled Jamey and Tanya Carey to win the Klein trophy nine times.

The Grand Prix, the vision of Jason Hubbard, offers another type of competition for those who may not be able to attend a lot of regattas. The scoring for this contest, runs from the first regatta after the National Championship (Hoover's Fling) up to an including the next Nationals.

Every sanctioned event is put in Class I or Class II, based on the number of boats that attended in the past. The Nationals is Class III.

A competitor's score is based on his best two finishes in Class I and best two in



Class II regattas, in addition to performance at Nationals.

In Class I events, the first place finisher will earn three points, with two points for second and one for third. The same scoring pattern holds for Class II events with first place earning five points, and stair stepping down to one point for fifth place.

At the Nationals, points are awarded similarly, for the first through ninth place in the Championship division and first through fourth in the President's division. Grand Prix scoring should be fun as the lead changes throughout the season. It could change right up to the last race of the National Championship.

So come to Hoover Sailing Club in Westerville, Ohio in August to kick start the Grand Prix Series. You can get complete competition details at the home page on our new website, sailhighlander.org. Once the series begins, you can track progress there throughout the season's run.

From the Secretary-Treasurer

By Bryan Hollingsworth

What's going on with the class membership? First a little recap for 2010. At the conclusion of the season, at Pipers, we had 117 paid members, one new Highlander #2005 launched by Doug and Cindy Fisher, and two more new boats on the way for Michael Shayeson #2006, and Bruce Busbey #2007.

I would like to welcome back some former members and recognize some new members for 2010. Fred Bauer sailed my brother, Berkeley's boat #927 in the Nationals for a seventh place finish and I hear rumors he will try Rock Hall in 2011. Nick Tourney, our new North Sails representative, sailed his first Highlander Nationals and had a great time finishing third in the Championship Division.

Chuck Vandevender sailing #898 is a past member who rejoined and included son Mark and daughter Sarah for another family team at Pymatuning Nationals. Mark finished ninth in the Presidents Division, third in the Junior Division and won the Chapin Family Award. But we are not done.

home fourth place in the Women's Division. She sailed in 15-22 knot winds if my memory serves me correctly That's a lot of bang for 120 bucks in membership fees. I, too, enjoy the family team thing and it is the most fun a Dad can have.

I am pretty sure that 2010 was Ellie McClean's first year as a Junior competitor and she was also out competing in that 20-knot blow and finished fourth. Ashley Breidenbach joined as an associate member and helped her dad, Pete, bring home the Master's Championship trophy and second place in the Presidents Division. Mark Paisley was another familiar name to the class. He sailed 407/910 to a sixth-place finish in the President's Division.

Jeff Curtin is my newest class hero. Three or four years back when I assumed this job from Sue Bauer, I got my first membership check from Pier 65, Westerly R.I. Back in the 1980's, I spent two years in Greenport Long Island and knew where he was located across the Long Island Sound.

At the time I said to myself he's in

Sister Sarah brought



Bryan at Pymatuning Nationals "luau."

the middle of nowhere and this won't last long. Wrong! Jeff not only finished ninth in the championship division, in only his second nationals, he brought to the class new members Ricky Brown, Mac Cooper, Greg Whitehead, Mark Steinmetz and now Melanie Curtin.

(Continued on page 11)



HCIA Champ, Dieball Sails C of C's

By Ernie Dieball

We sailed the Championship of Champions (C of C's) in Greenwich, CT at Indian Harbor YC in Ideal 18's. The club was very nice and the people there were great. I was able to talk my buddy, and 2010 Highlander Nationals crew, Jim Allen into taking time to come out with me.

The Ideal 18's are pretty simple and very equal...and not the easiest to sail fast, as they are very underpowered (in light air) and easy to stall out. It was interesting talking to a few of the really good guys when we got in about how much they struggled getting the boat to go in the light winds.

After day one and seven races, we found ourselves in the top ten with a chance to move up. It was disappointing at times as we had two really bad races that gave us some huge scores.

The early races found us very competitive with the good guys and feeling pretty good. Then, race five was a disaster. We got hung up at the weather mark with a boat that short tacked the layline and got stuck on the mark. It isn't much fun to watch 14 boats sail over you.

