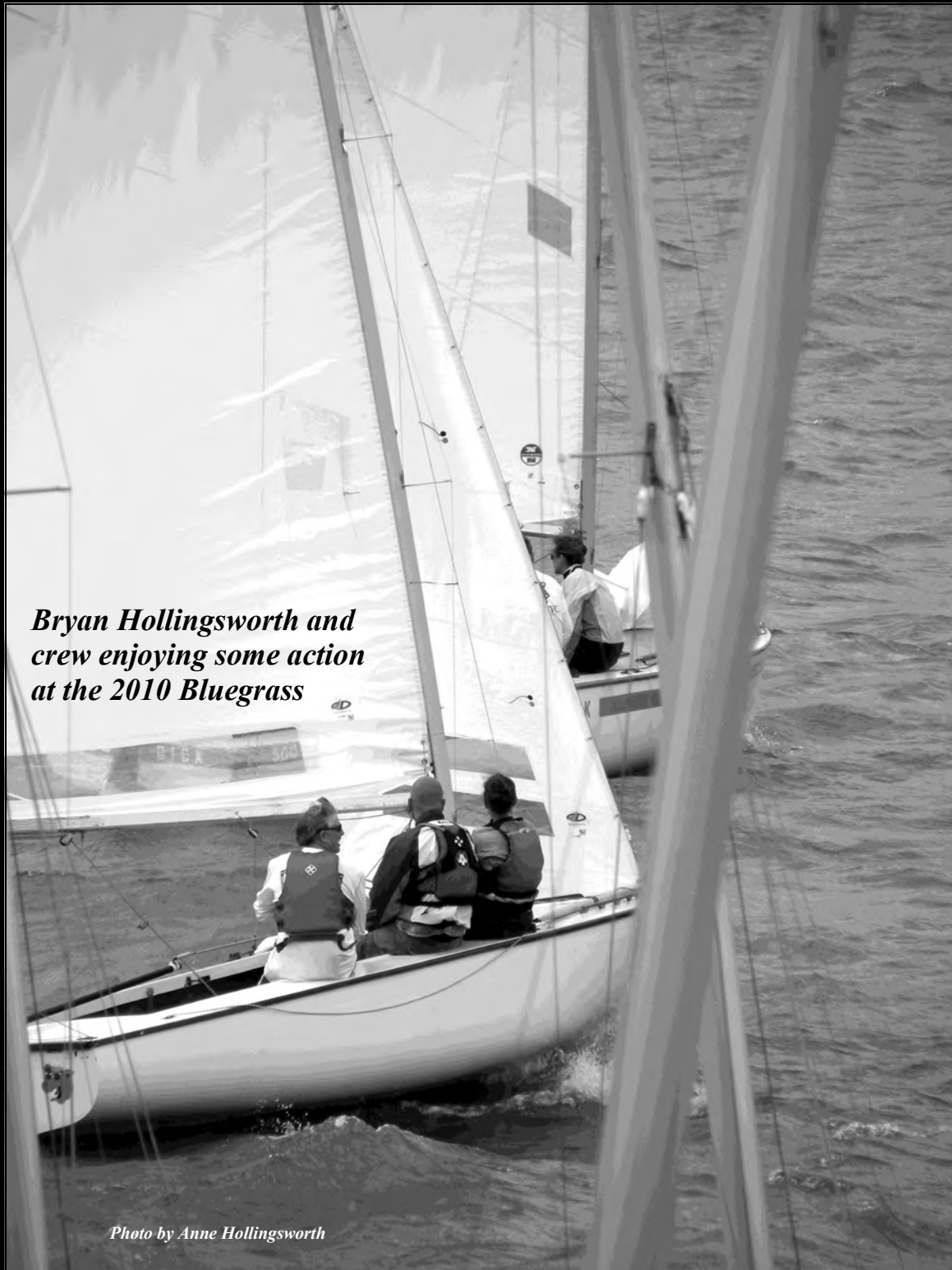




THE HIGHLANDER

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Bryan Hollingsworth and crew enjoying some action at the 2010 Bluegrass

Photo by Anne Hollingsworth



The Highlander

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President's Corner

I am pleased to report that we are making progress on a number of fronts, and that much is being done "behind the scenes" now to grow our class.

At the November board meeting, Boyd Barnwell unveiled an exciting new branding and identity for the class. All of those present were very impressed with Boyd's professional job, how fresh everything looked, and importantly how true to the class his work is.

The new branding will be launched when the new website goes live, which will be before you read the next edition of The Highlander.

In this edition, you will see insight from Gary Vinicky, who has done a tremendous job building and sustaining Fleet 14, (p-7). All of the Fleets can learn much from Gary's approach; for example not rotating fleet captains every year, but giving the role a two or three year tenure makes sense and offers more effective local leadership.

Two aspects of what is happening at Edgewater Yacht Club are worth reflection; enthusiasm, and being present. We all know that enthusiasm is infectious, and this is seldom absent when in the company of Highlander sailors.

Think now about being present; I don't mean literally, but figuratively as well. How many fellow sailors do we know who just go through the motions of being fleet captain, or serving as a director on a board? Being present doesn't just mean turning up. It means arriving prepared, and willing to actually do something positive for the class. I am talking about 'you', I hope you realize.

We are forming a number of committees imminently with specific remits and deliverables. I have approached Highlander sailors who have the particular ability to lead these committees and deliver what is asked of them.

They will make recommendations to the Highlander board of directors, and we will implement their recommendations as our budget permits. We'll use the Yahoo Groups system to advertise these committees, and to solicit for volunteers. If you feel that you can contribute, please do so.

Preparations are now underway for the 2011 Nationals at Rock Hall Yacht Club in Maryland, and Ed Spengeman has been appointed Chairman of the Nationals Race committee. Ed will waste little time getting e-mail invitations out I am sure. We have also agreed on tentative dates for the annual regatta circuit.

If you have a boat that you would loan to visiting Highlander sailors, please let me know. We now have a number of good sailors who would attend but perhaps can't bring their boat. As we go to press we have had an approach to host the 2012 Nationals. It's a world class venue and I am very excited for the class to be able to return here.

Jason Hubbard's Grand Prix proposal was accepted unanimously by the Board, and so we will add this exciting concept for 2011, (p-5).

We are also invited to join the Highlander sailors at Edgewater Yacht Club and Whiskey Island Marina for their Rock and Roll Hall of Fame cruise, (p-7). This unique daysailing opportunity adds another dimension to sailing Highlanders. I hope both initiatives, the Grand Prix series and the 'cruise' will be well supported.

I will be moving to live in Wisconsin in 2011, and it's a great credit to Bridget my wife that not one time has she ever suggested selling #2001. She merely acknowledged that I'll have (slightly) farther to drive.

We joined the other Highlander sailors from Fleet 4 for our annual dinner in November, and it was exciting to see the enthusiasm for celebrating the 50th annual Mad Plaid Regatta at Lake Cowan this coming summer. We ate and drank as you might expect, but it occurred to me as I was enjoying the evening; it's always good to be in the company of Highlander sailors, isn't it?



