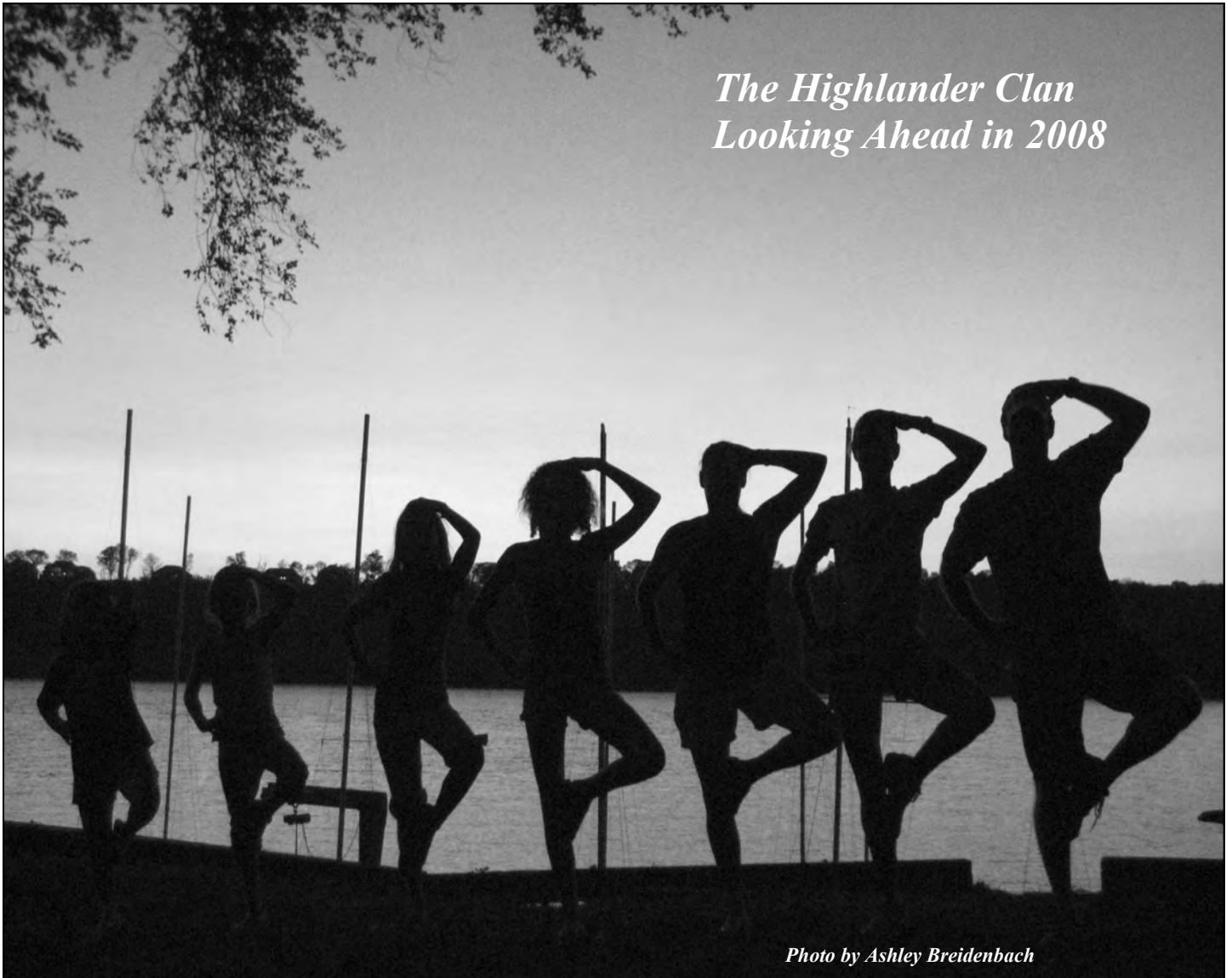




# THE HIGHLANDER

*Volume LIV, No. 1, January 2008*

## *The Highlander Clan Looking Ahead in 2008*



*Photo by Ashley Breidenbach*

*The idea for this silhouette shot at the '07 Bluegrass Regatta in Louisville originated from Sondra Miller-Trayner, sister of Debbie Schmitt, who is regular crew with Bruce Busbey. At first Sondra thought about using just Bruce and Debbie for the sunset photo. One thing led to another and the entire clan of sisters and their kids got in on the fun. The result was this very unique image. In the photo are l-r: Kaelin Trayner, Sydney Schmitt, Kelsey Schmitt, Jaclyn Schmitt, Sondra Miller-Trayner, Debbie Schmitt and Bruce Busbey. Sondra set it all up and asked Ashley Breidenbach to snap the shot, resulting in perhaps one of our most original HCLA magazine covers, ever. Our thanks to all of them for sharing the fun and this unique shot.*



**The Highlander**

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The Highlander Class International Association

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# President's Corner

Ahoy! There are lots of exciting things going on in the Highlander Fleet. We just conducted our Fall board meeting in Wilmington, Ohio at the historic Denver House Hotel. Everyone loved the facility and the service so much that the board unanimously decided to hold our meetings at this venue going forward. Our next meeting will be February 16, 2008 at 10 a.m. As always, all HCIA Class members are welcome to attend. Feel free to contact me or any board member for directions.

Vice-President John Bauer was not in attendance at this board meeting as he dedicated his weekend to participating, on our behalf, in U.S. Sailing's One Design Symposium. He made some great contacts there and gathered lots of useful information regarding fleet building and we are looking forward to a full report from him at our Spring Meeting.

Also encouraging is all of the advance work already completed by the Lake Norman Fleet in preparation for our '08 Nationals July 19-24. They already have Race Committee and Certified Judges available and are developing a schedule that promises to be a very competitive regatta as well as a great family vacation opportunity.

In addition to a huge body of water that enables the race committees to run nice big windward-leeward courses regardless of the wind direction, they also have first rate shore facilities. These shore amenities include; more than adequate boat ramps for easy launching and retrieval of the fleet, nice clean shower facilities, and plenty of beautiful lake-front camping sites, not to mention true "southern hospitality." Your board is excited to be returning the National Championships to this venue where we have enjoyed so many successful events in the past. Our goal is to have 60 Highlanders on the water for the 2008 Nationals, so please put this event on your family's calendar. You won't be sorry!

Your board also took steps to enact two items for the 2008 Nationals. Both were taken on to comply with the consensus of the class as expressed at the 2007 Annual General Meeting (AGM). The first is in regards to rais-

ing the age restrictions on the Junior Nationals. For 2008 only, the board has raised the age limit from 19 to 22, to enable any Active or Junior member who has not obtained the age of 22 at the start of the regatta be eligible to participate in our Junior National Championship. Members will have the opportunity to vote whether to make this a permanent change when they vote on the 2008 ballot prior to the 2008 AGM.

The other item implemented by the board was approval of funds to provide trophies for a "Classic-Class" at this years Nationals. This would be a voluntary designation where owners of D & M and Durabilt boats would be eligible to pay \$5 extra at registration to participate in this event, which will be scored during the first three races. Scoring just the first three races will ensure that all scoring for this group will be conducted when the boats are all racing against each other. These boats will also be scored with the rest of the fleet per RGHR.

