



# THE HIGHLANDER

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*HCIA National Champion Skip Dieball, at left, Wins 2009 Championship of Champions.*

*Photo by Rick Bernstein*



**The Highlander**

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# President's Corner

Now that our boats are put into storage for a while we can look back on the '09 season. Some really great things happened for the class, and hopefully fun things we can all recall from our personal adventures.

Our 2009 Highlander Class champion, Skip Dieball, has put our name on the world scene once again by winning the "CofC's" (Championship of Champions) representing us. This can only help our image and perception and I think this is important right now.

Until our recent HCIA board meeting, and discussions there, I was really not aware that we were being regarded in some circles as a Class that was not viable. When people were inquiring about getting a fleet started they were told that you could not buy a new Highlander.

I am proud to say that there are three brand new Highlanders going into the mold right now. These are going to current Highlander skippers, but we are all excited to see this happen. We all need to work toward getting new owners for those soon-to-be "old" boats.

Building new boats will allow us to nail down a price schedule that will be available at the boat show in Cleveland. No price list is hard and fast as things change constantly, but at least it is a start.

I had a chance to talk with our Highlander builder, Tom Allen, at length recently. He has a reputation for building quality boats. He has a family and builds multiple classes of boats. For this reason it is hard for him to travel and represent us as much as he would like. I believe we can fill in this void ourselves with the help of our members.

We are presently forming a growth committee that will help oversee and monitor such things as our image. Image and perception can propel us or kill us. This group will develop a mission statement and a plan of action to move us forward. Of course, that is important, but just as important will be your willingness to pitch in at the local level whenever possible and put the elements of our new plan into action.

We all know we have a great boat. But, this is a high performance ma-

chine and in some cases some people are intimidated by this. I am going to have business cards made. They will say, Highlander Class, Strong Tradition, Excellent Sailing, Dedicated to Training, and of course, provide the HCIA website. Please, spread the word of our website. And encourage people to join the Yahoo chat group.

Training. That is what we can do better than anyone. People who are considering sailing a Highlander should feel confident that our members will help them learn.

Also, bringing out the youngsters and making them feel comfortable that this is their class too, is vital. But everyone should be made aware that training is a part of the program.

If you can learn to trim and shape the sails of a Highlander use the weight of the crew to set the hull lines for minimum drag. You will be confident on any sailing machine anywhere. I don't think you can say that about a lot of the one designs.

Of course the performance provided by Ernie Dieball and crew at our '09 national championship at North Cape showed us that we 'all' have more to learn.

As mentioned earlier the Cleveland boat show is coming soon (Jan 15-24); with a new name, "The Cleveland Boat & Lifestyle Expo," and HCIA will be there with an exhibit. Fleet members from Edgewater, Berlin and others will be volunteering their time to show off our boat.

If you have the opportunity and time to lend a hand I'm sure Gary Vinicky would work you in: you can email him at [gsvh747@windstream.net](mailto:gsvh747@windstream.net).

Our next board meeting is Feb 27 at the General Denver Hotel in Wilmington, Ohio. If you'd like to attend or have any particular item discussed just email that request to me at my address at the top of the first column.



**Dan Hopkins**



# Highlander Champ Wins CofCs

By Skip Dieball

For many one design classes, one of the high points in their annual schedule is the National Championship. For the Highlander class, this is particularly true. It is a test of sailing talent in one, longer than normal event. It also serves as a rendezvous for boat owners and class stalwarts. For many, these class championships are like a family reunion. North Cape Yacht Club didn't disappoint this summer as they held a great event that tested us in a variety of conditions. I'm still really happy with how Andy, Laurie and I sailed together there.

Our win meant that I could submit an entry form for the US SAILING Championship of Champions. To get to the CofCs you not only have to win your class' Nationals, but you also have to be accepted, which is something new. The

organizers have an application process that is a little more formal than in years past. I was hoping that I could get in with the success of winning both our HCIA nationals and the Interlake championship, which was held at Grand Traverse Yacht Club, right after the HCIA Nationals. This years CofC's was to be held October 13-17 at Carlyle Lake in Illinois.

In early September I got word that I was accepted into the CofCs as the Highlander and Interlake Champ, and immediately contacted my Lightning team that I've sailed with for a long time, Jody Swanson-Starck and Tom Starck. We've been to Europe, South America and nearly everywhere in North America together and we 'always' have fun. Though we'd be sailing out of our normal positions, it

would be great to sail in a boat that we know well...and more important, have fun with two great friends. The CofCs format doesn't always set up like it did this year, where we sail a boat that we are familiar with... pretty nice, though it is fun to sail a somewhat foreign

boat too.

When I saw the preliminary entry list, I was in awe. There were World champions, Olympic sailors, Americas Cup sailors, and of course a handful of Rolex Yachtsmen of the Year. In some respects I was excited to meet and hang with these great champions, while on the other hand, I was really psyched to sail against them in a boat that I know well.

The format was for a full, 20-boat round robin. That's 20 races in 2.5 days. The committee was optimistic, but made it clear that they didn't want to ruin the experience of the event by cramming to get in all the races. In the end, they had 17 races, which was a huge feat.

Our week started out slow as we finished the first day with a couple of deep races. I honestly don't remember what went bad in those races as the racing was so tight all week. We were sitting in fifth place after eight races on the first day and felt reasonably comfortable with where we were.

Greg Fisher (Thistle) sailing with Tobi & Dan Moriarty had some good scores early and led Allan Terhune's team (Lightning) with Katie Terhune and Dave Perkowski as crew. Also having good races were Olin Payne's team (Int'l FJ) from San Diego. Olin is a high school sailor and had some great crew on board helping him focus on sailing. Also scoring well was Stu Robertson's team (Lido 14). I know Stu from Thistle sailing. He's a great competitor and we were happy he was doing so well. Augie Diaz (Snipe), Mike Martin (505), Paul Cayard (Mystery Guest) all had great races on the opening day and showed they would be mixing it up.

(Continued on page 4)



Photo by Rick Bernstein

L-r, Jody Swanson-Starck, Skip Dieball, and Tom Starck

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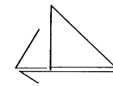
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## ***Bauer Best at Hoover***

**By John Bauer**

As I packed the car, the boat, and all of the things that I thought would be needed for the weekend, I couldn't help but think I was forgetting something; but this is a feeling that I often have as I am leaving for any regatta: all the more reason to head off down the road and worry about what was forgotten later.

Only this time, it wasn't until pulling into the club parking lot at Hoover that I realized what I had actually forgotten. The rudder was still at home!

Hoover had a great Friday night welcoming party. For me, this consisted of several drinks and much brain storming (scheming) about how to come up with a rudder for the weekend. After all was said and done we decided that there would be enough time to drive home and pick up the rudder and still make it back in time to make the first race.