Jon McClean



Something a Little Different

By Harold Bauer

Sometimes, you just have to do something different. Take the road less traveled.

We love the regattas; all the racing, seeing all of our friends, our regatta family. In April of '10, we went to the Mid-winters at Lake Norman, and in May we sailed the first-ever Potluck Regatta at Cave Run in Kentucky. We always have a great time at all of these competitions and even experienced some success.

But this past June, when we would normally have gone to another regatta, Stefanie and I decided to take a different road and not follow the one that we had taken for many years. Instead, we chose an event that didn't have a lot of Highlanders. In fact, we were the only Highlander on the race course. No matter, we were headed east to the Chesapeake Bay for the Annual Down River Race.

We left home in Ohio on Thursday morning for the nine to ten hour drive through the mountains of western Maryland. The trip doesn't need to take that long but it has been said that sometimes the journey is better than the inn. We took a little extra time to do some sight-seeing and take in some of the awesome vistas along the way.

We drove to Rock Hall Yacht Club on the Eastern Shore where we set up camp for the night and met up with friends Mark and Debbie Redmond who had traveled across the Bay from Annapolis in "Aquila," their home which is a beautiful 48 ft Kady Krogen trawler.

RHYC is one of the sponsors of the Annual Down River Race which is the

kick-off event for the annual RHYC Invitational Regatta. Camping here is easy and they have good clean showers to begin and end the days. We spent Thursday evening watching the sun set on the Chesapeake from the fly bridge of Redmond's home sipping cool drinks. What a way to cap off a day on the road. The journey was very good and as it turns out, the inn was pretty darned good too.

Friday morning was a typical Eastern Shore day with bright sunshine and warm temperatures. We got ourselves organized and headed up the road to Chestertown where we would launch and where the race begins.

The Down River Race starts in Chestertown and runs 12 nautical miles down the Chester River on Maryland's Eastern Shore of the Chesapeake Bay and finishes in front of Rock Hall Yacht Club on Lankford Creek.

The race is a timed event where all boats start together and use a rating system that allows more time for the slower classes to be competitive with

the faster ones, similar to the system that the keel boats use where no two boats are alike.

I've never been much of a fan of this type of racing but for this event it doesn't much matter, as I look at it as an opportunity to spend an afternoon cruising in a very fast and comfortable boat. The scenery along the course is awesome as you travel through farm country past some



Photo by Harold Bauer

Stefanie Bauer at a rest stop on the road less traveled as she and husband, Harold, enjoyed Rock Hall's 2010 'down river race.'

stately mansions and plantations.

I was concerned that the wind may be too heavy for just the two of us so I had packed a set of old Thistle sails up under the foredeck. They make excellent storm sails for a Highlander.

But as it turned out, the wind started in about 4-6 mph and built to no more than 10-12. There were some times that the wind died altogether and we had only

(Continued on page 4)

Fast sails. Best service.

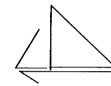
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Steinbachs Shine at Harvest Moon

By Gary Steinbach

The traditional motto at Atwood's Harvest Moon Regatta, "Why let the sailing ruin a perfectly good party?" has been put to the test in recent years. With class stalwarts Mark and Debbie Redmond running the one-design racing, and the weather cooperating, this year was another great experience.

No other club on the circuit treats its guests as well as Atwood. With Friday night pizza and dogs, breakfasts Saturday and Sunday, Saturday lunch and the famous Atwood hors d'oeuvre party Saturday night (replacing dinner); all that included in the registration, you can't afford not to be there.

As anyone who has sailed there can attest, sailing the waters of Atwood is a unique experience. An irregular shaped lake surrounded by hills creates challenges to test the skills and patience of everyone who competes there.

Running multiple classes, we used separate start and finish lines off each side of the committee boat. The lines were also closed which affected the results.

Saturday was sunny and warm with winds out of the east, varying from 3-8 mph. Shifts and holes were abundant. Picking the correct side proved to be the key.

My wife, Elaine, and I teamed up to take the first of three windward leeward races. We were fortunate to catch the

first shift off the start instead of following the Thistle class.

Having learned from painful experience that on Atwood no lead is safe we pressed hard both times. The second race saw John Bauer, with Lissa and Ally, win the competition only to be disqualified for a line violation. Norris Bourdow, with crew regulars Carl Berger and Bill Price, also proved that the tune-up that Norris got from Ernie Dieball at Nationals was no fluke. Elaine and I found a couple shifts late to take the second race. Tom Shearer, Dan Hopkins, and Craig Rule rounded out the Highlander fleet.

The third race was one of those, "Man I'm beat; let's just get done," kind of races. Everyone had a shot at first place as Atwood showed why it has a reputation for being a crapshoot. We followed John and Norris across the line and headed in.

We decided to get a room at the Atwood Lodge since, for economic reasons, it was scheduled to close for good after this season. Both Elaine and I appreciated the shower prior to the party.

The festivities once again exceeded expectations. Also adding to the enjoyment was the fact that that OSU football was on the big screen with the



Elaine and Gary Steinbach; all smiles at Harvest Moon.

Buckeyes stomping Miami.

Sunday morning was atypical for Atwood. There was wind; not a lot but enough to sail. After a delicious hot buffet breakfast, we made our way to the race course.

I couldn't buy a correct decision that morning. Atwood was taking its revenge. From picking the wrong side of the course to sailing into holes, it was a rough Sunday morning. We needed every point we'd scored on Saturday as John finished with two bullets to score a second place in the regatta, only one point behind us.

We had a great weekend and would like to thank all of the local folks who pitched in to make this regatta such a success.

(Continued from page 3)

the river's current to carry us along. But for the most part, the day was perfect Highlander cruising weather and the storm sails were not necessary.

There were a lot of people looking at us and asking what kind of boat we were sailing as we were passing them in their smaller boats looking cramped and uncomfortable. We would tell them that this is a Highlander, a 20 ft racer/day sailor that has a lot of room and is very comfortable while it is very fast.

I even had to rub it in a little when we were passing a Rhodes Bantam by standing up and walking to the back of the boat to the cooler to get out a sandwich

and canned beverage for the two of us.

The race took about three hours for us to complete. It didn't seem that long but as it worked out, it was just about perfect. Right after we finished, the wind died completely and many of the boats behind us were on the course for a very long time.

Since we were the only Highlander at the regatta, we elected not to sail in the two-day invitational regatta that followed that weekend, an event which had 98 boats in various classes registered. We took the opportunity to do a little cruising with the Redmonds aboard "Aquila" on Saturday and then get an early start on Sunday to head

back to Ohio.

Whether you enjoy racing or just day sailing, this is an outstanding opportunity to sail along with the fleet and see some fantastic scenery. It is an excellent mix of racing and cruising for anyone of any skill level.

Rock Hall Yacht Club is very accommodating and has great camping on the grounds. RHYC will be the sight of our 2011 Highlander Nationals this July. This June's Down River Race and Annual RHYC Invitational regatta would be an excellent opportunity for tuning up for that event. There's a pretty good chance you'll find us there.