The Board has mixed emotions on this topic. We definitely value any efforts that may lead to increased participation in our sport, and this Classic Class in 2008 may provide incentive to participate to some members who feel that their boat isn't rigged or tuned properly to compete with the "hot-shots" in the class.

However, we certainly do not want to in any way lend credence to the falsehood that the older boats cannot be equally competitive with the newest Highlanders on the circuit. One of the neatest things about sailboat racing in general is that your performance on the race course has much more to do with your tactical decisions and execution of maneuvers than it does with the vintage of your equipment, and this is especially true in the Highlander Class.

In many fleets that compete with the Highlander it is believed that you have to have a late model boat to compete on a National level, and this couldn't be fur-

(Continued on page 15)



**President, Jamey Carey**



# The One New Years Resolution That You Won't Want To Break!

- ◆ Lose Weight
- ◆ Exercise More
- ◆ Learn to speak another language
- ◆ Go to the 2008 Nationals, July 19-24, hosted by Fleet 27 at Lake Norman Yacht Club

With the 2007 sailing season behind us, it's time to look forward to 2008 and the Highlander Nationals at Lake Norman. Mooresville, NC is the perfect spot for both sailors and non-sailors alike. Those of you who haven't been to Lake Norman recently will be amazed at all the development that has taken place over the last couple of years. Brand new shopping malls, restaurants and new tourist attractions have all sprung up. So bring the family (or a group of friends) and come prepared to have a good time.

**Schedule:** While the regatta schedule could be tweaked slightly it will be fairly similar to recent, past Nationals. Registration, measurement and practice races will be held on Saturday and Sunday July 19-20, with racing scheduled for Monday through Wednesday July 21-23. Makeup races will be held as needed on Thursday, July 24. The experienced race management teams at LNYC have conducted many successful regattas over the years and promise an exciting 2008 Nationals. The awards banquet will be held on Thursday night.

**Everyone is welcome.** If you're a new Highlander sailor or have a boat but no crew or if your Highlander is undergoing "surgery," don't let that put you off. Contact either Steve or Sue and they'll try and fix you up with a crew or even a boat. You'll also find plenty of other Highlander sailors willing to share their experience and expertise with you. Need help rigging your boat? No problem. Lost a vital shackle along the interstate? No problem. We'll have dedicated "shore masters"

around to lend a hand.

**LNYC facilities:** Lake Norman Yacht Club has two wide boat ramps for launching, so you won't have to spend precious sailing (or beer) time waiting to get your boat in and out of the water. There are also plenty of boat slips and trailer parking spaces. The spacious grounds include a large picnic pavilion, restrooms, showers, outdoor gas grills, a swimming beach and children's playground.

**Where to stay:** Although many visitors to the LNYC bring tents and camp, there are several nearby hotels just off the interstate in both Mooresville and Cornelius. If you'd like something more intimate, then consider a bed & breakfast

*(Continued on page 4)*



Some Lake Norman Highlander mark rounding action at a previous Pipers Regatta



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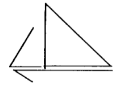
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## The Sailing "Six" Shooters Carey/Crew Take Klein Trophy Again

By Mark Redmond

The Highlander Class awards the Larry Klein Trophy annually to the skipper that beats the most boats during the course of the weekend regatta series. It is given in honor and memory of Larry Klein, a five-time Highlander National Champion, 1989 Rolex Yachtsman of the Year and one of the top sailors in the country at the time of his untimely death in 1996.

For the 2007 regatta season the final top ten finishers for the Larry Klein trophy are listed in this table.

Jamey Carey won his unprecedented

### Klein Trophy Standings for 2007

Pl	Bt, Skipper	pts	Regs
1	906, Jamey Carey	113	10
2	885/1959 John Bauer	79	10
3	500, Bruce Busbey	65	4
4	1002, Ed Spengeman	63	7
5	960, Neal Deaves	53	4
6	952, Jason Hubbard	41	5
7	947, Bryan Hollingsworth	36	3
8	989, Bob Bauer	35	4
9	450, Norris Bourdow	34	6
10T	885, Harold Bauer	29	2
10T	958, Mike Shayeson	29	2
10T	879, John Wigney	29	2

(Continued from page 3)

in historic Davidson. For larger groups, a vacation rental home right on the lakeshore might be a good choice. Just check out the web sites listed below or contact Steve and Sue for more information.

**Off-the-water activities:** Shopping opportunities and tourist attractions abound for the non-sailor. Northlake Mall is about 30 minutes away from the club and Birkdale Village about 20 minutes. If you're a really dedicated shopper, then Concord Mills Outlet Stores is about 45 minutes away. You can also explore historic downtown Davidson with its unique, one-of-kind shops and bookstore.

For the NASCAR enthusiast, there are a number of race shops that can be toured in the Mooresville area, as well as the Richard Petty Driving Experience at

"sixth" consecutive Larry Klein award for the 2007 regatta season. He beat last year's runner up John Bauer by 34 points, which is even more impressive considering both of them sailed in a total of ten regattas. This means that Jamey beat 34 more boats in the same number of regattas. Both Jamey and John tied for the "rusty wheel bearing" award having traveled to 10 of the 12

regattas in the season scoring.

Fourth place finisher Ed Spengeman was the next closest, in terms of attendance, sailing in seven regattas. National Champion Bruce Busbey brought his speed to the weekend circuit too, finishing third despite sailing in only four regattas. He had the highest average score per regatta beating an average of over 16 boats per regatta. Too bad Bruce has to travel so far or he might give the leaders a run for their money.

Join the circuit next year and see how well you can do in the Klein scoring.

*Check historical picture next page.*



Photo by Fanny Timmer

*Mike Shayeson, Tanya and Jamey Carey picking up Klein points at '07 Bluegrass*

the Lowes Motor Speedway. The newly-opened US National Whitewater Center is about an hour away to the west of Charlotte but they probably won't let you put in your Highlander.

If you're into something a little more laid back, then take a tour of the Carolina Blonde Brewery in Mooresville or tour one of the wineries in the Yadkin Valley north of Statesville. For kids, the Discovery Museum in downtown Charlotte is a great place to visit.

We'll have a "concierge" available at the club who'll be able to help you out with more information and directions.

Oh, and by the way, there will also be SAILING.

**Explore on line:** Stay tuned for more information on the 2008 Nation-

als on the Highlander Class website over the next months. For more information on LNYC and the Lake Norman area, check out these websites: Lake Norman YC at [LNYC.org](http://LNYC.org); the Lake Norman convention and visitors bureau at: [visitlakenorman.org](http://visitlakenorman.org); and the Lake Norman chamber of commerce at: [lakenorman-chamber.org](http://lakenorman-chamber.org).

Fleet 27 is pleased to be hosting the 2008 Highlander Nationals. For more information, contact the regatta co-chairs Steve Hesler and Sue Rykens.

Steve is at [shesler@carolina.rr.com](mailto:shesler@carolina.rr.com) and 704 841-9010 and Sue is at [susanbosmere@ctc.net](mailto:susanbosmere@ctc.net), 704 598-2863.

*The Class would like to thank Sue Rykens for this fact-filled invitation for you to visit the 2008 nationals.*



**Harvest Moon Regatta Rebounding**

# Rob Spring Does His Thing!

*By Rob Spring*

One thing about small crazy-shaped inland lakes here in the Midwest, is that somewhere on the lake 'a wind may be blowin.' On Atwood Lake on Saturday September 8, the action was at the famous "dogleg" section of the lake.