After all, relative to my home club, Berlin YC, Hoover is one of the closer regattas on the circuit, with only a two hour drive for us. Also, it was fortunate for us that the first race didn't start until 1 p.m.

*(Continued from page 3)*

The second day things really came together for us. Early in the event we were thinking that we might have had a not so good draw on boats, but with the full round robin, the key was to score well in boats that might have a higher than average finish. We did this on day two by stringing together a bunch of top five finishes. At the end of day two, we

It truly is nice to be a part of a class that is as helpful as the Highlander clan is. I couldn't imagine having better friends than the whole Highlander Class. I say this because while I was off making the two-hour drive to my house and then another two hour drive back to the club to pick up a rudder, some of these Highlander sailors were busy putting our boat together, to make certain that we wouldn't miss the first race.

So thank you Spengeman family and the Busby crew along with Rob and Joyce Spring. With the help of our friends, we were able to start the first race on time with all of our equipment (including a steering thingy).

While getting to the regatta can be a bit of a challenge with all of the necessary pieces and parts, once on the water

were super psyched to learn that we moved to the top spot. Nothing like leading at the cocktail party!

Day Three was more of the same for our team; no break-away wins, but good solid scores to seal the victory. It was a very nice way to finish the event with a 2,1,3 on the last day.

A lot of the credit to our success goes to our "team" effort. We've been sailing together for a very long time and I'm sure that collective experience helped us get good, consistent finishes. Jody and Tom are incredible crew, but make no mistake, I am sure that our scores would have been the same if any of us switched jobs.



**John Bauer, with winning crew Joyce and Rob Spring**

we were able to pull things together for what would seem to be a nearly flawless regatta.

I say this because, we won nearly every race. So, on the water we really did seem to have everything together.

Someday I hope to have everything together, in the same way as we did on the race course, including packing all of the pieces and parts to the boat.

But time will tell.

They are both great Lightning skippers and that experience, along with us switching jobs over the past decade, had our minds thinking of wind pressure and shifts, while mindlessly changing gears. All three of us have spent most of our lives sailing Lightnings too. Together the three of us won the 2004 Lightning North Americans in Buffalo. That was a 'huge' victory then and we sailed very much the same at Carlyle to win the CofCs. They are great!

A huge thanks goes to both the Highlander and Interlake Classes. Their support of our team was incredible. Not only did they make getting to this event easy for us, but the well wishes and encouragement is a testament to the character of these classes. On behalf of our team, I thank you all.

Carlyle Sailing Association ran an incredible event. They had all the details covered and the support of the many volunteers is greatly appreciated. Thanks to Matt Burridge, Rick Bernstein, Paul Hanson and the dozens of volunteers for making our week "fun."



*Photo by Rick Bernstein*

**Team Dieball; dressed to deal with the mid-October cold snap.**



**Cowboy Karl**

# ***Felger Tops At Pymatuning***

**By Karl Felger**

Karl (with about two minutes to go until the first start): "Mark, let's cowboy the start."

Mark: "Uh, ok."

Brooke: "What does 'cowboy the start' mean?"

Karl: "Port tack the fleet."

Brooke: "Oooooooh..."

The above is how our morning started on Highlander 949 at the 2009 Pymatuning Independence Day Regatta. The boat was aptly named "Smooth Criminal" for the weekend's festivities as the King of Pop, who recently passed away, was definitely with us in spirit that July 4<sup>th</sup> weekend on Pymatuning Lake... literally, as we were rocking out to his greatest hits in between starts.

I had the immense pleasure of putting an Ohio U. Sailing Team rock star crew together, consisting of Mark Paisley and the lovely and talented Brooke Banning. Mark and I sailed together (and shared a few beverages too) at Ohio University, and he traveled the 14 hours from Maine to crew for me. Brooke and I have sailed numerous regattas together, and it's always great to have her on board.

Needless to say, our first race started out exactly as mentioned above. We "cowboy-ed" the start, and crossed the starboard tack fleet of Highlanders and J22's by about 50 to 60 yards (long line due to 40 boat Thistle Fleet). However, we subsequently lost the majority of the lead by the weather mark, mainly due to my 4 a.m. bed time and sailing through some parking lots upwind.

Dan Hopkins rounded the weather mark first, closely followed by John Bauer, Harold Bauer and my team. After tagging the mark and a quick 360 later, we had the kite up and the bus rolling. As the wind backed off a bit (down to 5 knots) a few lead changes took place on the reaches and the next upwind leg.

John Bauer rounded the final top mark first, followed by Harold Bauer and Dan Hopkins. We had some ground to make up, but I had a few things going my way.

First, I had one of the best spinnaker fliers in the world on my boat with Brooke Banning pulling the strings. Sec-

ondly, I saw a bit of pressure on the right and gybed to port, anticipating that advantage. Sure enough, great crew work and playing the odds got us back in the ball game, and with the race committee deciding to finish the fleet at the leeward mark, "Smooth Criminal" stole a second place finish from Harold Bauer and team.

The fleet sailed to shore for lunch, and we were in great spirits. We were going to stock the cooler full of adult beverages for the afternoon, and knowing something about Lake Pymatuning, I had a strong feeling the breeze was going to start kicking in the second half of the day.

Sure enough, after a good lunch (gotta love honey mustard) and a full cooler, we hit the water again, and wouldn't ya know... the breeze started to build. The second race saw the same situation as the first, in that we set up for a start at the pin. I think the fleet caught on a bit though, as it was a tough fight to cross the majority of them on port, and we decided to tack underneath Harold to consolidate with the fleet a bit.

Mark and Brooke both identified some more pressure on the right side of the course, and feeling quite confident with their assessment, we tacked away from our competition and started trucking to the right side.

Once near the breeze, we tried a Berlin Yacht Club technique of tacking underneath the next starboard lift to

fully take advantage of the angle gain that was to come. Sailing with pressure and angle, we were able to cross the fleet at the top of the triangle, and tack inside to port to lead everyone to the mark. Brooke recognized a huge puff just before we rounded, and once we got the kite up we were off to the races.

Nearly tripling our lead to the gybe mark, we pulled off a picture perfect gybe and kept on trucking. Throughout the next few legs, Harold Bauer ground us down, and showed team "Smooth Criminal" that the old dog still has some wheels.

Ducking us going into the final 30 yards to the finish, we (or I) decided to not lead him back to the finish, as I did not want him to trap me to the outside of the committee boat and I also felt the pin was favored. But, he got us! Now, 949, 885 and 1959 all had four points, and a three-way tie for first.