Grand Prix Starts This August

By Mike Shayeson

Last year I had the fantastic opportunity to write the recap of my experience at the 2009 Pipers at Lake Norman. In that article, I mentioned how my crew and I try and leave Ohio by Thursday evening to have the opportunity to sail Friday on that great body of water.

Well this year my crew, Jason Hubbard, and I piled into "Mo' Betta" (my RV) and were off for a great weekend in Mooresville. What made this trip different than others was having the opportunity to get to know Jason a little better. Most often when I make this haul, over seven hours worth, I drive straight through the night, and more often than not, my traveling companions sleep.

On this trip that was not the case as Jason was quite the conversationalist. He talked about his current curriculum in school, how he was applying some of his studies to help his father in a variety of start-up companies, how he and his family were taking in dogs that had been abandoned, and how he met his current girlfriend, Wendy, and so on.

As the night wore on and I expected him to fall asleep, Jason turned to me and casually said, "Wouldn't it be cool if the Highlander Class had a Grand Prix event?" Being ignorant of exactly how that worked I asked him to explain. Well, for the last three hours of our trip, Jason, explained in great detail what he had in mind, and the more I heard the more intrigued I became. Before we arrived at Lake Norman Yacht Club, Jason had a pretty good idea of how this event could be set up, managed and implemented.

So about 2 a.m., Friday morning we pulled into the yacht club, unhooked the boat and "tried" to get some sleep. I use the word "tried" as our esteemed class president, Jon McClean who had arrived several hours earlier with his daughter Ellie and Boyd Barnwell, decided to swing by Mo' Betta about 8:30 a.m., pounding on the side of the RV yelling: "Send out your dead! Send out your dead!" Our sack time was over.

Well it was a beautiful morning and it looked to be a gorgeous day with winds blowing in the low 20s, so I got up fixed breakfast and began to rig the boat. While I took care of that, I noticed Jason working feverishly at the kitchen table on

something. He had a sheet of paper in front of him and his phone connected to the Internet.

He said he was downloading the past several years' regatta results from the Highlander web page and was preparing 'what-if' scenarios determining what criteria would distinguish the proposed three competition classes for this series. He then started to take individual results of previous participants in the various regattas and past Nationals to test his "beta" version of the Grand Prix. I was amazed to see the detail he put into this program within a couple of hours early that morning.

Back to Lake Norman, as it turned out our third crew member, Jay Volkert, had not arrived and would not be there until later that afternoon. So with the winds building to over 20 mph, we decided the prudent sailor would probably not go out with total crew weight of about 350 pounds, and we suggested to Jon McClean he might enjoy his day sail if he had two more on board. Jon graciously accepted our offer and we had a "glorious" sail with a stop at one of our favorite watering holes. He was also intrigued with the concept of the Grand Prix.

The weekend did not disappoint with the exception of my performance on Saturday and the lack of wind on Sunday. All in all we had a great time as I believe most everybody else did, racing in this last regatta of 2010.

As it turned out, Jason was not done with his efforts to fine tune, promote, and gain approval for his Grand Prix concept. Prior to the HCIA board meeting held November 6, he had put together a detailed PowerPoint presentation outlining his concept. He also had conducted a poll on the Highlander Yahoo Group webpage to educate the membership in general and gauge inter-

est. The feedback was tremendous, with unanimous support.

At the HCIA board meeting, Jason's proposal and PowerPoint presentation was put forward. I am happy to report that it was unanimously accepted and the Grand Prix series will begin this August at the Hoover Fling and conclude with the 2012 Nationals, with the winner receiving the Grand Prix award at Nationals. Complete details on scoring and qualification will soon be available on the HCIA web site.

As an ardent racer, I am very excited about this event as it will add another element of competition to our class.

Our Larry Klein Trophy competition will continue, as is, with its scoring based on the best performance in the greatest number of HCIA events. This is a very worthy competition and a prestigious accomplishment for the winner.

The Grand Prix series will, however,



Photo by Anne Hollingsworth

Jason Hubbard at the tiller at the 2010 Bluegrass Regatta.

offer another level of competition. It will provide a new competitive venue for a lot more class members who have historically been unable to attend the larger number of regattas that, practically speaking, are required to successfully compete for the Larry Klein trophy.

My hat is off to Jason Hubbard for taking the lead on this program. From conception of the idea to fine tuning the details, and from the visual presentation to board acceptance, Jason did a very professional and effective job in bringing to us this new platform for Highlander competition. Great job Jason!



“Mojo” Motors At Hoover

By Jamey Carey

As important as racing Highlanders is in the "big picture", sometimes other less significant items get in the way. I know it's hard to comprehend that trivial items such as family commitments or work schedules would ever be permitted to come before something as important as drinking beer and playing in a boat all weekend....but that's the position we found ourselves in as the Hoover Fling approached in mid August. It was with heavy hearts that Tanya and I admitted that the 2010 Hoover Regatta just wasn't fitting into our schedule.

However, things have a way of working out. At about 7, that Friday night it seemed that our schedule for the weekend would permit a quick “Fling,” after all, but this last-hour opportunity to attend would come at a price.

Normally our M-M-O (Mojo-Modus-

operandi) is to arrive at the regatta venue early Friday for a possible early evening sail. Instead we found ourselves on a moonless and windless Cowan Lake, paddling our boat to the ramp at 10:30 Friday night.

We missed the regular Friday night Hoover arrival hoopla, but on Saturday morning we were pleased to see that many of the "cast of regulars" were present for the regatta. Not only was there going to be quite a competitive fleet for the racing, but we heard through the Highlander grapevine that Uncle Bob (Bauer) was celebrating a "milestone" birthday this weekend as well. Our last minute decision to attend meant that the decision as to who would sail with us was already made....Tanya and I would be "two-manning." This is always great fun, but also means that you need winds to be

12 mph or less to remain on your best game for very long.

As we headed out on the lake Saturday afternoon the wind was shifty, but was cooperating by blowing generally from the south which is a good direction at Hoover as this is basically straight down the lake. This wind direction enabled the RC to set up nice long windward-leeward courses.

Race one started in approximately 10 mph winds, which was close to the maximum velocity our two-person team could handle without giving up some competitive edge. Fortunately for us, after the first leg the winds abated somewhat, and we had a nice, long, closely contested race in around 7-8 mph winds. During the second lap, race positions changed dramatically with every shift.

On the last leg the boats in second through sixth place were playing a continual game of "musical chairs" as the racing was so

tight you couldn't judge a boat's position until it actually crossed the finish line. We were fortunate to take the bullet, and knew we had lots of work to do to continue finishing well in this competitive fleet.

Race two was conducted in a building breeze as Harold Bauer and the Scrimshaw team took the wire-to-wire victory. As the wind continued to build, the breeze was pushing the two-person teams to their limits by the end of the first lap. As we saw the entire fleet making big gains on us on the upwind leg we were surprised, and very relieved, to see the RC shorten the course to finish near the club. We were very happy to pull off a second place in a photo finish with Team Volkert.

