



THE HIGHLANDER

Volume LX, No. 1, January 2014

*The Shayeson Crew Splashing
Across Lake Norman at Pipers*

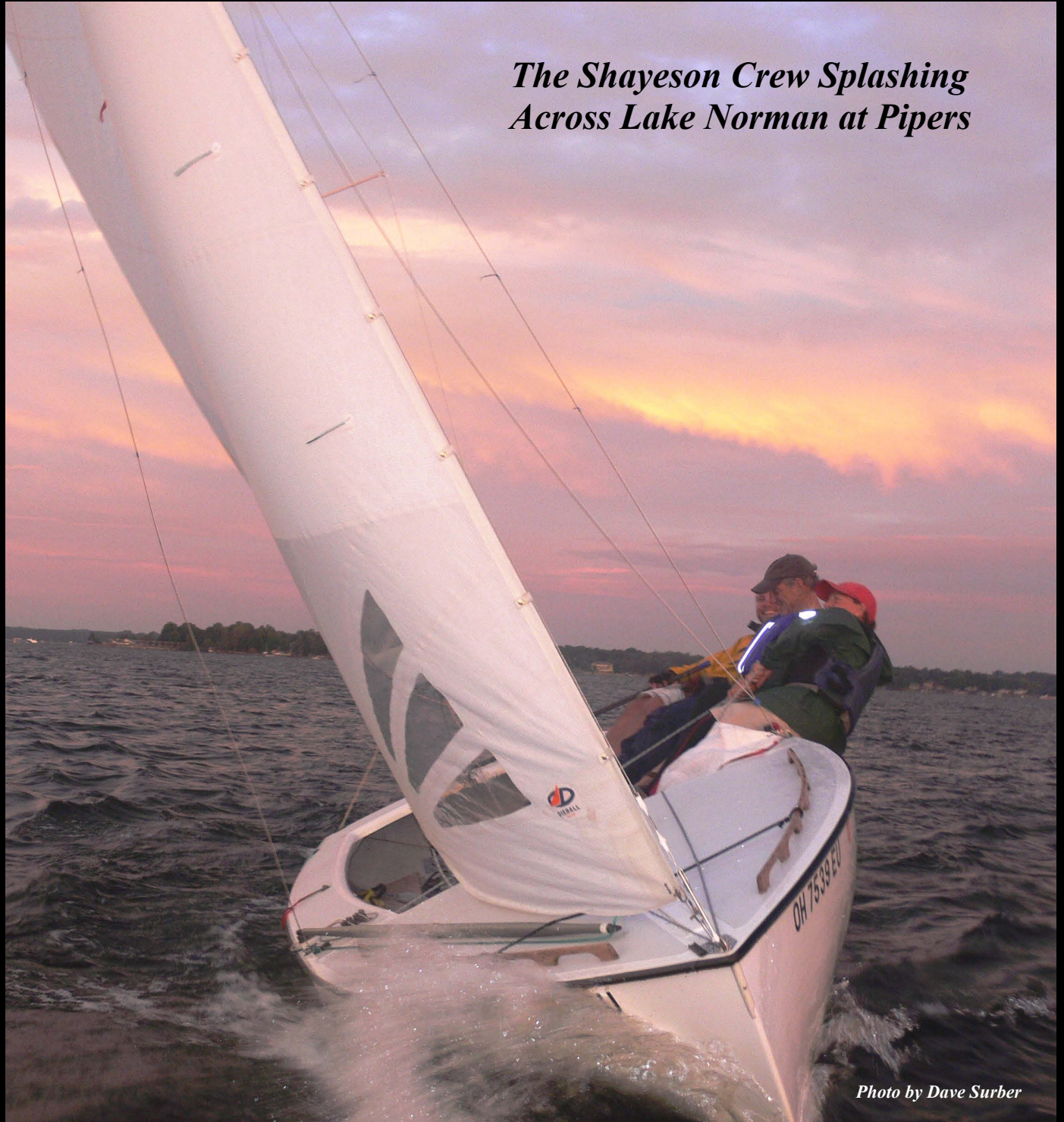
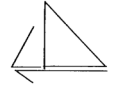


Photo by Dave Surber



The Highlander
Official Publication of
The Highlander Class International Association

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President's Perspective

Well the summer of 2013 is now a distant memory. At the time of writing (November) we have two inches of snow on the ground in Wisconsin and it's getting cold quickly. It has been a good year of Highlander sailing, and as we put boats away we have much upon which to reflect.