Race six was bizarre. We got a good start and kept decent pace, but I struggled pointing, which has been an issue. We have usually been good at picking shifts to get back into it but not this race. So, finishing so far behind, two races in a row, you just try to figure out how to get better.

Jim and I decided we would be much more aggressive at the start of Race

seven and position ourselves in the pressure. You can really get hung up at worrying too much about the boat and lose focus on the breeze. The goal is try to get in the top seven around the first mark as there is always a pack right behind there. From there you can work on the fleet ahead.

I got us off the line really nice and we were able to tack when we wanted. We were 6th around the mark and passed one downwind. Back upwind we just stayed in pressure. Somehow we managed to jump three boats and rounded second and finished that way; a really nice way to end the day and get some confidence back.

Day two, it was blowing pretty good when we left harbor and we tried a spinnaker. These boats are pretty narrow and unstable in breeze. Rocking and rolling are part of the deal here, and we were getting comfortable with Jim pumping the sheet to help us stay up and me steering out the roll.

It was blowing a steady 18-20 with puffs in the mid 20's. Upwind seemed slow as there is no hiking and no way to de-power other than vang hard and let the main down. We wanted to stay right as there seemed to be flatter water. We started just below

the group at the boat but could never manage to tack as there were a lot of boats on top of us. A nice left shift brought us back over most of the fleet and we rounded in the top ten. A quick gybe to port and we set the chute without the pole. This was a tip that was told to us by either Bruce Kirby or others that sail these as you cannot send anyone forward downwind or the bow would go down.

The chute is pretty erratic without a pole (tall and skinny) but it worked as we

(Continued on page 14)



2010 Highlander Champ Ernie Dieball at C of C's.

(Continued from page 10)

Jeff just picked up a new mast from Tom Allen and says his team is going to try to travel for three regattas in 2011. When Jeff Curtin is ready, we have promised to travel his way for a regatta. Just say when, Jeff. And I happen to know that Ricky Brown picks a great guitar folks.

Jeff's group has not yet officially formed a fleet yet, but I gave him a call anyway; so far, six new members in his area. But he thinks sailing two miles down his river to get to Long Island Sound might not suit us. Try us Jeff. Try us!

Gary Vinicky, our old rock in Cleve-

land, has captured the Board of Directors' attention with his thoughts on fleet building. I am not sure how many members Gary is responsible for, but he has gotten things going in a big way at Edgewater and Whiskey Island. Fleet building, Vinicky Style, has always been the proven cornerstone for Fleet and Class growth.

Closing out our newbies for 2010 and starters for 2011, is Larry Ward Boat 792 going to Berlin Yacht Club.

It's the last of February as I compose this draft for editor Mikey, and happily 49% of the class has paid its dues. I would also like to say I am sorry to the HCIA Training and Devel-

opment 501, (c), (3) our training fund, as last year I left off one line on the membership form to solicit donations.

I got it right for 2011 and this year have already forwarded over \$300 to Mike Shayeson who helps head up our HCIA training and development promotion program.

I still have one small item that needs attention. The membership rules state all members must have paid their dues "and" have a valid boat measurement certificate on file with the class secretary.

This certificate can be found on the new website, and then, if not already in our records, can be filed at you convenience.



Updates On “Other” Nats Champions

(Editor’s note: Joyce Spring volunteered this coverage of her team’s win in the Women’s Championship at 2010 nationals. We’d just never thought of asking for coverage of those events, but what a great idea. When asked, the other, “other” champs pitched in too.)

By Joyce Spring

I guess it’s been over thirty-five years that I have been sailing in Highlander events. Time sure goes fast when you’re having fun, and it’s been a fun journey. This year the Women’s Nationals was no exception; it had it all; a great lake, awesome race committee, talented competitors, sunny skies and big breeze, actually more wind than any of the 2010 national races. Of course, the most fun of all is who is on the boat to share the experience.

A few weeks earlier, John Bauer, Rob and I sailed together at the Thistle Great Lakes Championship. Anticipating sailing the Highlander Women’s, I took advantage of the opportunity to ask Rob and John if they would crew for me at the Women’s event in Aunt Ruby. They agreed and held true to their word even though the Highlander Nationals races were just completed and the wind had increased to 15-18 knots. But no matter, let’s go sailing.