We were advised to head for the docks as there was a storm approaching. The sky was clear and it was perfect sailing conditions when this decision was made, but this was an excellent call. Approximately a half hour after the fleet was safely ashore, the storm hit with impressive waves (impressive for Hoover Reservoir) and 35 mph winds. This could have been a real mess if our group was on the water when the weather arrived. Our group offered ample kudos to the local Interlake Fleet for providing excellent race management all weekend.

Saturday's early end to racing led to an early cocktail party, followed by an awesome chicken dinner cooked by Hoover's own gourmet-grill-chef Bob Bauer, assisted by the local Highlander fleet. The food, drink, and camaraderie were all first class.

The only thing that really struck us about the races on Sunday morning was how close the entire fleet was in every race. The minimal elapsed time between first and last place enabled the RC to run three nice races.

Team Mojo was fortunate to win race three and four, but there was no stopping Uncle Bob in race five. It was great for Bob to win a race on such a significant birthday. We found out that Sunday was his actual birthday, but were never able to confirm whether he was now a septuagenarian or an octogenarian as rumored. Either way, it was great to see a sailor of his "experience level" win a race so convincingly.

Once again the Hoover Fling was an event you definitely wouldn't want to miss. Thanks for all who worked to make it such a success. See you on the water.



Photo by Anne Hollingsworth

L-r, Tanya Carey, Jamey doing tiller tricks, and Jay Volkert working the wind at 2010 Bluegrass Regatta.



From 'raceheads' to 'homeys'; for overall growth

HCIA Needs To Strike the Balance

By Gary Vinicky

Fleet 14 forms a Gathering every first Tuesday of the month through the winter months. We usually get about 12-14 people and we talk about how we can make the next, upcoming season better. At the end of the season in October, we have a large Clambake with 40-50 attending.

We strive to be a Teaching Fleet. We hold a Rules and Tactics Seminar sometime in March where we invite one of the sail makers to give a seminar. Fleet 14 had recorded several hours of a seminar put on by Nick Turney of North Sails. We, have made a (2) DVD set on Racing Rules and Tactics available for \$20.00 with proceeds going toward our Coaching/Safety boat, a 22 ft walk-around I/O. We have a Highlander Tuning and crew training seminar in early May.

We maintain our own Fleet 14 Website and try to keep it current. We try to keep the website active with lively slide shows and videos. We have plans to have every one in Fleet 14, skipper and crew to have a business card with links to the Fleet 14 website and to the Class website.

We do not turn over the reins to a new fleet captain every year. We feel that this can be counterproductive. If you get the wrong person in there, you can lose a lot of ground with the wrong circum-

stances. We have a core group that I'd call an informal 'Trustee Group' that carries on and this allows for some to slowly fade away while adding new people with a new energy to take up the slack.

We have the Cleveland Boat Show in January. This is a tremendous event that we all embrace for the Class and Fleet 14 stands to reap the most of the benefits. We call this, Event # 1 on the Fleet 14 calendar.

Although there's only one Cleveland Boat show, other fleets would be wise, when possible, to find a way to carry this type of visibility effort at their own local venue. Many years ago, Fleet 14 had contacted a local Mall in the spring time and the Mall stores embraced the idea and a Highlander was set up in March or April, just in time to tap into the ripe thoughts of those weary of a long winter. The stores set up their own displays to complement the Highlander. Other fleets have tried this, and it might be worth your consideration.

We have a large gathering at the Sunset Grille (Whiskey Island) after "every" Wednesday night race. We can get over ten boats on a good evening. We have an informal cookout after every Sunday race at the Whiskey Is-

land Dry Sail area.

We do not travel to regattas in general. We tend to stay at home and mind our 'own store' so that the new sailors are not left to fend for them selves. The Class needs to look at this closely.

If every Class Stalwart is at a regatta every weekend, what is happening back home? I have heard this criticism from new people joining these other fleets. The local participation is not what these new people expected. There are fewer Highlanders than expected sailing at their own club.

(Editor: Take whatever you can and leave the rest. Presented 'only' to help make "your" Class 'and' fleet, stronger).

Rock 'n Roll Reprise

By Chuck Vandevender

The rejuvenated Rock and Roll Hall of Fame Cruise is set for August 20, 2011. Mark your calendars and join the members of Fleet 14 for this fun, non-competitive social sailing event.

The plan is to launch boats filled with family, friends and your own picnic lunch on that Saturday at 11a.m. at Whiskey Island Marina and Edgewater Yacht Club. Boats can sail inside the protected area of the Cleveland break-wall or, if they choose, on the open waters of Lake Erie. The destination is a comfortable, recessed inlet between the Rock and Roll Hall of Fame Museum and the Great Lakes Science Center.

After docking at the Hall of Fame basin, the freedom of choice takes over. A couple of hours will be set aside to visit the Hall of Fame, or the nearby Science Center, or to enjoy the simple serenity of picnicking and socializing on nearby grassy areas.

After a casual return sail, we'll meet where we started. The Sunset Grille at Whiskey Island provides an indoor/outdoor dinner setting and offers a variety of menu options. Also, the restaurant at Edgewater Yacht Club, offers food in a more formal setting. Consider staying with friends in the area, or camp at Wendy Park adjacent to Whiskey Island.

Then, for those who just can't get through a weekend without racing, you are invited to join Fleet 14's races on Sunday. Contacts for the Rock and Roll Cruise are Chuck and Jacci Vandevender 440-835-3023 and vanprty@aol.com.



From Flt 14 file photo, eight Highlanders docked in Cleveland's Rock 'n Roll basin.



2010 Bluegrass 'Wet and Wild'

By Erin Spengeman

I can't recall how many Bluegrass Regattas I have attended in my life, but growing up at the Louisville Sailing Club, and being the daughter of the former Regatta Chair (Mike Feldhaus) I would be willing to guess it's close to twenty. And I have seen some 'very' interesting things at the Bluegrass in that time span.

Let's see there were glow-in-the-dark necklaces, a couple of "25th Annuals", cooking pigs in the ground, a huge tent hosting the MASH masses, people washing up from Gilligan's Island, Flobee haircuts, Chinese auctions, and even some folks strolling in from Mayberry.

Weather wise there's been sun, some rain, a frosty night or two, and now for the second year in a row, "some wind."

Friday night started with the usual early arrivers gathering, which included the Hollingsworth clan, the Steinbachs, a couple of "Eagle Creekers" and of course some locals, all enjoying some great food and company. With the chilly temperatures, the fire became a very popular place to share stories and of course talk about the weather forecast. High winds and cold temperatures were on everyones mind Friday night and everyone waited with anticipation to see what Saturday morning would bring.

The first point of excitement Saturday morning came when Doug and Cindy

Fisher rolled in with their 'brand new' Highlander. Several sailors gathered around the new boat to give their tips on rigging, thoughts on the new boats, and of course their "approval." Team Fisher was actually the first boat to get out on the water on Saturday. From all the folks at Louisville, 'congrats' to the Fishers on the new boat and thanks for 'christening' her at the Bluegrass.