Leading into the last race of the day, there was a lot of pressure and the breeze



*L-r. Karl Felger with Steve Bauer in '09 nationals brewsky break.*

was building a bit more. Most know that it's key to be "leading at the cocktail party" at the Independence Day regatta, as we don't recall too often sailing on Sunday mornings at Pymatuning. That's not so much because of the "after party fog" but because the breeze can be soft or non-existent.

However, Sunday racing did get un-

*(Continued on page 6)*



'Comeback Kid'

# Carey Cops Klein Award

By Mark Redmond

In the greatest comeback in the history of the Larry Klein award Jamey Carey won his eighth consecutive championship for 2009, topping John Bauer for the fourth year in a row. The Larry Klein Award is given annually to the boat beating the most overall boats during the regatta season. Named after the five-time national champion who lost his life in a sailing accident on San Francisco Bay, this award requires a combination of participation and high finishes.

This year John Bauer had a 14 point lead over Jamey going into the last two regattas of the year. All that stood between him and the championship and

breaking Jamey's streak was the Bluegrass and Pipers. Unfortunately, the fickle winds and currents at Louisville weren't kind to John as he finished next to last in the second race. Almost trapped by the current and light air, he watched the entire fleet sail past him as he tried in vain to round the last mark. Overall, he finished 17 out of 28 boats while Jamey had few problems finishing second. Suddenly, John's lead had evaporated and he found himself one point behind Jamey. The Klein award was back up in the air.

It was off to Pipers for the final showdown. Whoever beat the other at Pipers would win the Klein. In the first race Jamey made the statement that his run as the Klein champion would not end without a fight. He won the race while John finished sixth. From then on he never looked back finishing fourth overall in the 24 boat

fleet. John ended up sixth which put him three points behind Jamey in the final Klein standings.

In another close battle for third, Bryan Hollingsworth bested Mike Shayeson and Tyler Andrews who made a late charge finishing first and second respectively at the Pipers. Harold Bauer finished sixth topping another group of four that were within four points of each other. Overall, 62 different skippers were scored for the Klein award, meaning they sailed in at least one sanctioned regatta.

Will 2010 be the year that John Bauer finally wins the Klein Award or will Jamey Carey keep his unprecedented run alive and bring home his ninth trophy?

Maybe someone else will step up this year and hit the regatta circuit hard to challenge these two. Stay tuned.

Boat & Skipper	Pts	Regattas
1002, Jamey Carey	109	9
1959, John Bauer	106	10
876, Bryan Hollingsworth	63	10
958, Mike Shayeson	60	4
969, Tyler Andrews	59	4
885, Harold Bauer	48	6
906, Jon McClean	47	6
500, Bruce Busbey	45	3
450, Norris Bourdow	44	5
2002, Ed Spengeman	41	4



L-r: Tanya Carey, Mike Shayeson, and Jamey Carey; Team Mojo.

(Continued from page 5) derway and in race number three, the rope-a-dope took full effect. The fleet started at the pin, and we got off to a great start at the boat on a nice starboard lift. Up the beat, we maintained some separation and we were racing John Bauer to the left. We tacked to lead him into the mark and Harold Bauer crossed us both coming in from the left with some pressure.

Harold maintained his lead on the reach, and we separated from third place boat John Bauer a bit. At the gybe mark, Harold took his kite down and started the second race with just jib and main. The breeze had built to the most solid pressure of the day, 12-15 mph, and Brooke asked "Should I really be gybing this spinnaker?" Mind you, this is a 106 lb. white girl, flying a 300 sq. foot kite on a screaming reach.

My response was, "Brooke, I never even questioned it," and then, bam. She and Mark nailed the gybe. All jazzed on adrenaline (and the six Yuenglings I had so far that day) I exclaimed, "I want to be on Harold's a\*\* by the leeward mark!" Brooke had us there half-way down the leg.

Harold's team and ours duked it out up the right side on the second beat and we tacked below to lead him back to the middle near the top quarter. Applying slightly more leech tension to the main, we were able to groove up to his line and tack to port and cross him up near the mark.

With another beautiful kite set and "the machine" that is Brooke Banning, flying the spinnaker later, we had extended our lead by a few boat lengths by the leeward mark. Covering Harold with our "Fox News Coverage" (loose,

and flimsy), we took the gun for the bullet, and were leading the regatta heading to shore.

As for racing that was it, as Sunday brought sunny skies but no breeze. But, the party had just started. With a great BBQ, some cold beer and a crazy dance party we continued to have a blast.

I want to once again recognize the contributions of Mark and Brooke. No one hiked harder than they did, and no one had more fun than our team. It was a pleasure, and I look forward to tricking them into sailing with me again sometime soon.

I also want to encourage every Highlander Class member to come to the 2010 Pymatuning Independence Day Regatta this year, 2010. It's hard to find a better venue, host or party than they put on at Pymatuning Yacht Club.





# Revisiting "Harvest Moon"

By Norris Bourdow

The Harvest Moon Regatta at Atwood Lake has been held for many years. And I was happy to have participated for more than twenty years. I had made many friends there, and have many fond memories, some of which cannot be printed here.

For the last eight to ten years there had been an overlap of regattas, with the Harvest Moon and the Governor's Cup at Eagle Creek in Indianapolis being held on the same weekend. Living only 90 miles from Eagle Creek, we decided to attend that regatta for obvious logistical reasons.

This year, I discussed it with my trusty crew Carl Berger and Bill Price, and we were 'all in' for Harvest Moon, and we were certainly happy that we made this decision to return.

The reception that we received was great. The Club and Fleet worked very hard to make all of us feel so welcome. From the Friday night welcome on the porch, through the "ultimate" happy hour and mountains of awesome food, to the trophy presentations, it was all great.

I was especially glad to see many old friends like Denny and Phil Breneman, and Phil's son, a very nice young man. Go figure. We spent many hours remembering the 'good old days' at Harvest Moon, including many nights in the 'old bar' with Denny and Phil and other "interesting" characters.

It was also great to see Dick James again. He helped my son Steve and his Sears Cup team in training in the 'then' new boat called a Sonar. I think that was

1983 or so. Dick is still sailing that same Sonar at 90 years old. The first thing he asked me was, "How my son Steve was doing?" Incredible!

However, I was sad to learn that some old friends were in poor health or had moved out of the area. My thoughts are with them and their families.

Oh yes, a 'sailing regatta' broke out in the middle of the party. As many of you know, or have heard, racing on Atwood can be somewhat tricky on a good day. It's not unusual to be sailing downwind with spinnaker and meet another boat doing the same thing coming straight at you. And when we learned that we would be racing in the 'famous' (or infamous) "slot," we were leery at best. But with a steady wind (steady for Atwood) out of the north, it worked out extremely well.