This area of this particular body of water has been the scene of many unique stories. My personal favorite is the one in which two sailboats are passing each other in opposite directions, nose to nose, with each boat having their spinnaker up.

Through the extraordinary efforts of Race Committee Chairman Mark Redmond and crew, two races were held in this section of the lake on Saturday. They were simple windward leeward courses and were pleasantly square. The beats required several tacks; the dogleg is narrow after all. A jibe or two were even required on the run.

The starting line did not exactly line up with the course, but nobody minded too much. The pesky Thistles had a general recall, but an adjustment to the length of the starting line remedied that.

The light winds blew for about three hours and Mark used all of it to get in two races. He was hoping for a third but the breeze went away and the dark clouds came in. I think everyone made it off the water before the rain came but some paddling and towing was required.

The famous Saturday night cocktail party was again superb. At the start of the party, however the committee opened the "wrong" door off the porch and 'party bargaining' ensued. Some folks

even went "inside" the tables to get at the scrumptious fare.

After forty-plus years of lining up at one door to begin the feast, suddenly the other door was opened. I'm sure this will be corrected next year.

Saturday night brought an early bed time for this old guy, but I hear from younger folks that a rousing game of Frisbee football took place in the heated swimming pool. You'll have to

check with someone under fifty years old to hear more details on this activity.

Sunday brought lots of rain and no wind. RC Redmond was making a good show of trying for a race, but the sailors would have nothing of it. The boat covers stayed on and the club provided free breakfast. In fact free food was provided all weekend long by the Club.

Atwood's Harvest Moon really is a very nice regatta and worthy of your attendance next year. On behalf of all of the Highlander skippers and crew we offer a huge "thanks" to Atwood and especially to Mark Redmond.



*Secretary-Treasurer Bryan Hollingsworth found this photo in the archives. It was taken at the HCIA Midwinters at Lake Norman in March of '82. A notation on the back of the shot, says Larry Klein was in #855 and there was some guy named Greg Fisher in the approaching boat. Wouldn't it be a tremendous salute to the memory of Larry Klein if we turned out 60 boats at Lake Norman for the '08 nationals?*

Photo: Ed Spengeman, 2006 Nationals winner. In fact North Sails powered the winners of the 2001, 02, 03, 04 and 06 Nationals!

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# Rhoads Reigns at Bluegrass '07

By Barret Rhoads

Going into the weekend the plan was for Tyler Andrews and I to co-skipper #969, since John Schaub at Eagle Creek had been kind (or crazy) enough to loan it out to us. Also, earlier in our hunt for a boat, I had called Charlie Brehob in Indy to see if his #1008 would be available for some kids to borrow.

That ended up being a dead end because Joe Collins of Louisville had beaten me to it. Unfortunately, his wife Laura had to have surgery a week or so before the event. She was not feeling as well as hoped and so Joe was unable to sail at the last minute. We send best wishes to Laura for a speedy recovery and we missed seeing the Collins family at the regatta. Once Joe was out, Mrs. Spengeman (Erin, the regatta planner) right away began scheming. The next thing I know, I was driving 1008 with Joyce Ford as my crew and Tyler had picked up Scott Bennett as a third.

The wind forecast for Saturday was grim. Thank goodness the weatherman was not completely correct. Saturday morning came with a nice breeze from the west, blowing against the river current. Joyce and I headed out a little early to make sure we were in sync with our crew work. Within the first ten minutes on the water we discovered that there really was no current, and that the forecast for near record heat was indeed correct.

From the readings we were taking the wind was fairly steady, oscillating fifteen to twenty degrees. As we approached the start of the first race we had one goal in mind: punch off the line with speed and then play the shifts.

With the wind consistent but light, 4-6 mph or so, the RC opted for a simple windward-leeward-windward course. The start went smoothly; we were a few boats from the RC boat and hit the line at full speed. We had the start that we wanted and were in the driver's seat, punched out on the fleet.

At the weather mark we rounded first, followed closely by Indy's Kevin Hughes. The wind had died and the run started with limp spinnakers and anxious glances back as the fleet began to ride a wind line down the run and cut into our

lead. We opted to jibe out to port just before the wind line and thus were able to maintain our lead. Kevin opted not to jibe and became entangled in the fleet.

Sailing out on port we were trailed by Jamey Carey and Ed Spengeman. As we neared the leeward mark I mistook the starting pin for the mark and we jibed out to starboard at the layline. Once we figured out it was not the leeward mark and jibed back to port, Jamey and Ed had snuck around us and rounded first and second respectively.

Coming around the leeward mark we were seeing about fifteen degrees 'up' on port so we held. Ed and Jamey both tacked away. We sailed until we began to get knocked and then took a tack back to the middle. Ed had worked hard left and Jamey had played the middle, but we had made up bunches of ground on both of them.

As we converged with Jamey, it became clear he would not cross. He pulled off a great lee bow, forcing us

back to port. This hurt. We were forced out of phase and even though we tacked back to port as soon as we had a clear lane, Jamey had sailed the lifted starboard tack to the next shift, tacked to



Photo by Fanny Timmer

Barret Rhoads all smiles at Bluegrass trophy time.

port, and opened up a two boat length lead. Jamey held on for the win, followed by us (the new team #1008), and Ed rounded out the top three.

The second race was started in similar conditions; light air, but enough to keep the sails full and the boat moving. The course, once again, was a windward-

(Continued on page 7)



Photo by Fanny Timmer

LSC's Bryan Hollingsworth delivering refreshments in the Bluegrass Beer Barrow.



(Continued from page 6)

leeward-windward. We started near the boat but did not hit the line with much speed. We lost our lane and were forced to tack to port at the first opportunity.

Much of the fleet tacked to port and we tacked back to starboard in search of clear air.

The right side of the course paid out on the first beat and we rounded the weather mark in the middle of the fleet. We worked the Indiana side of the river on the run and made up some ground by sailing in clear air away from the majority of the fleet.

Coming around the leeward mark we were around tenth, with Jamey just behind us and Tyler and Bruce Busbey just in front. Tyler and Bruce tacked away giving us clear air on port.

According to the compass, port was the lifted tack, and so we stayed. Looking downriver the breeze was visibly dying. The air seemed to be holding the strongest on the Indiana side of the river. We worked the right, along with Jamey and Kevin.

Playing tag with a passing barge and being able to stay in the old breeze the longest and get to the new breeze first; launched us into first place, just barely passing LSC's Neal Deaves by a few feet, right at the finish line. Neal took second and Ed hung on for third.

Sunday started with not even a breath of wind and it stayed that way. The RC decided to abandon right away and we

"A Penny for Your Thoughts"

# Carey Cashes in at Hoover 07

By Jamey Carey

Seventeen Highlanders descended on Hoover Sailing Club August 11/12 for the '07 Highlander Fling. Team Mojo received our biggest break of the weekend at Friday night's "social." Erin Spengeman found a lucky penny face-up on the ground, but she had no pockets so she tossed it into my shirt pocket.