Rob and Abby Ruhlman set up the race course similar to the just completed Nationals with shorter windward and leeward legs. Due to the increased wind velocity from the morning, John and Rob were discussing the wisdom of adding another crew member to the team when

Tanya Carey sailed by with an extra crew. Way to go Mojo!

At the start of the first race, all boats had clear starts and headed up the beat in opposite directions. At the windward mark, Aunt Ruby rounded first and Mojo was a close second. Despite the reluctance of the crew, the spinnaker was set and we planed off down the run. I’m not sure why the crew was reluctant to jibe and even took the spinnaker down early, but following that action we continued on and managed to win that first race. Abbie Probst was third and Sarah Vandevender fourth.

The second race was similar to the first, except the wind built a little bit more, such that the crew would not put up the spinnaker.

Fortunately Aunt Ruby held off the competition and we won this race as well; with Mojo in second, Mother Ocean third and Fiddlers Green in fourth.

The stage was set for the third and final race. Ruby needed to finish no worse than third and the series victory would be ours. Well things started out badly as both Ruby and Mother were

anxious to get going and were over the line early. Meanwhile Mojo was blasting off up the beat. It took all four legs of the race to get back into second place. Again I accepted the advice of the crew to not fly the spinnaker, but that’s the fun part of any race, isn’t it? Mojo won the race in grand style.

A common theme among the com-



L-r: Rob and Joyce Spring, John Bauer, and Aunt Ruby.

petitors was “fun”. Hats off to Sarah Vandevender who sailed with Jen and Lissa, an all women team in the challenging conditions. What a great opportunity sailing provides for us to spend time with friends. Thank you Rob and John for another memorable sailing experience.

“Chaos” Reigned in 2010 Masters

By Pete Breidenbach

The Masters Championship was scheduled to be sailed on Sunday afternoon after a day and a half of registration, weighing, measuring, tuning and tinkering with the boat. I have sailed the Masters several times and it has always been an enjoyable experience because in that particular event, versus the regular nationals championship, we are a little more in the hunt. My daughter, Ashley, and long-time “Chaos” crew regular Bill Albers were once again on board.

Sunday’s weather conditions were

favorable to us, as we do better in higher wind, so the 15 mph and higher conditions were to our liking.

At the skippers meeting the decision was made to have one start for the Masters race and the fleet practice race and then one start for the Masters and the Pymatuning club Highlander fleet.

While that may sound a little confusing, this seemed okay to us since we need the experience of starting in larger fleets. There was only one catch. I failed to note who was registered in the Masters series.

In race one, we had a good start in the middle of the line with clear air. The wind was relatively steady in direction and strength and we worked to tack on the shifts and maintain clear air. We were doing well, but it soon became clear that we really didn’t know who our real competition was.

Gary Steinbach was out ahead of us, Mike Shayeson, sailing two handed, was nearby and since Tanya Carey was the skipper we figured she was a Masters competitor. We sailed the second windward leg trying to maintain our position and cover the boats that we thought were our competition. Several of those boats

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finished ahead of us, including Gary Steinbach, but when we finished, 'we' got a gun.

Race two was started with maybe 15 boats, including the Pymatuning club race. I recall that again, we were pleased with our start and again worked to keep clear air and work the shifts.

We kept the boat as flat as possible and settled in among the first three or four competitors. At the finish we were not the first boat but were pretty sure that we were ahead of all of the Masters fleet. A gun confirmed this as we finished.

As we prepared for race three, we were looking forward to a start with just our Masters competition, but after the preparatory signal, it was clear that some others felt they would like some more

practice. We started with about ten other boats.

Again, we were well positioned at the start and worked upwind in a building breeze. We were able to hold the boat down upwind and had very good downwind runs to keep out ahead of the fleet. This time we were the first boat to finish. It turned out that Gary Steinbach did win the first race and we had a 2-1-1 series in a seven boat fleet.

Pymatuning was a great venue for the Nationals and I would like to thank the Class and the Nationals race committee for setting up the impromptu seminar on Tuesday when we had no wind. This was very helpful to have an opportunity to ask several past National Champions how they tune and trim their boats.