In San Francisco the USA retained the America's Cup after giving us all reason to doubt them. A lesser man than me might say it was a Brit on the boat that made the difference, but in reality it took them eight races just to learn to sail this machine. This fight back will make sporting legend, and it does our entire sport a lot of good. I watched them race, and they are even more impressive when you see just how fast they move for such large structures.

Mike Shayeson and his team of Tanya Carey and Jason Japikse beat 15 other boats to win the Pipers regatta in beautiful sailing conditions at Lake Norman Yacht Club. Tanya surely made the team a lot more photogenic. Well sailed Mike!

I had hoped to join Boyd Barnwell and Jamey Carey in 906, but had to change plans at the last moment. Dave Surber took some great pictures that show off the boats and venue particularly well. I am already looking for-



HCIA President, Jon McClean

ward to the Midwinters regatta at Lake Hartwell, March 29-30.

The Board of Directors met in Dayton in November, and we welcomed Richard Rykens as the new editor. Mike Feldhaus has stepped down after providing many years of service to the class, and I am sure you will welcome Rich to the role and importantly support him with articles and pictures.

Cindy Fisher reported on the improving state of our finances, however to protect the future of the class we still need to have sufficient funds to account for future expense. The Rhode Island Fleet got their regatta dates into our 2014 calendar, and I know they will be very genial hosts. Karl Felger joined the meeting and provided input to think about. His knowledge of other classes is very valuable, and his insight can be of real use to the class.

The issue of the appearance of a Speed Puck on a boat during Nationals was raised at the board meeting, and as many of you have seen has been much discussed in the various emails that have appeared. The Board of Directors takes the one design aspects of the class very seriously, and we are now investigating this matter thoroughly. When we have concluded our investigation I will update the membership with the outcome. Rest assured it will be thoroughly investigated.

This will be my last year as Class President. I informed the Nominating Committee this summer that I will step down at the Nationals in 2014, and several excellent candidates are in the process of being approached to explore their interest level.

I can tell you all it has been a pleasure, every single minute. It is hard to believe that four years have passed so quickly. I am constantly reminded about what makes a class great by talking with each of you.

The Highlander board is a well-balanced, reflective group of individuals, and it has been a pleasure working with each one of you. Cherishing our history, 'and' making progress will remain the challenge of the BOD for many years to come.

In closing, I'd ask as I often do, that you step up and see how you can play a role in keeping Highlanders on race courses up and down the USA. Farewell but not goodbye.



Front Flips, Gourmet Omelettes

Party Breaks Out at Gov's Cup

By Tyler Andrews

The weather made a great showing at the 2013 Governor's Cup, despite a horrible forecast. We missed the Cowan and Louisville crew, along with the party on Friday night. However, the Hollingsworth's, Kevin Hughes, and a "rager" on Saturday night made for a great weekend. When I say we I mean Parry Cameron and my girlfriend Carry Carpenter.

While we missed the party on Friday night, we arrived on Saturday to a beautiful morning. We showed up early, drank coffee, and ate a great omelet at the club. We'd like to give props to the Douglas family for feeding the regatta gourmet' breakfast.

Out on the course, the wind was light and puffy, and occasionally disappeared.

The first race we found ourselves in Irons on the starting line thanks to a big puffy shift that we misread. I admit to sculling, because no joke we were in irons, and I made sure that everybody

knew sculling is legal when you're in irons; I don't want anybody accusing us of cheating in the governor's cup.

Miraculously, we played some lucky shifts downwind, and came back to win that race.

The second race, we had a great jibe set to get way out in front. I mean, Perry threw the chute, and Carrie got us into planing mode immediately. While that maneuver went according to plan, I'd forgotten to untangle the spinnaker halyard downwind, and Kevin Hughes got us on the next upwind leg, as we sailed upwind with the shoot up. My bad, lesson learned. Spinnaker pump!

So we came off the water thinking spinnaker pump and onto the land where a fist pump was most appropriate for what turned out to be a hell of a party. There was top notch barbecue pork, chicken, ribs, Mac and cheese, and desert. Thank you to Suzy Cameron!

The band got started late, at about 10, I think, but there was no shortage of party people to dance. Thanks to Cody McCoun for leading everyone onto the dance floor.

Tony Hubbard was throwing front flips and the Highlander class knows how to dance if you did not know that. I never thought I would see a Hubbard throw a front flip, but he got up just fine and kept dancing.