I then advised her that I expected a very competitive fleet and thanked her for giving my team the "extra mojo" needed to win. Of course at the time she believed that I was just being my normal sarcastic self. But after posting finishes of 2-1 in Saturday's first two races I pointed to Mr. Lincoln prominently taped to our mast as we sailed by offering Erin "a penny for your thoughts." Her response cannot be printed in this family-oriented magazine.

were done sailing for the weekend.

The Louisville Sailing Club served leftovers from Saturday's dinner for a Sunday lunch, but that was 'not' a bad thing. Dinner had been a delicious assortment of different types of tacos and they were even better for lunch. Awards were handed out and some of the sailors hit the road.

Hoover is always a special regatta. The pressure of the Nationals is behind you, and everyone is there simply to have fun, and I believe fun was had by all. There were eventful parties on both Friday and Saturday nights, and great camaraderie all weekend. And, in spite of shifty "Cowan like" winds, there was very competitive racing all weekend.

The local Interlake fleet did an amazing job of providing us with tactical race courses in spite of the challenging conditions. There were many course changes required, and in one particular race they had to shift both the windward and leeward marks multiple times in the same race to provide fair racing: kudos to the RC for an outstanding job.

The Highlander Fleet was very competitive with five of the top seven boats from Nationals represented as well as

(Continued on page 8)

A few of them hung around to conduct some secret negotiations. The next thing I knew, Jamey Carey had bought Ed Spengeman's boat and Ed had bought (Indy Sailor) Frank Hiatt's boat as a replacement. Congrats to Jamey and Ed on their new toys.

Ed, I know you love football and are going to miss those Buckeye stripes.

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## In Memoriam

# Tribute to A Teacher

*Editor's note: As you may recall from our October issue, the Class received word that veteran Highlander sailor Sonny Williams had passed away early in '07. The editor asked a couple of his old friends to jot down a few of their remembrances of Sonny as a tribute to him and his contributions to sailing and HCIA..*

### **By Augie Sugar.**

I first met Sonny Williams at Hoover Yacht Club in the early 60s' soon after the club was formed. Sonny, as many who knew him, came across as a gruff old sailor, but you found out quickly that he was very much a gentleman. While many of the top sailors in the class were very private concerning the rigging, handling and sailing of their boats, Sonny

had no secrets, always willing and eager to share everything he could.

All of the younger kids at the club would enjoy hanging out and talking with him knowing that they could ask him anything about sailing. He would really feel good when he would see them achieve at the sport. We witnessed some of the influence he had on one such sailor, Larry Klein, who did quite well. Many of the Highlander sailors today, youngsters who sailed with their parents, interacted with Sonny and as he would say, were "burped by me!"

In the early days, Sonny would spend as much time as possible at the club sailing with anyone who wanted to go out on the water and sail the boat right. With a novice he might refer to the bow as the "pointy end." Patience on the boat was not a virtue. One of the

most gratifying compliments I received was Sonny saying I was at the top of his favorite crew list.

Sonny loved the Highlander, and was very instrumental in the growth of the class, and I know those in the class today who have sailed against or with Sonny, have a little bit of sailing knowledge that

*(Continued on page 9)*



**Highlander stalwart, Sonny Williams**

*(Continued from page 7)*

several other excellent teams in attendance. Once again, there was a strong youth contingent of excellent sailors.

Thistle sailor Ben France was driving for the *Mad Cow* team, and he sailed an excellent regatta compiling scores of 1-4 -5-1 to earn second place just one point from winning the regatta. Also sailing well was Aisha Steger, who pulled her parents' boat out of the weeds and sailed well with a village of "young-uns." Actually we counted a least five on board and in spite of the light winds they were a factor in nearly every race, and seemed to be having immense fun while doing so. It is exciting to see the ever growing group of young sailors enjoying the Highlander as this bodes well for the future of our great class.

There was a long postponement due to lack of wind on Sunday morning. Just as we expected the day's racing to be cancelled a light breeze came up, so the fleet headed out for one last race.

The pin end of the starting line was considerably favored, but there also seemed to be less velocity on that end. Since the pin was so heavily favored I figured there'd be heavy traffic out there, so opted for a more conservative start on the right half of the line. After all, even if the *Mad Cow* won the race we would still win the regatta by finishing fourth or better.

I had just completed rationalizing this

to myself as the race started. Of course Ben and Team Cow pulled off the perfect pin-end start, port-tacking the fleet and walking out into a tremendous lead while I sailed my team into a huge hole.

*Mad Cow* rounded the weather mark with a comfortable lead while we rounded in twelfth place....so much for being conservative. Fortunately for us we were able to find small gains by digging deep into the right side of the course on the next two beats to come from behind to slide into fourth place winning the regatta by a mere point.

It was very rewarding to finish well in this fleet of competitive sailors. While my teammates are always excellent sailors and tough competitors, they are definitely 100% responsible for this regatta victory. The swirling winds of Hoover kept my heads pinning.....while I'm not nor-

mally high-strung when racing....I was "wound tight" throughout this entire event. Tanya and Mike kept me in check most of the time, and when that failed they had the intestinal fortitude to just ignore my insane ramblings and keep the boat moving fast in spite of me.

Thanks to my team and to everyone who attended the 2007 Fling. As always, the competitors made this regatta another fun event. We'd also like to extend a special thanks to "auxiliary Mojo" crew, Erin Spengeman, for giving us our lucky penny. We'll be bringing Honest Abe to a regatta near you soon, hope to see you there.



*Photo by Josh Jones*

**Carey and crew moving Mojo on to another regatta circuit victory.**





# Ed 'n Erin's Indy Adventure

By Ed Spengeman

This year's Indy 5 regatta started out on the chopping block due to lack of rain and an unhealthy algae build-up in the water at Geist Reservoir. After postponement from the original date, a few weeks later, Jim McDonald gave us the green light to hold the event after all. This year it overlapped with the Indy Thistle Nap-town regatta.

The date-jockeying of the event made for a smaller than normal turnout, but we still had tons of great competition. Of course Jamey Carey was there, and we also got to see long time friend Kevin Hughes who happened to be at a coffee shop nearby and at the last minute decided to hop on a boat: a fast boat at that. We also saw the likes of Jim McDonald, John Bauer, and Randy Fridlund. The regatta consisted of four races in total;

two on Saturday and two on Sunday.

The wind on Saturday morning started out fairly light and luckily built through the day. Unfortunately it hadn't built by the time the first race went off. We started on starboard barely moving. After looking around we realized that

a "port tack" maneuver was in order.

We hit the other tack and sped away from the line before the motor boat chop overtook us. That put us in the lead and

*(Continued on page 10)*



*L-r Erin, John Bauer and Ed Spengeman from an earlier expedition.*

*(Continued from page 8)*

came from him. For instance, "two boats together are two slow boats." I'm sure Sonny now has smooth sailing and the winds are always at his back.

### From Norris Bourdow.

I first started sailing the Highlander in '76, after moving to Dayton from Westlake, OH. I'm not certain exactly when I met Sonny, but it was about then, most likely at the Hoover Fling, or at Cowan and my first thought of him was, 'what a crusty old curmudgeon.'