While perched atop Denny Breneman's bazillion foot, three-story houseboat, Mark Redmond set some great courses. It was really fun; a great day of sailing.

Unfortunately, Sunday morning was not so exciting, as the wind failed to show up until the boats were on the trailers, of course.

The trophy presentation was also well done, and I would like to commend Atwood Yacht Club on their efforts to

involve the junior sailors. They had many racing in Opties, Sunfish and Lasers. I just think it's pretty neat to watch (and maybe a little emotional too) the 8, 10 and 12-year-olds come up to get their trophies. Atwood, keep up this fine work. I remember the days.

We simply just had a great time. Atwood YC worked very hard to make us feel welcome and provide a fun weekend for all, and they certainly succeeded.

News flash: and a very exciting development is that in 2010, there will be no conflict in regatta schedules. The Governor's Cup in Indianapolis has been moved deeper into September by one week (Sep 18/19). This is good news for us, and hopefully all of you. We definitely plan to return for the 2010 Harvest Moon (Sep 11/12) and do the Governor's Cup, and hope to have many more Highlanders do the same.

Thanks again Atwood. It was great to be back. We'll see you this fall.



Photo by Harold Bauer

Berger, Breneman, Price, and Bourdow: "swappin lies."



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## In Jekyll and Hyde Winds

# Busbey Best At Bluegrass

By Bruce Busbey

I always wondered how some sailors were able to do so well the day after excessive celebrating. After the party at Louisville on Saturday which lasted most of the day and into the night I now have a better understanding of this secret recipe for winning.

For a number of years the Bluegrass regatta has been more of a light and variable or non-existent wind event rather than a "blowing like stink" affair. So when we arrived on Saturday we were surprised by the significant winds that were building during the hours prior to the first scheduled start.

By the time boats were to begin putting in for the first race the winds were blowing a steady 16 mph with gusts in excess of 22 mph. Since the forecast called for increasing winds all afternoon the majority of the fleet was waiting with excessive politeness to let others launch first. It's amazing how howling winds can bring out that gallant side of sailors.

While everyone waited for their fellow sailors to move to the hoist, local club members Ed and Erin Spengeman along with Lisa Hart, decided to show us all that our excessive politeness was for wussies. (In photo below, John Bauer had joined the fun and took Erin's crew spot for this adventure). They proceeded to put on a planing seminar with just



Photo by Harold Bauer

**Lisa Hart, John Bauer, & Ed Spengeman testing high winds. Photographer/chase boat barely escaped rear end collision.**

around 400 pounds of skipper and crew weight while the rest of us watched in awe.

While we were watching the show pondering our own fates Neal Deaves made and excellent executive decision to postpone for an hour and then re-evaluate. The group all breathed a collective sigh of relief as they enjoyed the Spengeman show. After about an hour it was obvious the wind was indeed increasing in strength and that the chances for racing were diminishing rapidly.

At that time a couple of other boats decided to go out with extra weight on board and play with Ed. As happens in these circumstances the Highlander fleet took advantage of the opportunity to begin the Saturday night party earlier than scheduled. Nothing beats an ice-cold beer when watching for possible ESPN top 10 highlights during a high wind sailing exhibition.

Like the wind the party built from early afternoon until after dinner and was a rousing success as most Highlander parties are. Because of the lack of racing on Saturday the start time was moved up on Sunday morning in an attempt to squeeze in as much racing as possible. It was during those early Sunday morning preparations for racing that I began thinking the whole hangover thing was really not worth the effort. So I swore

off Saturday parties and just hoped to make it through the races (as did my crew, Debbie and Justin).

The winds on Sunday started out reasonable enough to fight the current but diminished rapidly during the first race and became whispers for the second.



Photo by Anne Hollingsworth

**Ahhhh! One of those butt-numbing Sunday morning drifters.**

At the start of the first race everyone saw what appeared to be a pretty hard wind shift towards the committee boat end of the starting line. Not wanting to get involved in the scrum that was building we opted to start in the fairly empty middle of the line along with Jon McClean and Jamey Carey.

As luck would have it the wind filled in just for the three of us and we seemed to ghost away from the raging pack stuck at the committee boat. The rest of that race was spent hunting for breeze and sweating a lot. In the end we were able to sneak out a win followed by Jamey Carey and Doug Fisher.

The whispers that finished the first race turned out to be all that was available for the second race. Our only goal was to try and start with some forward motion and see if we could maintain it against the current. Again luck was on our side at the start as we somehow managed to find the only gasps of air on the water as did Doctor Bob (Cowabunga!) and Perry Cameron. As with the end of the first race the second was spent foraging for wind as we bobbed and weaved our way around the course.

In the end we somehow were able to find every last drop of air available and left nothing for everyone else. I also real-

(Continued on page 9)





# Investing In A Sure Thing

By Mike Shayeson

If you have picked up our fine publication, "The Highlander," and are reading this article, then you are either (1) a rabid Highlander sailor, who loves sailing the Highlander almost more than anything else in this world; or (2) a sailor who simply loves sailing; or perhaps (3) a sailor "wannabe" who has often seen the sailboats on the local "pond" and has dreamed of participating in the sport of sailing. HCIA Training, Inc. was incorporated for all the above.

The mission of HCIA Training, Inc. is to provide a way to introduce and train those who primarily fall into category #3 above. By making available Highlanders to prospective sailors and providing them the skills to participate in our great sport, we will see the class continue to grow.

That being said those that fall into category #2, who have not had the opportunity to sail in the "best" one-design boat out there, will also be able to participate in the Highlander with the purpose to bring them over from "the dark side" to the Highlander Class. This will be achieved by providing competitive boats to sailors and allowing them to participate in our regattas.

Both of these examples of our mission have been experienced in this last year with great success. At Lake Norman, Fleet 27 has put together two boats that were basically retired by former Highlander sailors and made available to guest skippers. This program has been extremely successful for the fleet.

During the '09 POW WOW at Indian

Lake, Fleet 17 made a boat available to the local Sea Scouts to participate in a great weekend of sailing. We hope to see these young men back out there next year and hopefully they will find the experience such that they will become our future Highlander sailors.

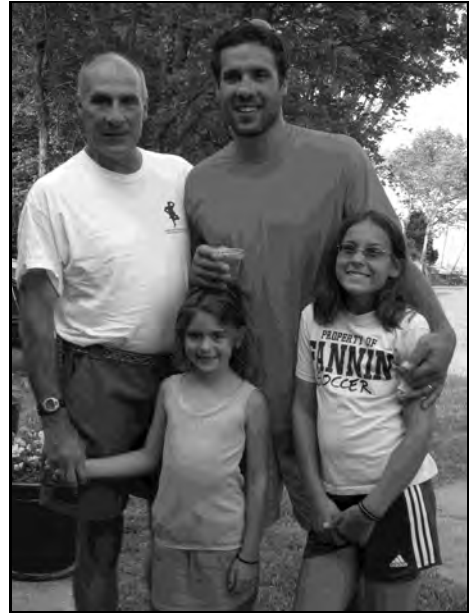
As I write this article, I can accurately report that there are currently three new Highlanders in line to be constructed this winter. These three new boats are replacing three very good boats that will require new skippers and crews to keep them on the starting line and on the water. I am certain that every fleet has a number of boats that are sitting on the "hard" at the club or in someone's yard, that have not seen the water for quite some time.