The next bit of excitement came when John Emmerich announced to the racers during the skippers meeting that the winds would continue to build throughout the day with gusts of over 20 mph predicted by the time we would be off the water. Let's go sailing!

As the out of town boats started launching, it became clear that the winds were already starting to build and it was going to be an interesting day. Once all the boats were out on the course, the Emmerichs and their RC team got a race underway.

With husband, Ed, driving and John Bauer sailing with us, we knew we had a good team in place as we have sailed together numerous times before and work very well together on the boat. With their knowledge and our whopping 490 pounds of "rail meat" we were ready to race.

We got a great start and maintained our lead up the weather leg, down to the leeward mark, and then the really hard work began. As the breeze picked up, our legs (and everything else for that matter) started growing tired and cold. We were keeping the boat as flat as we could, but just could not hang on, and then the "big boys" caught us at the finish.

Highlander 1008 was being sailed by Greg Deaves, Brent Deaves, and Paul Terrien, and after the races we calculated that their combined crew weight was just a little above ours. Congratulations on the race win guys.

After the race was over, it was clear that everyone wanted to head back in as the breeze was con-

Isn't It Nifty? Look Who's Fifty!

By Boyd Barnwell

Your friends at Cowan Lake Sailing Association are really excited about hosting the 50th Annual Mad Plaid Regatta, June 11-12, 2011.

We began planning our huge celebration event at our recent annual Fleet 4 dinner where we also designated as "Official Celebration Honorees," Bud Annenberg, Jim Carey and Jamey Carey and their families, for their life long participation in the Mad Plaid and commitment to Highlander sailing.

We'll be working very hard to bring back as many past Mad Plaid sailors as we can find to help us celebrate this great milestone. Look for more details in the next issue.

tinuing to increase, the temperatures were dropping, and the rain was coming. We called the races for the day and once we got back to shore, someone told us that they clocked a gust at 29 mph. It was a pretty crazy ride.

Now that everyone was worn out, cold, and sore, the rains finally came. After suffering through a drought all summer, this should have been a welcomed event, but I don't think I heard anyone cheering that afternoon - just chattering teeth. The cocktail party was moved inside for warmth and dry conditions, and soon thereafter, I think everyone forgot about their pains.

Sunday came with very cold temperatures and people starting to layer up with more and more clothes before heading out. The breeze was great, a little lighter than Saturday, and the Emmerich RC team was able to get off two great races.

We ended up getting bullets in each race, with Bryan Hollingsworth finishing right behind us. Congratulations to Bryan and his team for their second place finish, his best ever in a Highlander regatta. Team Deaves had to make a crew change due to an injury that Brent suffered while racing on Saturday, and ended up third for the weekend. LSC old timers say that in the last three decades at least, that's the first time local boats have filled the top three regatta spots.

Even with the cold temperatures and

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Photo by Anne Hollingsworth

The Fishers prepare new Highlander for debut at Louisville .



At Eagle Creek

Team Mojo Is Still Magic

By Jamey Carey

On September 18-19 the Highlander regatta circuit headed to Indianapolis for the Governor's Cup. Eagle Creek Sailing Club is the venue for two great Highlander parties every year, the Mayor's Cup in the spring and the Governor's Cup in the fall, both of which are large multi-class events.

The people of Eagle Creek always run first-rate regattas, and the 2010 edition of the Governor's Cup was in keeping with this long standing tradition. There was great food, an awesome party (or two), and all the Eagle Creek cast of regulars were there to make you feel at home. My wife, Tanya, and I always enjoy an opportunity to catch up with our friends at Eagle Creek, and everyone makes you feel so welcome that we've kind of come to look at ECSC as our "home away from home."

We arrived late Friday night. In spite of the late hour, there was still a ramunctious party going on up at the club, as well as plenty of "activities" own in the camping area. Tanya and I were again reminded of why we normally like to arrive at regattas early, as when we do so, we typically have our tent set up and camp established within about 20 minutes of our arrival. However it wasn't working out that way for us on this occasion as we had too many "helpers".

With all of our "help" we were making great progress in beer drinking and telling stories, but it somehow morphed into more of a welcoming party, with very little tent erecting taking place. Sensing our dilemma from across the yard, Erin Spengeman came over to assist, and unlike our other "helpers" she was actually productive, and our tent was up in just a few minutes.

As much as we appreciated her help in setting up Camp Mojo, we were a little taken aback by the news she shared with us. Evidently there were going to be sev-

eral Highlander sailors at the Governor's Cup, but many of them would be sailing J-24's.

It seems that until Tanya and I arrived, Team Spengeman was the lone Highlander. I assured Erin that there would certainly be a couple more Highlanders (the boats not just the people) arriving in the morning, and if not, we'd

what we were going to do.

Indy Highlander sailors Kevin Hughes and Dr. Bob McCoun showed up Saturday morning, effectively doubling the size of our fleet. So we were going to have four competitive boats for the weekend.

As we sailed out to the racing area we were excited that the wind was blowing 10-12 from the south, which is down the length of Eagle Creek. We had a great kite run the entire length of Eagle Creek, all the way down to the water intake on the north end of the lake, delighting in the knowledge that the RC was setting up



Photo by katysklicks.com

Team Mojo from earlier Indian Lake action at 2010 Pow Wow, here with Dr. Bob.

be sure to have a fun and competitive time even with just two boats.

Honestly, I have to hand it to the local J-24 fleet for being so well-organized and proactive. Within an hour of getting to the club Tanya and I were actually offered our own J-24 to play with for the weekend, and it was already rigged and waiting for us.

As much as we appreciated this very appealing offer, we declined the opportunity. We had just towed our boat over two hundred miles to do some Highlendering, and that's just

a huge windward-leeward course. It was setting up to be a glorious day on Eagle Ocean.

One hundred and eighty degrees was the number for race #1, but unfortunately, during this race, that number came to mean many different things. For the first lap of the race the wind was from 180. During the second lap, 180 was our starboard tack heading. And then unbelievably, and this is the only reason we won the race, on the last beat, 180 degrees became the 'port tack' heading. Fortunately for us, this major shift

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crazy breeze, we had a great weekend and enjoyed seeing our Highlander Family one last time before winter hibernation. Thanks to our crew, John Bauer, for

coming down to sail with us; we had a blast. And, congratulations to John and his new wife, Lissa, who were married the weekend after Bluegrass.

Make sure you mark your calendars

for Bluegrass 2011. It'll be October 1st and 2nd. I promise you'll have a great time.



Careys Capture 9th Klein Trophy

By Mark Redmond

For the ninth consecutive year Jamey Carey has won the Larry Klein Trophy. As if that remarkable stretch wasn't enough, the way he won it was equally as dominating. To paraphrase one of the greatest moments in sailing history, when asking who was finished second to Jamey the answer was a simple "there is no second." Jamey won by one of the largest margins ever, a stunning 39 points, over former crew and fellow Cowan sailor Mike Shayeson.