Tyler Allen

Captures 2010 Jr. Title, And True Spirit Of Sailing

By Tyler Allen

The Junior Highlander Nationals is a race I won't always get to do for my whole life. So if you can do it, you should before it's too late.

Staying in a mobile home was fun! I met lots of new people and learned new



Photo by katysklicks.com

From earlier action at Indian Lake's Powwow Regatta, Pete and Ashley Breidenbach with regular crew Bill Albers, up front, putting "Chaos" through her paces.



Photo by Anne Hollingsworth

L-r: HCIA Junior Champion Tyler Allen, crew Ernie Dieball with son, Dean, and Tyler's other crew, his dad, Jim.

games like Goblet. Not only did I sail in the Juniors but I crewed for Ernie Dieball. His family makes sails and they are good sails too.

We won the Highlander Nationals; first place in the Championships. I was there with my Dad, Jim Allen, Mr. and Mrs. Dieball and Dean Dieball their baby son.

We were in Pymatuning and the club was Pymatuning Yacht Club. I had a fun time sailing and you should sail too.



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Rehab Roundup

After more than one delay the old editor is finally getting around to update you on our rehab projects. Below and in middle column is Jim Reason's #483.

Sandy and I visited Jim in September of last year at his home in western Ky. Jim thanks all who helped him with his biggest concern; getting the rigging right. Below he's showing Sandy how he put many of your emailed suggestions to work. Obviously, he did a little structural work as you can see from the hole in the deck that came 'free' with his purchase.

Jim and family got her rigged and ready just before last Labor Day '10, and plan for a full, fun season of cruising on Kentucky Lake throughout 2011.

In the top, right corner, is Ken Weise with #234 which he rescued from the weeds, where she'd been untended since before Hurricane Katrina. He now has



Photo by Mike Feldhaus

Sandy Feldhaus visits with Jim Reason.

(Continued from page 11)

passed four boats downwind that were struggling. Many did not try a spinnaker. At the bottom mark we rounded fifth and not too far behind the leaders. We did lose two boats but were still inside the top ten at the weather mark. We put up the chute, again without the pole and were trying to manage the rocking and rolling. Jim needed to slide forward a little and be a human guy. I would say half the fleet did not even try a kite this time. Then the big one hit us!

Jim and I were doing a decent job of keeping the boat on its feet as I drove from the low side, way back and he would 'human guy it' and pump the sail. A really "big" puff hit us and a combo of not pumping or steering enough had us perform an amazing "death roll."

On our side for a while, we finally

her in Mandeville, Louisiana making repairs as he can, trying to get her ready for this season. We'll have more on Ken's progress in future editions.

And, finally, "Tuscon Charlie," Charles Smith in Arizona has just about fully resurrected his project. In early '08, Charles purchased his Highlander from an eBay auction for \$155 including the trailer. He too has received many contacts from you and appreciates all of the help over the past couple of years.

No that isn't a standard Highlander mast (right), but for now, it'll do nicely in getting Charles back on the water.



uncleat the spin halyard, got it down and sailed towards the finish with both of us in the back of the boat, trying to get water-filled cockpit to drain. We were told the wipeout was spectacular and the keel even came out of the water. Soooo, we ended up 13th; not what we were aiming for.

Saturday morning we had an earlier starting time of 9 o'clock. It was cold and breezy but it was a go, to get some more racing in before the wind really picked up. Jim and I had "one of those boats" for the first race. It was 'okay', but the sails were toast. The cloth tension was already maxed out and the draft was so far back that the leech bent right into the main. Our confidence was already shaken from Friday's wipeout and we were pretty sure we would not be able to point too well.

The breeze, at 18-20 was from the

NW so the weather mark was pretty close to the harbor and it was very shifty. We got a decent start at the boat third and played mostly the middle of the course. With such a short course the fleet responded pretty quickly to the shifts and we got pinged out to the port layline. The starboard layline was stacked coming in and there was nowhere to go but hitch under someone that was overstood. We did foul a guy and did a 360 (rule was modified) to exonerate ourselves. So, now we were in the back again. Bummer! Let's put up the kite!