We hope each fleet captain will try and get the owner back on the water. If that cannot be done, perhaps the fleet captains can convince the owner to donate the boat to the fleet as a charitable gift to HCIA Training, Inc. With that boat and other donated parts and sails, each fleet can have a boat available for the "guest" skipper. With proper instructions and a little effort, we should have a new sailor and a life-long Highlander sailor soon thereafter.

I am certain each one of you that loves and sails your Highlander knows of someone who would love to join us but either feels they cannot afford the boat nor feels confident that they could sail it even if they had one. HCIA Training, Inc. is there to assist you in making these people a part of our class.

Please feel free to either call me or any other board members. You can email me at [MShayeson@cinci.rr.com](mailto:MShayeson@cinci.rr.com) if you have any questions.

And if you have not made your tax deductible contribution to HCIA Training, Inc., please take a moment and do



*The Kafsky family clan. Dennis, left, has 'guest skippered' at Lake Norman.*

so. Remember that not only are you able to take the tax deduction, but you are also maintaining the value of that Highlander of yours that you love so much. "So reach in them jeans and pull out that green." Send your donations today to: HCIA Training, Inc., c/o Mike Shayeson, 7650 Cayuga Drive, Cincinnati, OH 45243.

*(Continued from page 8)*

ized that our commune with nature during the races must have obviously come from the hampered mental state created by the previous day. Hence the secret to sailing well is to hamper your mental state. Try it sometime, you might do worse but hey, what if you do better? P.S. Just don't crash into my boat, Moby Dick, when you're trying this out.

Anyway, we always enjoy coming up to Louisville for the great hospitality and party. Many thanks to everyone from Louisville Fleet 37 who put in their time and effort for the class; the Bluegrass Regatta as always is one of our premier events.

## HCIA At Cleveland Show

Several members of Edgewater's Fleet 14 and a few other assorted volunteers will be donating time and talent to display a Highlander at the 2010 Cleveland Boat & Lifestyle Expo this January 15-24.

The ringleader is Gary Vinicky with a whole lot of help from a cast of the 'usual suspects' from Edgewater and Berlin, and beyond.

If you should happen to be in the Cleveland area at that time be sure to stop by and pay them a visit. We'll

have a report and maybe a photo or two for the April issue.

\* In other news, the next HCIA board meeting has been set for February 27 with the group getting together in Wilmington, Ohio.

If you have any ideas, suggestions, or questions for the board to consider, you're welcome to make that known and to contact class president Dan Hopkins, [momnpophop@yahoo.com](mailto:momnpophop@yahoo.com), to present your thoughts and ideas.

\* The National Championship Regatta is July 24-30 at Pymatuning Yacht Club. Have you made your reservations?



## Shayeson Shines At Pipers

By Mike Shayeson

I was introduced to the Pipers and the Lake Norman Yacht Club by my good friend, Jamey Carey, about seven years ago when he asked me to crew with him. For the next four years I continued to sail with Team Mojo at that event.

In 2007, I decided to bring my boat, GOMO, to Lake Norman and brought with me two young men, Jason Japikse and Lt. Nathan Thobaben, from Cowan Lake Sailing Association to crew with me. In 2008, Jason was joined by Judy Hearn, also of CLSA as my crew. This year Jason and I were joined by my regular crew from Cowan Lake, Shon McCall.

Having sailed with Jamey and Tanya all these years, I have learned the best way to enjoy Lake Norman is to leave Cincinnati on Thursday evening to get the most out of my 900-plus-mile sojourn. Some people think I am nuts for driving all night, but those that know me can actually confirm that I am nuts when it comes to sailing. I will drive all night in my RV pulling the boat through the mountains of West Virginia, Virginia and North Carolina to arrive at the club about one or two o'clock in the morning.

As soon as we pull into the club we'll get about six hours of sleep, which will allow us to be rigged and sailing before noon on Friday. Then we generally sail until dark or even later if we remember the running lights.

This weekend was one of those times and it was awesome as Shon, Jason and Kaity Boyce (Jason's girlfriend and Jamey's crew for the weekend) headed out the driveway at 5 p.m., Thursday. Boyd Barnwell, his son Dan, and Jon McClean had left Cowan even earlier than we did and were already fast asleep in the campground when we got there about 1:30 a.m.

When the sun and temperature rose that morning, we heard the familiar rumble of Jamey and Tanya rolling in.

Within a couple of hours all three Cowan Highlanders were on the water "tuning up." After several hours of beating and running on Lake Norman, we sailed to one of our favorite on-the-water "beer conditioned air-joints," The Rusty Rudder, for some adult beverages and a bit of grub. As the sun was beginning to set, both MOJO and GOMO were heading into the docks at LNYC under spinnaker only. The weekend was starting off to be great.

The beauty of the venue, the graciousness of Fleet 27, the ability to sail to dinner or drinks, the awesome race courses and the great race management

by the professional race committees have always made this place the highlight of the season.

We begin our regatta circuit here at Midwinters and coming back for the Pipers is the fitting end of the HCIA racing calendar.

Saturday's competition was held in almost perfect

conditions. The wind was blowing 12 to 15 mph out of the north-northeast. Shon commented as soon as we left the harbor that this was "our kind of wind." We beat a bit and then headed down wind towards the race committee to shake out the kite and throw in a couple of jibes.

Our start on the first race was okay with us crossing the line in the middle



Lake Norman YC facilities offer 'off-water' enjoyment.

with pretty good speed which allowed us to get clear air and a lane. We settled in for the beat and started to play the shifts towards the weather mark. We saw Harold Bauer and crew going right and making out very well over the entire fleet.

As we got close to the starboard layline we got ourselves in a bit of a jam, getting pinned in, unable to lay the mark and had to duck a bunch of boats to make the rounding. Still, we found ourselves in fifth place and feeling pretty good.

As Shon and Jason were getting ready to launch the spinnaker, I made some radical move with my right arm reaching for something and felt a tremendous pop in my shoulder and an excruciating pain in my arm. I felt faint and begin to see stars. Jason looked back and saw me in pain and asked what was wrong. I told him something had happened but wasn't sure what.