But that thought soon disappeared, as I learned that underneath he was a dear, caring person; one who was very dedicated to the Highlander and helping all, young and old, to be able to have 'fun' with this boat. In addition, he was "one hell of a sailor," being sneaky fast, very shrewd, and would kick your butt in a heartbeat, if you weren't watching. And as Augie mentioned, Sonny would always say that "two boats close together are two 'slow' boats." I too, have never forgotten that, and still practice it today.

In addition to being one of the kingpins of our Class for so many years, Sonny was also a great teacher especially for the kids. He was a natural about teaching them how to sail, race, and most importantly have fun. On one hand he could be ornery; a stickler for technique and precision, but on the other he was

master at praising each little accomplishment. He gained their respect and friendship, as well as ours.

On a personal note, Sonny helped to mentor my son Steve, during his formative years in sailing. Steve and his Sears team subsequently won the Hoover Fling, and had other sailing success.

Another of Sonny's trademarks is that he always seemed to have the good looking girls crewing. Sonny formed a special bond with my daughter Kim, when she crewed for me during her teens. Sonny often suggested that she should crew for him instead of the old Knarly Butt. And while attending Ohio State, she did just that, crewing for Sonny many times on Sundays. She too, has fond memories.

One thing we, who knew Sonny, will miss is the story telling after the race. He would 'hold court' to tell stories. He would critique everything you did on the race course, good and bad, especially the bad (and without remorse). How he could see everything you did wrong, and still win the race was amazing.

As many of you know, Sonny suffered from a series of physical issues most of his life, not the least of which were several hip replacements, which made him almost immobile on land. He was in severe pain most of the time but

you would never have known it.

We got into the habit each year at the Mad Plaid at Cowan, of helping Sonny rig/launch his boat, and tow it around to a dock next to the committee boat, at the bottom of our very steep hill. We would then drive Sonny down the hill, and help him into his boat. He seemed to be pain free as soon as he stepped into his beloved Highlander.

In later years when Sonny was unable to sail anymore, it really hurt him a lot. But he still couldn't resist coming to Hoover and watching the races from afar. He would park his car on the hill, and with the biggest binoculars I've ever seen, he would watch the races.

And as soon as we all came in with our boats, he would once again 'hold court' on the patio and critique the tactics, skill, sail trim, crew/skipper work, of all who would listen. And there were plenty who would, and appreciated his always accurate, (if unceremonious) review of their racing. Many benefited from the old sage, especially the kids.

There are many stories that could be told but he would shrug them off as unnecessary. But the fact remains Sonny Williams was a blessing to our Class in its growing years, and he was a great friend and mentor to many sailors, young and old.



(Continued from page 9)

we were able to hold it for most of the race, while Kevbo (Hughes) nipped at our heels every time we lost focus.

The next race was very similar with periods of great wind, all the way down to barely enough to keep the chute full. After the start of the second race we went to the right pretty hard while Fridlund snuck out to the left catching a huge puff that worked its way between the islands and shot him into the lead. Luckily, for us, he came to a coast once he hit the wind shadow of the second island.

Another small puff filled from the right just long enough for us to make it to the mark in first place. We were able to hold off the rest of the fleet around the course and up the last windward beat to take the win.

Sunday brought better breeze from a questionable direction. Massive Cowan-style shifts made for an interesting first leg that even Jamey had trouble piecing together. Downwind we split with John and went right, which was clearly the wrong way. Gybing back pointed out that we had clearly fallen behind John and lost a lot of space to Jamey.

Being the polite guy that I am, I made sure to hold the door open at the leeward mark for Jamey. On the way back up to the finish John and I went right and Jamey went hard left allowing us to sneak past him for a second-place finish.

On the last race of the day we saw some decent breeze on the right side just after the start. We set up for a committee boat start and by the time I got the boat up to speed I was at the pin.

The boats over us wound up to the right and we found ourselves fighting to get back to the fleet. The next three legs were much of the same, with us working hard to get back leverage on the fleet.

Our lucky break came late in the game when Jamey split off to the right to stay with Kevin. We dug as hard right as we could, and the farther we drove the more I tried to rationalize with my crew why it made sense. Like I always say "we're either gonna come out looking like heroes or total idiots."

We tacked back to port and started the long drive to the finish. Luckily we were set up in the area where the heaviest puffs had been all day. This allowed us to nudge out not only Kevin but also Jamey a few boat lengths from the finish.

I'd like to thank my wife, Erin, for



***Sometimes on the regatta trail there are some unusual things to see like this Cowan Lake work boat. L-r: Brent, Nathan, and Bruce Kitchen help out at '07 Mad Plaid.***

her hard work as crew especially because we had a brand new third crew with us, and he agreed to write down some thoughts from his perspective on his first weekend of competitive racing.

***By Brandon Pettit.*** The day started out with a short drive across town and a quick stop for snacks. Only about ten minutes away from the club my mind raced with uncertainty and excitement.

After arriving at the club and chatting with my crew members, it was time to get all the gear ready and

mation overload on how to sail and what it took to be a competitive sailor.

In a matter of two hours I learned how to tack, fly the spinnaker, sheet the jib, watch for puffs of wind, and lower the board. Could I sail a boat myself after that briefing? Hell no! A two-hour crash course on sailing was just a small bit of info I had to learn toward becoming a competitive sailor.

Once the first race started, I noticed that all the data that was given to me earlier, somehow happened to stick and it actually helped with what we were trying to achieve, winning. From a personal stand point the first day of sailing seemed confusing, yet fun. I was enjoying learning about it all; and "that" is what it felt like the first day "Sailing."

The second day; now that was competitive sailing. I thought I learned something the first day but obviously, not a lot. The second day was exhausting, intense and overwhelming. Now this is competitive sailing! I knew where my placement was in the boat but the other tasks were not yet in my comfort zone.

So to make a long story short, day one, I was sailing with friends. Day two, I was in a competitive sailing event that I knew nothing about. But the one thing I know is, it was all fun. If any of you Highlander skippers ever need a crew member I'm right here in the Indianapolis area at: [bp Pettit46250@yahoo.com](mailto:bp Pettit46250@yahoo.com).



***Brandon and his newborn daughter Olivia who is now about 10 months.***

put the boat in the water. Once we shoved off from the dock, it was infor-



# From the Secretary-Treasurer

through this newsletter and would welcome others to submit theirs to Mike Feldhaus or Fanny Timmer for posting in

It is hard to believe that it is already time to reflect upon the 2007 sailing season and think about the upcoming year. I would like to thank Sue Bauer again for her continuing support and guidance during my first year as Secretary-Treasurer. It has taken me eight months to sort through the files and get up to speed on maintaining the very large database of memberships and boats and current and past members. It is truly a challenge to gather the info and track new and old members, sales, transfers and expirations and I would appreciate "your help" with locations of boats, transfers, and new boat owners.

I am happy to announce and welcome to the Class these new members: Norm Runyon, (Weatherby ,MO); Rick Martinson (Louisville, KY); Mario Spanjol (Ravenna, OH); and Jeff Beeler (Columbus, OH). I think we are seeing a positive growth trend, especially in our Louisville fleet with several current members acquiring additional boats.

Our leadership at the top of the Class: Jamey Carey, John Bauer, Ed and Erin Spengeman, are doing a nice job and should be commended for their enthusi-

asm on and off the race course. We sent John Bauer to the National One Design Symposium in November and look forward to hearing from him at the next board meeting. We appreciate his willingness to represent our class at this unique venue.