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. Jamey did both to perfection in 2010.

He attended a total of eleven regattas, three more than anyone else. His point

Place	Skipper	Boats Beaten	Events sailed
1	Jamey Carey	109	11
2	Mike Shayeson	70	8
3	Ed Spengeman	58	6
4	Bruce Busbey	57	4
5	Bryan Hollingsworth	50	6
6	Jon McClean	47	6
7	Harold Bauer	45	5
8	Rob Spring	44	3
9	Bob Bauer	40	5
10	Gary Steinbach	34	5

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occurred when we were in the middle of the lake.

We had a very small lead on Team Spengeman, but when the shift hit them, they were on the right side of the course. This meant that they too were sailing straight up the lake, only we were in the middle heading for the finish, and they were stuck sailing along the trees on the west side of the lake knowing that when they eventually had to tack they were not going to like their starboard tack heading one bit. Shifty Eagle Creek definitely handed us the win in race number one, and that one break could actu-

ally be the stand alone reason we were able to win the regatta.

total of 109 translates to beating an average of ten boats in each of those eleven regattas, which was the third best average of all boats. This was certainly some outstanding sailing considering that there was an average of eleven boats sailing in each of the thirteen regattas on the 2010 circuit. Only Rob Spring with an average of 14.7 boats beaten and Bruce Busbey with an average of 14.2 did better.

Conventional wisdom says that to win the Klein you have to sail at least one of the final two regattas at Louisville and Lake Norman because they have the most participants and hence the best opportunity to score lots of points.

This year, if Jamey had gone just to Louisville and beaten one boat he would have won the Klein without ever having to go to North Carolina. But Pipers is so much fun why would anyone not go there? So despite having things locked up Jamey went to Lake Norman and got another top five finish.

Second place finisher Mike Shayeson turned it up a notch this year and traveled to eight regattas and sailed well including a couple of top five finishes. He and Jamey really showed that all regatta roads lead from Cowan Lake. Third place finisher Ed Spengeman had a very nice season moving up from tenth last year. The geographically challenged Bruce Busbey who has a hard time sailing in the Ohio regattas since he lives in South Carolina still

ally be the stand alone reason we were able to win the regatta.

All four boats were very closely matched. In race #3 Dr Bob and Kenny Chapman had a break down which, sadly, took them out of the event. This also represented a 25% reduction in our fleet size as now we were left with just three. We were able to win races 1 and 2.

The breeze finished, shifting to the east and became light. Team Spengeman won the third race very handily, and they definitely had the best start in race #4, starting off with a nice lead on the "pack" of three Highlanders.

managed to make the best of his four regattas and finish fourth. Rob Spring finished in the top ten for the first time ever, and did so by some really impressive sailing in only three regattas. Two



Photo by Anne Hollingsworth

Jamey and Tanya Carey at 2010 Nationals.

firsts at Lake Norman and a second at Indianapolis will move you up the leader board quickly.

Congratulations to all of the top ten finishers for 2010. They are all road warriors who traveled countless miles with their boats to compete against the best the Class has to offer.

While the honor of the Larry Klein is important, the real reason they do it is for the fun and camaraderie that is unique to a Highlander regatta. So next year try to make an effort to attend more regattas. You will certainly be rewarded in many ways.

In another tough break for Ed and company, the RC pointed out that their start was "just a little too good", as they were over early and had to go back to restart. They valiantly tried to get back in the race, but the dying breeze made that a very difficult task. Race #4 finished as a drifter, which meant we were done sailing for the day.

The Eagle Creek members continued their long-standing tradition of serving up some of the best food on the regatta circuit, and followed that up with another great party. As the night progressed we had numerous people from the big boat

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Pipers 45th Annual Springs Win; 'New' Bauers Celebrate

By Joyce Spring

Pipers 2010, in addition to being a special regatta being the event 45th annual, was also special for another reason. It was the first for Mr. and Mrs. John Bauer. John and Lissa were united on 10-10-10, as it was the only open weekend without a regatta scheduled.

The previous week they travelled to the Bluegrass and the following weekend they attended a Thistle Regatta. What a great way to begin a lifetime together, adjusting their schedule around sailing events.

The sailing conditions on Lake Norman, that Saturday, October 16 were brilliant blue skies, pleasant temperatures in the 70's and a light north breeze. Fortunately this allowed for easy viewing for spectators at the clubhouse.

Once the race course was set up, the upwind leg proved to be quite a challenge. Sometimes the right side had wind and then the left had better pressure. It was a roll of the dice to guess which way to go.

Jamey Carey found some "mojo" from the left side at the top of the beat and proceeded to lead everyone around the one lap W-L-W course followed by Rob Spring in Aunt Ruby, Bryan Hollingsworth, Bruce Busbey, and Dan Hopkins.

The second race was the same course but this time the right side proved to be the better choice. Just about every boat had a moment of glory with hope of a good finish only to have the wind change or fade away.

Our opportunity presented itself as we rounded deep in the fleet at the leeward mark.

Looking up the beat there was wind in the middle of the course with all the competitors on the right or left. Not wanting to miss this gift from the wind gods, we proceeded to sail up the middle and gratefully crossed the line in fifth. Bob Bauer mastered the course to finish first followed by Jamey, Bruce, and Bryan.

After a few general recalls, we sailed the final race in the same light air. Aunt Ruby managed to cross behind and tack ahead of several boats to round the top mark in close proximity to several other boats.

At the finish Rob was first with Mike Shayeson second, then Bruce and Doug Fisher.

Sunday held some promise for continued racing in light air conditions. After the start, a few boats rounded the top mark in a dying breeze

and headed downwind.

Others were not as fortunate and not yet at the top mark. Drifting conditions prevailed resulting in the race committee to abandon the race. After a short wait for conditions to change, the competitors were towed back to the launch area.

The top five boats were Rob Spring, Bruce Busbey, Jamey Carey, Bob Bauer, and Mike Shayeson. The Lake Norman fleet presented embroidered beach towels as trophies. John sailing with Rob and Lissa crewing for Bruce received first and second place towels from their first sailing event as husband and wife. What a special keepsake for many more Piper regattas to follow.

Our thanks to the Lake Norman folks for a great regatta. And Congratulations and 'best wishes' to Lissa and John.



L-r: Rob and Joyce Spring, Aly, and John and Lissa Bauer out in front of the Lake Norman clubhouse, showing off their winner's trophy for a victorious effort at the 45th annual Pipers Regatta.

(Continued from page 10)

fleets telling us how exciting and close the Highlander racing appeared to be even with only four boats in the fleet.

We were anticipating more of that close racing to finish the regatta but Sunday dawned with only very light wind. The Spengemans took race #5 followed closely by Kevin Hughes and the #1006 Team in hot pursuit. The glass-flat lake was not going to allow for a race #6, so the final guns were sounded as we all prepared to get towed back to the club.