I would say most of the fleet had their spinnakers up as the breeze was down a little. We stayed on starboard tack and I looked back at another one those "big ones" coming down. We decided to douse and then gybe. Wow, what a call. About five boats were losing control

(Continued on page 15)



The Classifieds

#851: Douglas & McLeod, 2 sets of sails and spinnaker, new running rigging, white hull and deck, aluminum mast, boom, centerboard, full deck cover. Trailer with new tongue jack. \$2000. John Emmerich, H 502-228-0668 or C 502-417-0625. Located in KY at the Louisville Sailing Club. email jece@insightbb.com.

(Continued from page 14)

and we got inside three others at the gate. Sweet! We are back in it. Another shifty upwind leg and pop the kite downwind and we managed an eighth; not bad, considering a 360 and wild ride downwind. The breeze was up a bit in between races and we moved on to our next boat. They did a nice job of rotating boats with about four Ribs assisting.

This boat was much better and the sails were newer. We got a great start at the boat third again as there was a huge sag above and below us. All clear and we were charging upwind with two others. There was a big gap between the top three boats and the rest. We rounded second in good breeze and held off putting the kite up as did others. The wind was fairly unstable and we lost one guy who did manage to use his kite. So we rounded the right gate and went back up wind, playing mostly the middle left. We rounded fourth, right behind Alan Field, Mike Ingham and Chris Raab. Chris, again, decided to not put the chute up. He did not need to, as he was gunning for another top-five finish.

It seemed in the big breeze, there is not a lot of speed difference between wing-and-wing and a kite, 'but', I really wanted to beat him. So, we did set (without the pole) and managed to sail below him and get him right at the finish; a nice three for that race, and, we stayed

#1005: Allen boat, consistently recorded top ten Nationals finishes, the highest, being second place. 2 mains, 3 jibs, 1 spinnaker, and trailer. It's time to pass my boat to a younger sailor at a fraction of the cost of a new boat. \$13,500. Joe Volkert: c: 937 478-4779, jovol@verizon.net.

Also, see listing at: sailhighlander.org.

upright. As we doused, a huge puff rolled through and wiped out a chunk of the fleet. One boat did not finish as it had so much water inside, the bow would go under the water when they sailed forward. This gave the RC a fairly easy decision to go back to shore as the puffs were back into the low 30's.

We sailed in (read 'flogged') and moored the boats and had lunch. The RC sent a team out around noon to see what the breeze was doing. They called the regatta and we were done. We ended the regatta with a decent day, an eight and three, and moved up from ninth to eighth overall.

Chris Raab sailed an outstanding series: scoring all top five finishes against that type of talent was outstanding. This was his sixth C of C's, with his first in 1989 sailing with Randy Smythe.

Thank you again to all of our Highlander friends for your calls and emails. We could have not done this without all of your support and hope we represented you well.

The Highlander Class is so special because of the people involved. We were a couple of races from the top five and feel we should have been there. But that is sailboat racing and your mistakes get magnified when you sail against a crowd like this.

"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"

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Photo by Mike Feldhaus

HCIA feathered fan; at Lake Norman.

2011 Highlander Regatta Schedule

April 16/17	HCIA Midwinters	Lake Norman YC	Dick Doyne, radsail@aol.com
May 7/8	Pot Luck Regatta	Cave Run Lake, KY	Bryan Hollingsworth, bristolbhh@insightbb.com
May 14/15	Mayor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
June 11/12	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 17, 18/19	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 18/19	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 18/19	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@windstream.net
June 25/26	Pow Wow	Indian Lake	Norris Bourdow, nbourdow1@sbcglobal.net
July 2/3	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 2/3 *	Lake Norman racing	LNYS	John Gibbon, yellofev@aol.com
July 23-28	HCIA Nationals	Rock Hall YC	Ed Spengeman, ed@modernmktg.com
Aug 13/14	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Aug 20 *	Rock 'n Roll Cruise	EYC/Whiskey Island Marina	Chuck Vandevender, vanprty@aol.com
Sep (3/4) *	Labor Day Racing	Lake Norman YC	John Gibbon, yellofev@aol.com
Sep 10/11	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 17/18	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
Sep 24/25	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 1/2	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 15/16	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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

* Not an option for Grand Prix scoring.

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