I will be attaching a questionnaire to the 2008 Dues Statement regarding recent acquisitions, sales, and transfers just to be sure I have not lost track of anyone. I would like to encourage all Fleet Captains to take inventory of boats and owners and send me an update. Let's start with asking all new or re-elected Fleet Captains to notify me of their new or ongoing status as we get into this new sailing year. [Bristolbhh@insightbb.com](mailto:Bristolbhh@insightbb.com).

I am very excited about a new connection we have made with a top-notch company, Coral Reef Sailing Apparel, who will be in attendance at our 2008 National Regatta at Lake Norman. I first met them at Thistle Midwinters in St Pete in 2007. They showed up with a trailer full of high quality gear to try on: lycras, polos, spray-tops, hats, tees, foul weather gear etc. They can add team or individual monograms, as well as class logos. They will return a percentage of their sales to HCIA and are willing to come on-site anywhere at our request.

Please visit our HCIA website ([www.sailhighlander.org](http://www.sailhighlander.org)) for a link to their webpage to get an idea about their inventory. And that reminds me of the hard work and great job that Fanny Timmer and her cousin Jason Hamm have done in setting up our new website, and making it so easy to access valuable information.

While going thru the membership archives I came across some priceless old photos and will begin to share them



HCIA Secretary-Treasurer, Bryan Hollingsworth

the magazine or on the website. Speaking of photos; you may want to see that someone is designated to document the action at your club events and regattas - not only related to racing but also about activities like boat restoration, local club projects. Why not occasionally, submit historical fleet memorabilia for the web site or magazine, as this will provide a visual history for all of us to enjoy for years to come. Please help us in this endeavor; it's your Class.

On a personal note, I would like to thank my boat partners, Bill Timmer and my brother Berkeley for allowing me to substitute crew for Pipers at Lake Norman this past season, for our first "family" regatta trip. My daughters, Heron and Taylor, have sailed with me off and on since 1984 and this was the first time we were all in the same boat on the same weekend. Even my wife, Anne, was excited to give it a try.

My point is that the Highlander is a great family boat. The awards banquet at Nationals this year was a testament to that family participation. Lake Norman will be a fantastic spot for 2008 Nationals. For sailing/camping, simply put, it's close to heaven with easy in and out, lots of space for camping, a very nice and spacious pavilion for activities, ample showers, and A+ hospitality. Lake Norman is simply the center piece of a beautiful region of our county that is worth your time to visit.

You may want to "test the waters" by planning a trip to sail Mid-winters there this May.

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## Carey Finds "Master" Key

# Unlocks Eagle Creek for Win

By Jamey Carey

The drought of 2007 was very widespread. All year, we had been dragging our centerboard at nearly every venue we'd sailed, so it was no surprise to us that the water level was reported to be very low at Eagle Creek too.

While the lack of water along the shoreline, in the harbor, and at the boat ramp was definitely noticeable, we had no difficulty launching and retrieving in a normal manner, and once on the main body of the lake the lower volume of water was a total non-issue.

Unfortunately the low water level did impact the keel boat fleets as they didn't have enough depth at the ramp to launch. Therefore, the regatta was greatly downsized to include just the regular Fins and Lasers as well as a few die-hard Highlanders and the local keel boats that were already in the water at slips.

The resulting "downsized" regatta was reduced in size only, as the shore side partying was just as intense as we've come to expect at Eagle Creek, and the Highlander racing was as close and exciting as ever, even though there were

only six boats.

Another factor that limited the size of the Highlander fleet was that this Governor's Cup was conducted on the same weekend as the infamous Atwood Harvest Moon Regatta. While we were enjoying a couple of "post-race coldies" Saturday evening, a quick phone call to Class Vice-President John Bauer confirmed that there was another small but equally intense group of Highlanders a couple hundred miles east of us engaged in the identical activities as we were.

We may be a small class, but we are big enough to have great competition and camaraderie at two venues simultaneously, so kudos to us!

As I indicated earlier, the Highlander fleet racing was very close. We were tied with Charlie Brehob and Joyce Ford in #1008 after Saturday's racing, and when it was all said and done there were only 10 points separating second through sixth place. At racing's conclusion, local Indy sailor Kevin Hughes's #1006 team took second place, edging out Charlie's #1008 team by just one point.

After the third race on Sunday (fifth race of the series) the wind appeared to be building to provide the best sailing conditions of the entire weekend, which prompted us to ask the race committee if we could have more racing. They informed us that, due to the approaching time limit, the racing was completed; but advised us that we should feel free to stay and enjoy the lake for as long as we desired.

To no one's surprise, we accepted their offer. With two quick pit-stops (one at Rick's Cafe, and one at the club to pick up our shore crew) we sailed in beautiful 10-12 mph winds blowing straight down the lake from the water intake to the dam until close to 9 p.m.

By the time we bagged up the boat and broke down our campsite it was close to 10 p.m. before we attempted to leave the Eagle Creek Sailing Club grounds, only to find the gate chained and locked. Fortunately we had a "master-key" (bolt-cutters) in the truck, so we were able to cut a link in the chain and leave with minimal damage.

When checking in with the locals on Monday to explain why we left the gate "unlocked," we were advised that we weren't the first team that has had to "break out" of Eagle Creek.

Tanya and I arrived home just before 2 in the morning, and had to go to work just a few hours later at 6. With a severe case of "the thick head" on Monday, I elected to skip lunch in favor of a quick nap in the truck. As I was drifting off to sleep with those all too common "this is crazy/I'll never do that again" thoughts, my cell phone rang....it was MOJO teammate "Rock" Shayeson calling.

He was in between flights at the airport in Chicago, and calling to advise me just exactly how (expletive deleted) crazy I was. I assured him that I'd already figured that part out, and we'd never do that again.

Looking back on it, it was not only great fun but also one of the best five sails we had all summer.

Do it again? If given the chance you can sure bet we will, perhaps at the Mayor's 'and' the Governor's Cups at Eagle Creek in 2008.....even if we have to break "in" to do it.

Hope to see you there.



From our files, l-r, Jamey and Tanya Carey and 'on deck' Mike Shayeson getting a tow in from a less than ideal 'wind' day at the '07 Nationals at Buffalo Canoe Club



In a Growing Field

# Busbey Best At '07 Pipers

By Bruce Busbey

What a great time we had at Pipers this year! The fantastic turnout included the largest number of Lake Norman Fleet 27 participants in the past 20 years (15 boats) coupled with a strong showing of 12 out-of-towners. With beautiful sunshine, mid-70 temperatures and a great party it certainly set another high water mark for Highlander fun.

However, since the Sunday wind blew itself out before we rounded the first windward mark the actual racing action was relegated to Saturday. This was bittersweet for John Bauer and crew (Kristin and my son Justin) who could hardly contain their excitement as they expertly found all the right patches of air after the attempted start on Sunday. Unfortunately that excitement turned to tears with the sound of three guns as they neared the windward mark well ahead of Louisville's Neal Deaves, who was well ahead of the rest of us. The bittersweet part was that even if John had rounded the mark in first there was a mile of glass between them and the leeward mark.

Saturday, on the other hand, was shifty with winds ranging from about 4-12 mph. However the general wind was holding between 6-8 mph so it was really a good afternoon for both the two and three-handed boats to race.