On this particular weekend we demonstrated something that really shouldn't

surprise most of us, and that is you really don't need a big fleet to have good competitive one-design racing. All you need is a couple of Highlanders. Not only was our racing very close in each race, but when it was all wrapped up the three boats who were able to complete the regatta were within three points of each other (9,11,12); and that's after five races.

It was too bad that we didn't have the largest fleet in attendance, so while we, Team Mojo, won the Highlander fleet the actual Governor's Cup went to the winner of the J-24 fleet. The good

news is that the boat that dominated in a large and very competitive J-24 fleet was sailed by Highlander sailors. Congratulations to Tyler Andrews and team for winning the 2010 Governor's Cup.

Eagle Creek's sailing venue, shore-facilities, competent race committees, large camping area, great food and parties all add up to a weekend in which more Highlander skippers should really try to take part. I would like to suggest that we make this a 20-plus boat event for Highlanders in 2011. Then maybe we can put another Highlander sailor's name on the Governor's Cup.



Team Mojo Best At Geist Event

By Jamey Carey

Sept 25-26 we headed to Indy for the second week in a row; this time to the northeast side of town for our annual visit to the Indianapolis SC on Geist Reservoir. In recent years the "INDY 5" Highlander Regatta has been held in conjunction with the Thistle Regatta, becoming known in some circles as the THISTLE/HIGHLANDER Regatta.

For various reasons Highlander activity has been slowly diminishing on Geist. Combine this with the fact that the perennial regatta chairman, Jim McDonald, sold his boat this past spring, and the future of an annual Highlander Regatta on Geist was in question.

A couple of weeks before the event there was talk of canceling the regatta due to a perceived lack of interest. I assured Mac that if he'd have a regatta we'd have some Highlanders show up. However, as the time approached I wasn't so sure.

It seemed that everyone I contacted about attending had a legitimate reason for why they were not going to ISC this year. There were wedding receptions, weddings, job conflicts, vacations, illnesses, family commitments; the list was long. They were all very valid reasons, but cumulatively they began to cast doubt on the future of the Highlander Regatta at Geist. As the regatta weekend approached, we put out a plea for participation and crossed our fingers.

As we arrived Friday night we were pleased to see that the Hollingsworth brothers (Bryan and Berkeley) had brought not one but two boats up from Kentucky. We were told that there would be one or maybe two local boats, and also advised that Mac was trying to borrow a boat. It looked like we were going to have a regatta after all.

Saturday morning looked even more promising as in addition to the boats noted on Friday, we saw local sailor Kevin Hughes rigging his boat as well. Then, true to their word, the Eagle Creek crew came through with two boats; Dr Bob McCoun and Parry Cameron. Thanks to the dedicated Highlander troops we 'were' going to have a regatta.

We thought the *piece de resistance* was the arrival of our ubiquitous Class President, Jon McClean, and family. Jon

was not going to be able to stay for the entire regatta as he was obligated to be the Race Chairman for the local racing program at our home club, Cowan, on Sunday afternoon. In spite of that, Jon knew we were calling for "all hands on deck" to support this event, so he pulled his boat out and drove all the way to Indy with daughters Daisy and Ellie just to sail with us on Saturday. Now 'that' is dedication to the class.

People willing to make commitments such as this are just another reason that Highlendering is so awesome. It's not just the great 'boat', it's our great people as well. We had been considering canceling the regatta due to non-participation, but here we were with nine boats rigging in the parking lot.

Coincidentally nine was the num-



Team Mojo in heavy action in file photo from 2008 competition at Geist Reservoir.

ber of Thistles registered, so we could proudly hold our heads high as we now had as many teams to compete as they did.

As we were about to leave the rigging area to launch the boat, into the parking lot came the unexpected *coup de grace*. Rob Spring and the Aunt Ruby Team came all the way from the Akron/Canton area of northeast

Ohio. We now had ten boats, one more than the Thistles. Highlanders Rule! Having ten Highlanders to play with confirmed that our weekend was already a success regardless of what Mother Nature had in store for us on the water.

My wife, Tanya, and I have really enjoyed having many different and very talented sailors on our team this year. Being on the water with such highly skilled sailors has not only been huge fun, but also a real learning experience for me. I guess you really can teach an old dog new tricks.

This particular weekend we were excited to have long-term Mojo Mike (Rock) Shayeson back on our team. Mike has done tons of racing and literally thousands of hours of sailing with us in the past, but this was our first and only time in 2010 that our schedules meshed to enable us to do a regatta together. We were about to *deja vu*.

Race number one was an ultra-shifty proposition with wind speeds fluctuating as much as the directionality. We weren't

complaining as the coolers were full to the brim and at least the wind was blowing.

We had many opportunities to lead the race, but the thing about racing sailboats is they only write down your positions when you cross the finish line. Kevin Hughes and the #1006 team were in front when the gun sounded, and

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Headed Back to Unique Venue

2011 Nats At Rock Hall

By Ed Spengeman

The Highlander Class International Association is pleased to announce that we will be holding our 2011 Highlander Nationals, July 23-28 at Rock Hall Yacht Club in Maryland.

Be sure to mark your calendars as this will be an event that you won't want to miss.

For those of you who couldn't make it in 2005, Rock Hall is located on the eastern shore of the Chesapeake Bay.

The club boasts plenty of water for

long courses, tons of land for camping, a full service bar, and even a swimming pool.

Check out their web site at: rockhallyachtclub.org.

Details to follow on HCIA website at: sailhighlander.org.



Rock Hall YC with ample room to accommodate HCIA campers.

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we were quite content to follow them in for second.

Our team worked very hard, and caught a few breaks, which enabled us to win races 2, 3, and 4. As we crossed the line to take the gun in race 4, the RC Chairman inquired as to whether we'd had enough racing. Being Mojo's we of course pleaded for a fifth race.

Beware what you ask for. Instead of heading to the club with a comfortable lead in the regatta, the RC granted our wish. Their gracious gesture to our request, holding race 5, started right about the same time as my boat started having trouble with the "nut on the end of the tiller". Whenever we have consistency issues on our team, it usually can be traced to this one very unreliable component. I sailed us to a finish deep in the fleet, while Rob and Aunt Ruby won, which really tightened up the regatta standings at the end of day one.

Sunday the breeze was on, and much

less shifty. Thanks to our poor finish in race 5, we all knew the pressure was on for a good finish in race 6. That was too bad for us, as that we rounded the weather mark in next to last place.

The entire fleet set kites. I was feeling a progressive starboard lift just as Tanya pointed out more wind off to our left. We jibed out, and not only caught more breeze, but continued to progressively head. A few hundred yards later I was surprised to look under my boom and see that the fleet had continued on the lifted starboard tack. A couple of hundred yards later and we were all smiling as we knew we had gone from almost last to a nearly insurmountable lead over the fleet in just one leg of the course.

It turns out it was a good thing we "popped a bullet" when we did, because Rob Spring's Aunt Ruby Team, followed very closely by Kevin Hughes and company, crushed the rest of the fleet in this sixth and final race.