He wanted to know if I could continue and I told him we'll just have to see if I can manage the main. Fortunately we had about a mile ride downwind and I did not have to put much strain on my arm. After a few minutes the arm began to feel better. When we got to the leeward mark, Jason was able to help me gather in the main and handed it off to

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Photo by Jon Cox

Pipers Champs: Jason Japikse, Mike Shayeson, and Shon McCall.



Highlanders, Thistles Join Forces

# John Bauer Grabs Gold At Geist

By John Bauer

For the past couple of years at Geist Reservoir, the Highlander and Thistle fleets have teamed up together to hold one regatta. Once again, this idea looked like it worked out well for both fleets. With the Thistle fleet having a twelve boat fleet and the Highlanders having ten, we were able to have a regatta with over twenty boats.

The sailing conditions were just what I always remembered from Geist. The wind was shifting about forty degrees at any given point, while its velocity ranged, at any given moment, between 0-10 mph. All of this adds up to a lot of unknown variables. In other words, anyone could win a race at any given point. If you've ever sailed there you know; just because someone had a 50-yard lead, that doesn't mean a thing at Geist.

After sailing in these conditions for several races on Saturday, we headed back to the clubhouse for some evening festivities. This evening the Thistle and Highlander group put on an incredible party. The theme was Celtic, which was very fitting considering the background

of our classes.

The evening started on the front porch discussing over a few cocktails, the confusing set of variables in which we had just finished sailing. Then it was time for the dinner.

Celtic food was the perfect way to lead into the Celtic band and dancing after. The band was made up of two local professionals who really work hard on bringing in the interest of the crowd into their performance.

Sunday morning we woke to a breeze that seemed to have some consistency; at least it was consistent compared to what we had on Saturday.

Now at least the breeze seemed to be holding in a single direction while holding a fairly steady velocity. Well, at least as steady as I remember seeing on Geist.



Photo by Anne Hollingsworth

**John Bauer, Lissa Charnock, and Joyce Spring at Geist.**

After finishing two more races back to back, both windward leeward, the series was complete.

I would like to thank both fleets at Indianapolis Sailing Club for hosting a very memorable event. The sailing was both fun and trying at times with all of the different variables Geist has to offer.

I really think the themed party on Saturday evening worked well and suspect that it was something I will definitely enjoy again. Give it a try yourself.

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me for the beat. It appeared as though I would be able to continue.

As we approached the weather mark the second time, we were right of everybody except *Scrimshaw* and *Aunt Ruby*, but the rest of the fleet was right there too. Getting closer, we got a significant "righty" lifting us to the weather mark.

We had now moved into third place and came around the mark heading downwind right on John Bauer's transom who was right on Harold's transom.

I knew the course was windward-leeward twice around, but I lost track of where we were and I figured Harold and John knew, so I followed them. So instead of finishing downwind, I followed Harold and John as they rounded the leeward mark heading back upwind.

As I was rounding the mark I caught a glimpse of Dick Doyne with sons Chris and Justin on board, screaming past the leeward mark leaving it to starboard. Immediately I rationalized that they couldn't have been that out of control to miss the leeward mark. At the same time

I heard the committee boat gun go off as Jamey crossed the line.

Instantly I knew I had screwed up and slammed into a tack and immediately jibed as Gary Steinbach was roaring in for the finish. Fortunately we were in third at the weather mark and maintained our position finishing just behind Dick and just ahead of Gary.

We were pretty pumped and were ready for the next race. My shoulder was actually feeling better than it had in the past six weeks when I heard it first "pop" but my right bicep was a little tender. I just figured it was the constant playing of the main and didn't give much thought.

The wind was still blowing about 15 mph and the race committee posted a three time around, windward-leeward course. As the race began we found ourselves favoring the right side again as we made our way up the first beat. We got lucky again with a big right shift and found the starboard layline much further left than it should have been, and that allowed us to pick up

quite a few boats.

We had been crossing both in front of and behind Gary Steinbach and Tyler Andrews much of the beat. We rounded the weather mark and Jason and Shon spun their magic downwind executing flawless jibes to pickup additional boats.

As the race wore on we found ourselves following Tyler who was following Jon McClean. As it ended up, Tyler won that race and we finished second followed very closely by Dick Doyne and Gary Steinbach.

Race three was shortened to a twice around, windward-leeward. Jon McClean got out early and stayed out in front almost the entire race to win that one followed by Harold Bauer, John Wigney and then us. By this time, we were ready to go in as my arms were a bit sore, but I didn't think much more about them.

When I finally got to shore and pulled off my warm, stretchy clothing, I got a real surprise. The pain had subsided but my right arm did not look right.

A buddy of mine had recently under-

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## Pymatuning Perfect for 2010 HCIA Nationals

By Harold Bauer

The 2010 Highlander National Championship Committee is hard at work planning the upcoming 'nationals' regatta in July at Pymatuning Yacht Club on beautiful Pymatuning Reservoir.

There will soon be links to the registration page and NOR (notice of Race) at our class website, sailhighlander.com, and the NOR and a registration form will also appear in the April magazine.

Pymatuning Yacht Club was established in 1937 as a family oriented, "do-it-yourself" style, one design yacht club. They have a very comfortable facility with a membership that is welcoming and friendly.

PYC also has a very active junior program which has had its share of successes both regionally and nationally.

The folks at Pymatuning are very experienced regatta hosts. They regularly run their annual Independence Day Regatta on the July 4th weekend for several years now.

This is a terrific multi-class one design regatta that usually attracts between 75 and 100 entries from the Thistle, Lightning, J-22, Fireball and Highlander Classes. It is an event that should be on your list every year.

This year's competition will be July 3rd and 4th. It's always a great regatta and this year, it will be your opportunity

to check out the site of the 2010 Highlander Nationals. Visit [pyconline.org](http://pyconline.org) for additional information regarding this regatta and Pymatuning YC.

All sailors are strongly urged to make their lodging arrangements as soon as possible. As of this mid-November writing all of the state park cabins have been reserved.

The Pennsylvania and Ohio State Park campgrounds still have camping sites available for tents and RV's and there is tent/van camping available on the club grounds.

Sorry, there won't be room enough for motor homes or camping trailers at the club. Please check out the accommodations



Photo by Harold Bauer

**Our host site for the 2010 Nats near Ohio-Pennsylvania line.**

listed here in The Highlander for contact information for campgrounds and motels.

If you are planning to stay at a motel, we have arranged for a block of rooms at Cianci's Motor Lodge in Greenville, PA. You can check their facility out at: [CIANCISMOTEL.COM](http://CIANCISMOTEL.COM).

Please contact them directly and tell them that you are with the Highlander group. Remember, this is a very popular vacation area and they can only hold the block until April 1, 2010.