We started the first race and worked hard to try and stay in the top eight, rounding the windward mark. With our first mission accomplished we attempted to find the right track of wind towards the leeward mark. That path took us right behind John Bauer and LNYC's John Wigney who had both sailed an excellent first leg. As happens many times when the wind is shifty the boats that rounded behind the leaders had the advantage of deciding to follow us into the "abyss" or go to the right where there was plenty of fresh air filling in. Guess which way they decided to go?

We sat and watched a large portion of the fleet pass by halfway down the leg leaving us just the scraps of air needed to stay close enough to see the names on their transoms. As good or bad luck would have it the wind filled in on our

side near the end of the leg allowing the opportunity for a ten-boat pile up at the leeward mark. I just love ten boat pile-ups especially when I'm one of the middle boats getting pinched from both sides. Luckily everyone was very gracious and the group rounded the mark with a minimal amount of opinions being expressed. I'm sure it was fun to see from the committee boat.

As we tried to work our way out from underneath the inside boats we noticed that Mike Shayeson and crew were having trouble with their spinnaker. That allowed us to immediately reach off below them and foot out in front to clear our wind. After the melee cleared, everyone again worked hard on the long beat back up.

By this time Jamey Carey sporting a new boat (I'll call it Even Mojo) was in a battle with Doc Shultz sailing for command of the race. We were fighting hard for the third spot with John Wigney, John Bauer and Harold Bauer. After an uneventful second leeward leg we focused on the final beat home. Following a couple tacks and some lucky shifts we managed to pull up into second place and were making Jamey start to sweat.

Just then on what was to be our tack to try and cross Even Mojo the main halyard popped out of the cleat and dropped the sail halfway down the track. In my attempt to explain to my crew (girlfriend, Debbie, and Carina Gerry) what the problem was, I found that my words weren't quite coming out in any particular language. While I felt I had calmly taken firm control of the situation, Debbie and Carina took matters into their own hands. After realizing what had happened they immediately jumped into action.

Carina instinctively ran to the mast and grabbed the main to feed it back into the groove as Debbie hauled it back up. At that point I was fully expecting us to be somewhere far behind the rest of the fleet. To my surprise 'Da Girls' had performed the operation so quickly we were able to hang on to second place followed very closely by

Doc Shultz and John Bauer.

The second and third races turned out to be typical nail biters with the likes of Dick Doyne, Dan Hopkins, John Wigney, Steve Hesler, Gary Steinbaugh

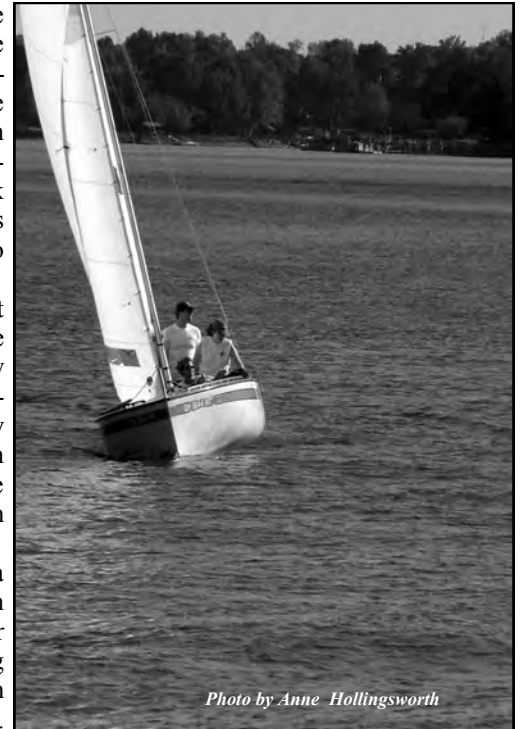


Photo by Anne Hollingsworth

**#500 Team Moby Dick, '07 Pipers Champs**

and Bryan Hollingsworth mixing it up in the lead group for most of the races.

Overall the three races were very competitive with the entire fleet sailing in just a couple big groups. It made for some interesting mark roundings and leeward legs with everyone trying to get their little piece of clean air.

The evening festivities featured fantastic appetizers, corn hole, badminton, and horseshoes, followed by a great steak dinner and too much dessert (but that's a good thing). The after-dinner activities included bingo, some kind of word game that Carina made up and a few hilarious sailing jokes that I myself perpetrated on the group.

Many thanks to everyone in Lake Norman Yacht Club Fleet 27 who organized and helped put on a wonderful event. Lake Norman is truly the gem of the south when it comes to inland sailing and I urge you to make your plans now to attend the 2008 Nationals. You're guaranteed to have a fun week with friends, family and lots of great sailing.



## Highlanders Try Pymatuning

By Justin Busbey

On the weekend of June 30-July 1, seven Highlanders descended upon the glorious southern shore of Lake Pymatuning in Jamestown, PA for Pymatuning Yacht Club's annual Independence Day Regatta, a multi-class event. For those who've never been, this is a relatively large inland lake straddling Ohio and PA and is about halfway between Youngstown and Lake Erie.

We had heard that PYC was famous for two things: great parties and crappy sailing conditions; in other words, a perfect Highlander regatta.

Half of that prophecy seemed to come to fruition at the welcoming party on Friday night, as the removal of the tap failed to deter the Highlander clan from continuing to use any means necessary to extract beer from the keg. As we all strolled off to bed, we hoped for some



Photo by Fanny Timmer

**Justin Busbey waving to the paparazzi at '07 Nationals.**

breeze and complained about the 10 a.m. start with no idea of what we were in store for in the morning.

Waking up Saturday and noticing that the water bore a striking similarity to glass seemed to prove correct that Good Party/Bad Sailing postulate. As Ed (I was crewing with Ed and Erin Spengeman for this regatta) commented about how much fun this was going to be, I sensed something in the air. I don't know what it was; it was probably my sixth, maybe even my seventh sense, but I decided to make the comment, "I think it's gonna build."

Naturally the breeze began to build as the morning went on (proving that the \$80,000 my dad invested in my college education did some good) allowing race one of the weekend to get started in about 8-10 knots.

Harold Bauer and the "Scrimshaw" crew rounded the windward mark first, with Spengeman following closely behind. After making minimal gains on the downwind and still trailing Harold around the leeward mark, Ed decided to split tacks. Channeling our "inner Indian Lake" we promptly decided to hit an unidentified underwater object, which did wonders for our boat speed. In the end the split in tacks paid off for us; we rounded the windward mark first and widened the lead a little bit from there to hold on for the win, but not before a few nervous moments while Scrimshaw was making huge gains on the final leg. Kevin "The Shambler" Bradley was able to hold off some competition to pull out a 3<sup>rd</sup> in his borrowed #899.

After going in for lunch, we came out for races two and three and were treated to building wind conditions. Race two went off in roughly 12-15 knots with some occasional white caps and the course was switched to a modified Olympic. It also featured "The Shambler" bringing his dog out on the boat for a piece of the racing action, providing crucial extra crew weight.

Big Daddy Bauer once again was off fast, pointing higher and driving faster than any other boat on the water, seemingly widening his lead on every crossing tack. Unfortunately, his main halyard and its cleat decided they needed a divorce about halfway up the leg, bringing him back to the pack.