Toward the end, we had to throw in

a couple of extra tacks up the last beat to cover a hard-charging Jim McDonald. When the wind came up, Jim demonstrated that you don't need a "tuned" rig to be competitive in the breeze as he pushed a borrowed boat to finishes of 2 and 4 on Sunday morning. These scores were good enough to move him up to fourth place right behind Kevin Hughes and Rob Spring.

People will quickly forget who won the 2010 Indy 5 or, honestly, all of the finishing positions. Okay, I will remember for a while, but that's because I am a freak in that way. The point is that the real winners of this event were all of the participants who were out enjoying their Highlanders in what turned out to be "champagne" sailing conditions.

Thanks so much to everyone in our Highlander family who came together to make this regatta so much fun. Cancel the Indy 5? I think not!

Hope to see you next year at the 2011 Indianapolis HIGHLANDER/Thistle Regatta.



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Pipers 2010; Local Perspective

Snickers Bars and Pumpkins

By Patrick Rykens

Pipers this year (Oct 16-17) at Lake Norman, NC was great fun. Twenty two boats came to the regatta including Highlanders from Rhode Island, Cowan, Berlin, Hoover, Louisville and Atlanta.

The local fleet turned out in good numbers as well, with ten boats sailing and two LNYC Fleet boats ready to go but without skippers. These two Highlanders will again be available, upon request, to both out-of-towners and locals for 2011 Mid Winters, and 2011 Pipers.

Fall on Lake Norman is a great time of year....cool, sunny and dry. This year the wind came from the NW which is not normal and it was incredibly shifty but as usual the 'lucky' sailors always seemed to be in the right place at the right time for the big wind shifts.

The new boat hoist at LNYC was in full operation and was put to good use. You can now launch by either ramp or hoist.

The racing at Pipers this year is being covered by Joyce Spring's report so let me touch on the other big local racing event, and no, I don't mean the NASCAR race at the speedway that weekend.

It was the after dinner N.C.R.A. "crab racing" which drew a large and noisy crowd. Chief organizer and brilliant commentator was Jeff Freund who put on a great show.

There were 40 plus Hermit crabs competing, each sponsored for \$1 by attendees. Now these are not your standard lazy aquarium-bound cousins found in pet stores. Jeff's crabs are crabs of action: they scurry across the wood race-

track for fame and fortune.

The fastest, skillfully streak away from their peers, claws scooting side to side like oars of a Viking ship. However,



Photo by Patrick Rykens

Lake Norman clubhouse fun with the Pipers crab races.

others get buried in multi-shell pile ups, all hopes of winning dashed. Okay, I may be getting carried away a bit but gosh, it was a hoot.

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<i>(TENTATIVE)</i>		2011 Highlander Regatta Schedule	<i>(TENTATIVE)</i>
April 16/17 tentative	HCIA MidWinters ***	Lake Norman YC	Dick Doyne, radsail@aol.com
May 7/8	Pot Luck Regatta	Cave Run Lake, Ky	Bryan Hollingsworth, bristolbhh@insightbb.com
May 14/15	Mayor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
June 11/12	Mad Plaid	Cowan Lake SA	Jamey Carey, mojo906@hotmail.com
June 17, 18/19	Multi-class events	Rock Hall YC	Mark Redmond, mredmond929@gmail.com
June 18/19	Berlin Invitational	Berlin YC	Harold Bauer, hbauer494@juno.com
June 18/19	Cleveland Race Week	Edgewater YC	Gary Vinicky, (gsvh747@windstream.net
June 25/26	Pow Wow	Indian Lake	Norris Bourdow, nbourdow1@sbcglobal.net
July 2/3	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 2/3 *	Lake Norman racing	LNYC	John Gibbon, yellofev@aol.com
July 23-28	HCIA Nationals	Rock Hall YC	Ed Spengeman
Aug 13/14	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Aug 20 *	Rock 'n Roll Cruise	EYC/Whiskey Island Marina	Chuck Vandevender, vanprty@aol.com
Sep (3/4) *	Labor Day Racing	Lake Norman YC	John Gibbon, yellofev@aol.com
Sep 10/11	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 17/18	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
Sep 24/25	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 1/2	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 15/16	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com
*** Always email in advance to confirm regatta information.		* Not an option for Grand Prix scoring.	



The Classifieds

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

Also, see listing at: sailhighlander.org.

(Continued from page 14)

Jeff, as crab race impresario, came armed with his water squirt bottle which was supposed to encourage crabs to get on with it, but it also came into use as a way of keeping certain over enthusiastic audience members in line.

We had four, or was it five, heats of racing with the top three or four crabs going to the finals. Winners won pumpkins or Snickers bars, which the crabs' sponsors took home. It does not seem fair to the winning crabs, does it?

The author's crab was a no show. I think it had gone into early hibernation.

In other racing coverage, the 45th running of the Pipers was a great success and we Highlanders at LNYC, wish to thank all of you out-of-towners for taking the time and trouble to come to the event. It just would not be any fun 'without

y'all.'

And here's one final bit of local lore for you to consider. Lake Norman was created in 1959. It took four years for the dam to be completed and it took another two years for the lake to fill, finally, in 1965. So this year being the 45th Pipers regatta must mean that the Highlander Pipers Regatta was possibly the first sailing Regatta ever to be held on Lake Norman.

You may also wonder how the lake came to be called Lake Norman. Well, it was named after Duke Power's retired president Norman Atwater Cocke. You can work out why they went for Norman. Lake Atwater was a bit redundant, and Lake Cocke, well, I think you get the picture; so Lake Norman it came to be.

See you on the water.

"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.

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Vinicky, Reid Vail, and Steve Merriem.

The Sunday series went to, (first through fifth): Gary Vinicky, Jonathan Smith, Chuck Smith, Rick Robertson, and Joe Begany.

They had 13 teams in the competitions and are expecting well over 15 competitors to qualify for the series in 2011.

As you saw earlier in this issue Fleet 14 has reprised its Rock 'n Roll Hall of Fame Cruise from the Edgewater area up the lake a little to the hall's 'basin.'

If you have questions about this event or the boat show, you can find email addresses for Gary or Chuck Vandevender on the regatta schedule for 2011, on page 14.

Our thanks to Gary and the whole fleet for keeping us up to date.

Fleet 14 Update

Gary Vinicky sent in a year-end wrap up from which your editor is picking out as much as will fit on the last page of this issue. Look closely at the Highlander mast in the rafters at right. Gary says an Edgewater burgee will be added next spring.

Fleet 14 and others, perhaps, will be putting a Highlander on display at the Cleveland Boat show in a few weeks, January 14-23. If you think you'll be in the area, they welcome you and your friends to drop by for a visit.

The group which sails out of both Whiskey Island and Edgewater Yacht Club holds two series of racing each season and had a strong turnout this year with even higher hopes for 2011.

On their Wednesday night series the winners were (first through fifth place): Jonathan Smith, Jim Mylett, Gary



Photo by Gary Vinicky

L-r: Ed Wells and Jan Hridel enjoying a cool one after they and Gary Vinicky added a Highlander wood mast to the décor at Whiskey Island's Sunset Grille

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