No matter where you plan to stay, you should make your reservations soon as all accommodations are filling up quickly.

We hope that you will make your plans now to be at the 2010 Highlander Nationals at Pymatuning Yacht Club, July 24th through the 30th. This will be a great learning experience for you, at any skill level, and a regatta that you won't want to miss.



Photo Harold Bauer

**A highlander at rest at an earlier event at Pymatuning.**

(Continued from page 11)

gone rotator-cuff surgery and his doctor had to cut the longhead tendon to his bicep in making that repair.

He showed me what he called a "Popeye" bicep, where the bicep moves down towards the elbow giving his arm a big bulge but not in the proper location. He went on to tell me that his doctor told him that even though one tendon of the two holding the bicep to the shoulder is no longer attached, his strength would be

diminished by no more than five percent and other than looking weird, there would be no problem with the arm's function. Had I not had this information when I took off my shirt I would have surely freaked out, for there was this weird looking bulge near my elbow.

About the same time I was having this self-discovery tour, Jason and Shon had gone to check results. They said we were in first place with a three point lead over Tyler Andrews. We decided

to party that evening, but not as hard as I partied after being in this position a number of years ago at the PowWow. We actually were asleep by 11 p.m.

Sunday morning looked pretty nice. The trees were moving a bit, and it looked similar to Saturday's conditions. But once we got our nose out past the harbor, I realized that the elements had become a bit more challenging.

The wind was blowing about 15-18

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# Lodging: 2010 HCIA Nationals

## Motels

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

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

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

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

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

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

## Bed & Breakfast

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

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

## State Park Cabins and Campgrounds

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

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

*(Continued from page 12)*  
mph with gusts much higher. (I actually checked Mooresville's weather records the next day and found that gusts were recorded as high as 26 mph at 10:30 a.m. during our fourth race). We shook out the kite as we headed towards the committee boat and realized... this was going to be a handful of Highlander to handle in these conditions. We implemented survival rule #1: pointy side up!

We had made a pass by the RC prior to the warning and saw a "WL3" displayed. We never checked again as it was all we could do to keep the boat under control as we waited for the signal.

We found ourselves well behind the line at the start and were probably 15-20 seconds late but had okay speed. I wanted to tack to port and clear my air but Bruce Busbey was to weather of me and controlled when I could tack to port. As soon as Bruce tacked, we followed which helped immensely. No sooner had we tacked to port we saw a big gust roll in from the left that had a number of boats flogging their sails and either go

over or appeared to be on the verge.

The puffs coming at us from the left actually turned into a big lift and allowed us to cross several boats that I did not think we would clear as they came charging up the course on starboard. At the top of the weather leg, there were my old friends Gary Steinbach and Tyler Andrews along with John Wigney and John Bauer.

We got around the mark and set the kite and took off. By jibing to port we picked up a couple of boats as we got to the bottom of the first run. It was now Tyler followed by Gary and us.

I knew that if nothing changed, I could hold on to first place as we had a three-point lead on Tyler, but with the excellent way John Wigney and his crew were handling their boat in these condi-

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*Photo by Anne Hollingsworth*

*Lissa Charnock, Joyce Spring, John Bauer and his cousin Jessie Bauer showing off a collection of the traditional Pipers Plaids.*





## Eagle Creek

**Andrews Wins Governor's Cup**

*By Tyler Andrews*

As many of you may know, the America's Cup is being sailed in catamarans, match racing is becoming an Olympic class, and boats are sailing three on three in team racing these days.

The point is that there are all different styles of sailing, and the 2009 Governor's Cup at Eagle Creek YC in Indy, this year was a style in and of itself, because of the many keel boats that had to be either avoided or used as picks on the race course. If the highlander class decides against this, talk is being had about changing the date of the Highlander Governor's Cup next year to both avoid the date conflict with Atwood's Harvest Moon regatta, and if the class likes, avoid other boats.

As far as this 2009 event goes, setting up picks and keeping your air clear was definitely a big advantage. Rumor has it that Tyler Andrews and Team won every race, but there were some finishes that were just too close to tell. There were at least two races that Jamey Cary and crew might have had the bullet on, but there

was no camera at the finish.

Perhaps there could have been if the camera girl, Devon Cameron, could have taken her lens off of her father, but Perry was instead the benefactor of nearly every picture taken this weekend.

Anyway, Eagle Creek issues a big thanks to Bryan Hollingsworth for supporting the Highlander class out of Louisville. Also making appearances were Kevin Hughes, Jamey Cary, Perry Cameron, Dr. Bob, and Jim MacDonald who definitely would have won a race had he noticed the change in course flag (you won it in my mind Jim). And all of those participants would also join me in a big thank you to the Eagle Creek Sailing Club Race Committee.

Unfortunately there was not a rock band at this year's party, but I was made to rap some karaoke; which reminds me, thanks to all of those who



*Tyler Andrews, Phil Tate, and Kayleigh White.*

rapped louder than I did.

And finally, I hope to see all of you guys and your friends, and your friend's friends, and your family, and some people that you might not even know yet, out on the water.

*(Continued from page 13)*

tions, we knew they could easily pass us and put two boats between Tyler and us, thus Tyler would win on the tie-breaker.

We maintained our position as we got back to the weather mark, but it seemed Tyler had opened up his lead holding on to starboard and going far right. I looked to the left and saw Gary Steinbach take off on a screaming plane without setting his spinnaker.

We chose to follow suit and left the kite in the bag as it appeared we would be going as fast without the kite as with it. I wanted to go left but knew I could not cross in front of Gary. We slowed the boat enough that we were able to jibe to port and pass immediately behind Gary.

No sooner had we done that then we saw Tyler jibe to port and pass in front of both Gary and us to get left of us. We jibed back to starboard and Tyler, once left of me, followed suit. We jibed again to port to attempt to get left of Tyler but he matched our jibe and went further left. About this time I saw John Wigney come screaming down the rum line with his

spinnaker. It appeared he was able to sail more down wind than us.

By this time I had to make a decision whether to sail way by the lee or attempt to throw in two radical jibes with the last one right at the mark. We opted for the former.

With Shon leaning hard against the boom and his feet and weight as far back as he could go we sailed a good 20 degrees by the lee to get inside John and Gary at the leeward mark. I wasn't sure what happened to Tyler as he was still way left of the mark.

As we approached the mark, we were throwing a bow wave above the deck forward of the mast. The boat hit a wave and started to fishtail and we were inches from disaster. The wind gods must have been with us that day, as we were able to make the rounding and setup for the beat without spinning out or capsizing to weather.

As I said earlier, the last course any of us saw posted was three time around windward-leeward. We are now heading for the "weather mark."