We rounded the windward mark in first and built a comfortable margin through the triangle. Jason Hubbard and Harold closed the gap significantly on the upwind and even more down-

wind, setting up a three-boat sprint to the line. It was close, with Spengeman barely crossing the line in front of Hubbard, while Harold's shaky main fell down for a fourth time during the race and relegated him to a third-place finish.

Race three went off in similar conditions. The first windward leg saw a huge right shift and naturally we were trapped on the left. While I advised Ed that he should probably go right, he decided to stay on the left and see what the next line of wind brought.

And wouldn't you know it: in came a huge 'lefty' lifting us right to the mark, putting me back in my place as lowly crew peon. This race was a two-boat battle, with Bauer staying right on our transom throughout the contest and passing for a short while on the leeward leg. After a few interesting tactical maneuvers by both boats, we were right on top of Harold (a place many women would be envious of?) close to the finish line. We decided to tack, oblivious to the fact that we were tacking directly on the pin layline, and cruised to another close victory with Bauer pulling out a second.

After a highly productive day of sailing, we headed in to enjoy that evening's festivities. John Bauer decided he had not had enough of what Lake Pymatuning had to offer, so he decided to grab himself a bar of soap and take a bath with the fish. I'm not really sure how much good that did him, but he cleaned himself more than Ed did all weekend (much to the chagrin of his wife), so he at least had that going for him.

The evening continued with a cook-out amongst the Bauer, Spengeman, and Townsend boats, and the club party featured a D.J. Steve Bauer turned in a killer version of the Macarena while Ed showed off his lanky frame and dominated a Robot Dance-off with the Thislers. Okay maybe I'm just dreaming and that never happened; but regardless, the party lived up to its reputation and we all went to bed hoping and praying for more of what we saw on Saturday.

Sunday morning dawned with most people waking up and running for two things: Advil and foul weather gear, as the wind had not died down from Saturday. Race Four was another close battle throughout, as Bauer's new mainsail and Hubbard's new spinnaker cleat ensured we would not be getting off easy this

(Continued on page 15)



The Classifieds

#599 - 1970 fiberglass hull, aluminum mast (crank), wood boom, trim, and tiller. Two sets sails; both mains with triple reef points. Two rudders, spinnaker with pole and lines, good trailer with lights. \$1,750. Call Bob Sharkis 330 497-2471 or email: sharkey@ezo.net.

#288 - My Dad's boat needs a good home. Good condition. Aluminum mast, wooden boom and rudder, sails, cover, and nice trailer. \$1,400 or best offer. Call 260 710-0064 or email at: arborbuilding@verizon.net.

#503 - '68' D&M green w/ white deck, new style mast w/ line halyards & rope clutches. New alum boom. "Rigging Roundup" upgraded. Custom full-skirted cover, full batten main, std main, jib, 2 spinnakers. Trailer w/spare. Asking \$2500. Al Chrusciel, Achrusciel@juno.com, 330 467-7880.

#959 - Customflex, 2 mains, 2 jibs, 1 spinnaker. New Sailor's Tailor mooring cover, fully race rigged. Trailer included. \$6,500.00. Delivery negotiable. Ralph Heuschele (952) 884-5944; r.heuschele@earthlink.net.

#397, 1965 Highlander, fair condition: fiberglass hull, wooden deck, wooden crank mast, wood boom and rudder, all sails.

(Continued from page 2)
ther from the truth in the Highlander Class. With our great boats the old woodies and the latest Allen boats as well as all varieties in between can compete on an even playing field. This should be very obvious to anyone who attended the 2007 Nationals where the oldest boat in attendance, #500, won the event.

It is the hope of the board that the 2008 Classic Class may bring out some club sailors that don't usually attend these events and demonstrate to them how easy it would be to bring their boats up to par as well as how much pure fun and camaraderie exists on our great family-oriented regatta circuit.

(Continued from page 14)
race. This contest was tight throughout, with Spengeman holding a close lead for most of the way. The race opened up a little bit on the downwind, but was still undecided heading into the final leg. A solid tack led by our extremely talented 'jibwoman Erin' helped us hold on for

Trailer, 5hp motor, cover: \$1,500 or best offer. Call 330 856-7136 or email at: stumpgrinder21@aol.com. Sam Glaser.

#610 - needs a good home. Aluminum mast (crank) and boom; \$700 in Harken blocks, \$900 worth of high performance sheets/line; one set of sails; many spare parts; trailer. Will deliver within 400 miles. \$1,800 or obo. Call Paul in Maryland. 240 271-7411 or email at windybagpipe@yahoo.com.

#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. \$5,200. Call Harvey Schach at 216-319-6615 or email at: jschach@ameritech.net.

Sails wanted: Good main and jib (clewboard or standard) for fast day sailing, needed to replace my 32 year old Murphy Nyes. Bill Jack, wdjack@ewol.com, (941) 697-6818.

#589 - Durabilt, three mains, two jibs and a spinnaker, trailer included, aluminum mast and boom. \$2000. Bob Reker. 423 877-7029

#602 - '70, red fiberglass hull, white deck, new jib, aluminum mast, wood boom, Trailer included, \$1,500. John Fowles, 440 821-4818, baypoint@ameritech.net.

Thanks for the opportunity to continue to serve as your President. I am proud of the awesome group of people that comprise your board. The board members dedicate a lot of their personal time working behind the scenes to conduct the business of your class.

If you think they're doing a great job, please pass along your comments to them. If you'd like a chance to perform an even better job, please don't hesitate to contact Commodore Dick Doyne who, among many other duties, serves as the chairman of our nominating committee.

Thanks for your support! Hope to see you on the water in the Spring.

the fourth win in four tries.

The wind died down a little bit between the races, but picked up just in time for the final race of the weekend. After having to wait through two general recalls from the Lightning fleet (all Karl Felger's fault) and a postpone-

(Continued on page 16)

"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.
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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
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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

Classifieds 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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*(Continued from page 15)*

ment, the race began in the stiffest breeze of the weekend. Once again, the race remained tight throughout the first three legs with us holding a slim lead over Bauer. Scrimshaw decided to split with us heading upwind, but the breeze would not cooperate and we were able to put some distance between the two boats.

We loosely covered Bauer the rest of the race, crossing the line in first and allowing Erin to show off her skills as the fastest boat 'tear downer' in the world. Harold finished up the regatta with second place finish and Team Mad Cow (Hubbard) pulled out a third.

Overall it turned out to be a great sailing weekend, and Pymatuning is worth your consideration 'this' season.

**"Tentative" HCIA 2008 Regatta Schedule**  
**Some dates could change. Always email ahead to confirm.**

May 10/11	HCIA MidWinters	Lake Norman YC	Dick Doyne, RADSAIL@aol.com
	Mayor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
June 7/8	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 14/15	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 20, 21/22	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 21/22	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@alltel.net
June 28/29	Pow Wow	Indian Lake	Carl Berger, cberger@woh.rr.com, or Norris Bourdow, nbourdow1@sbcglobal.net
July 5/6	Pymatuning Regatta	Jamestown, PA	rspring@neo.rr.com
July 19-24	HCIA Nationals	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
August 9/10	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@netwalk.com
September 6/7	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 6/7	Governor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
September 20/21	Highlander/Thistle Reg	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 18/19	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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