As we looked for it we saw a mark, but it appeared to be in the mark boat. Jason had commented the last time we rounded that mark that he thought it was drifting, and so when we saw the committee boat around it we thought the race committee was attending to it.

By this time we began to question our theory and thought maybe it would be best to pass between the race committee boat and the pin on the way upwind, regardless.

I was almost to the starboard layline when the decision was made and we tacked to starboard and came in right behind the committee boat crossing the line inches before Gary Steinbach finished at the pin end. We had won the race. The race committee waved us on in and it sunk in that we had won our first regatta.

After we headed in we realized a lot of boats had gone in without finishing. Apparently a lot of gear failed and the boats had to retire. I, too, have been in this situation. As recently as this year's

*(Continued on page 15)*





**The Classifieds**

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

**#838:** '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. **\$4,500, obo.** Call Harvey Schach at 216-978-9219 or email at: **jschach@ameritech.net.**

**#759:** 1973 Durabilt. Alum mast & boom. Jib, main, spinnaker in good condition. Full deck cover. Trailer included. New blue paint on hull with red boot stripe. **\$2,500, obo.** Call George Seiple: **614 451-4758.**

**#790:** 1975 fiberglass D&M, purchased as a project boat however she is still in sail ready condition. New North main, used clew board jib, all riggings, and trailer. Includes extra materials intended to be used to bring her up to speed (which includes float bags). \$2,000. **Tadd Schwarz,** (216) 536-1354, **HSchwarz@JBandR.com.**

**#396:** Built approximately in 1965. Disassembled and partially rebuilt with new plywood and fiber-glassed deck. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer.

*(Continued from page 14)*  
PowWow, sailing with Team Mojo, we lost our main on the last beat of the last race. Apparently things 'do' wear out and break; and at this year's '09 Pipers I learned, that happens not only with boats but with biceps as well.  
I'd like to express my sincere thanks to the great folks at LNYC for hosting another, outstanding Pipers.

Has been garage stored. **\$950, OBO, Bob Zednik** 440 283-8332, 216 741-6440, or email to **bobz@parmahobby.com.**

**#916:** Customflex, excellent condition; red hull to waterline, white below; aluminum trailer; 2 sets of sails, one set competitive; bridle traveler, in-board jib leads, aluminum tiller, skirted mooring cover, trailer mooring cover, rudder cover. **\$5,290.** David Lies (317) 464-8255 weekdays or **liesdavid@sbcglobal.net.**

**Aluminum centerboard,** excellent w rollers & bails, needs some finishing, straight & true: \$500. Rudder, tiller, D&M, stainless head, excellent: \$200. Make best offer: Wood boom, good condition original hardware; mahogany seats, very restorable; wood mast needs help but restorable. Other parts and rigging. **Amy Henry,** 937 244-4097, **ahenry@wittenberg.edu.**

**See additional ads at: sailhighlander.org.**

**#707:** Restored, '72 D&M, trailer and Hewitt lift, Cowan Lake. Fresh hull/bottom paint, refinished wood, new mooring cover. Two mains, jibs, spinnakers; rudder & turtle bags; stuff: \$4,000 w/lift, \$3,500 without. **Tom Moran:** 513-607-6412 or e-mail: **ttmoran@yahoo.com.**

The rebuilt clubhouse is outstanding and the lift at the launch facility made "bagging" the boats a piece of cake after an exhausting weekend.

We are looking forward to next year's Pipers as well as hoping to see everyone at LNYC for the Midwinters this coming spring.

**"The Highlander" Rate Card**

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

**Ad requirements:**

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

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

**Rates: (Non-Commissionable)**

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

**25% discount** with a four-issue order.  
First time orders must be prepaid.  
Make **checks to: HCIA**  
Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.  
For details or questions contact: Editor, Mike Feldhaus at: **mikefeldhaus@bellsouth.net**

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

**Allen Boat Company, Inc.**

370 Babcock Street  
Buffalo, NY 14206

**Tomallenjr@juno.com**  
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**Classified Ad Policy**

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

Bryan Hollingsworth  
410 Holiday Road  
Lexington, KY 40502

Address Service Requested

**FIRST CLASS MAIL**

**New Regatta Is Set**

*By Bryan Hollingsworth*

The Pot Luck Regatta will be held May 8/9 at Cave Run Lake in the middle of the Daniel Boone National Forest about six miles south of I-64 and 15 miles from Morehead, Ky.

Do some winter research and 'google' Twin Knobs Campground. We will sail out of the Alfrey boat ramp.

We already have nine boats committed and have room for 50. The camping is primo. Bring a dish and we'll do the rest.

We'll have more detail in the April issue, or you can contact me in the meantime at the email address in the regatta schedule below. Join us!

<i>"Tentative"</i>		<i>Highlander 2010 Regatta Schedule</i>		<i>"Tentative"</i>	
April 24/25	HCIA MidWinters	Lake Norman YC		radsail@aol.com	
May 8/9	Pot Luck Regatta	Cave Run Lake, Kentucky		Bryan Hollingsworth, bristolbhh@insightbb.com	
May 15/16	Mayor's Cup	Eagle Creek		Kenny Chapman, chapmank@comcast.net	
June 12/13	Mad Plaid	Cowan Lake SA		Jamey Carey, mojo906@hotmail.com	
June 19/20	Berlin Invitational	Berlin YC		Harold Bauer, hbauer494@juno.com	
June 18, 19/20	Multi-class events	Rock Hall YC		Mark Redmond, mredmond929@gmail.com	
June 19/20	Cleveland Race Week	Edgewater YC		Gary Vinicky, (need to tell Gary) gsvh747@windstream.net	
June 26/27	Pow Wow	Indian Lake		Norris, nbourdow1@sbcglobal.net	
July 3/4,	Pymatuning Regatta	Jamestown, PA		rspring@neo.rr.com	
July 24-30	HCIA Nationals	Pymatuning YC		Harold Bauer, hbauer494@juno.com	
August 15/16	Hoover Fling	Hoover SC		Sue Bauer, 989bauer@att.net	
September 11/12	Harvest Moon	Atwood YC		Mark Redmond, mredmond929@gmail.com	
September 18/19	Governor's Cup	Eagle Creek		Kenny Chapman, chapmank@comcast.net	
September 25/26	Highlander/Thistle Regatta	Indianapolis SA		Jim McDonald, James.A.McDonald@att.net	
October 2/3	Bluegrass Regatta	Louisville SC		Erin Spengeman, redsailor876@hotmail.com	
October 16/17	Pipers Regatta	Lake Norman YC		John Gibbon, yellofev@aol.com	
<i>"Tentative"</i>	*** Always email the listed contact in advance to confirm regatta information. ***				<i>"Tentative"</i>

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Contact out Highlander experts today!  
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