After they drug Carry and me onto the dance floor, we did our

time, and shortly after, exited the dance floor to go build a fire. If you weren't there, then you missed out. Nobody got hurt, and the Governor's Cup Saturday night tradition remains in tact.

Sunday morning brought a great wind direction and a speed of 10 mile an hour, coming right down the length of the lake, locked in with minimal shifts.



Mayor's Cup 2013 file photo with Anne Cameron, at left, and ECSC dance leader, Cody McCoun, 'cheesing it up' for members of shore side paparazzi .

The first race, we were out in front, and Bryan Hollingsworth came screaming down with the shoot up, making up six boat lengths in a matter of minutes, and taking us past the lay line. However, we were able to maintain overlap, and the lead.

The second race, Eagle Creek local Shock Nguyen, from the France trans-Atlantic team, had a great race with his son. There were several lead changes, and in the end we just barely got out in front for the win.

Thanks to all the competitors, my crew Parry and Carry, and the master of sport, Tony Hubbard, for making the Governor's Cup weekend such a good party.



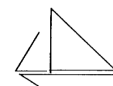
Parry Cameron, Bryan Hollingsworth and Jamey Carey in file photo at 2013 Mayor's Cup.

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Splash and Dash!

Carey Captures Bluegrass '13

By Jamey Carey

Team Mojo looked forward to the annual trek to Louisville for the Bluegrass Regatta, October 5-6, with great anticipation. Regardless of what sailing conditions Mother Nature may have in store for you, the Bluegrass is always a great Highlander family reunion. This is, historically, a regatta where you attend for the camaraderie and party, with any sailboat racing conducted over the course of the weekend serving as a bonus.

This weekend was extra special for us as we were celebrating Tanya's 60th birthday. Additionally we were stoked to be sailing with my brother Jay on the team. Jay is a devout Snipe sailor who hasn't raced in a Highlander regatta for many years, so we were eager to remind him how the Highlander clan knows how to have a party.

Friday night the locals made us feel right at home with their usual welcoming party. Ed Spengeman took the normal southern hospitality up a notch by delivering food to the camping area for those who didn't respond quickly enough to the dinner bell. Later Friday evening it was determined that the one thing missing from our birthday celebration was tequila.



L-r: Jason Japikse, Jamey Carey, no rain.....yet.

This observation led us to a local Mexican restaurant that served us up a year's worth of tequila in just a couple of hours. Fortunately our tequila party was attended by representatives of approximately 25% of the teams that would be

racing this weekend, so the burden of any ill effects would be shared by several of our competitors.

Saturday we were optimistic about the opportunity for some great sailing. The wind forecast called for increasing pressure throughout the day. We weren't going to let the predicted rain dampen our spirits and we loaded the boat (i.e. cooler) extra heavy in anticipation of an epic upriver adventure after the races. Shortly after the racing started the rain set in.

Right when we worked into a nice position in race #1, we heard the rumble of thunder in the distance. Fortunately the thunderstorms remained distant, unfortunately the rain was here to stay. It rained. It rained softly. It rained hard. It poured in buckets, then, it just rained.

It was lucky for all the sailors that it was a very warm, autumn rain, however, there were a few competitors who determined that sailing in liquid sunshine wasn't their cup of tea. The Louisville Sailing Club facilities provided them with a great vantage point to watch the very close and wet Highlander racing.

Perennial Race Chairman, John Emmerich, conducted two big windward leeward races. At the conclusion of Race #2 the thunder moved closer and racing was done for the day.

On shore as we helped each other pull our boats at the hoist everybody seemed to be saying the same thing. All were surprised by how much fun we had sailing in the rain. The constant falling liquid rendered all tell-tales/wind indicators useless, which forced all to use their other senses to "feel" the boat. Sailing in these challenging conditions provided a unique and fun experience for all.

The rain let up enough to allow for some late-afternoon sail drying, and permitted the legendary Bluegrass party (complete with campfire) to take place on schedule.

A highlight of the regatta was when, during a moment of sunshine, Bruce Busbey uncovered #500, Moby Dick, for all to see. Bruce had just picked her up from an extensive makeover at a local restoration shop. She is more beautiful than the day she was new, and we are looking forward to seeing her on the water soon.

It rained all night long, to the tune of over six inches. Sunday morning the sun was trying to shine and the breeze was on. As we walked through the ankle deep pond in the camping area we were ex-



Photo by Anne Hollingsworth

The Bob Bauer Clan, moisturizing in the mist: Julie seated, Jessica tweaking.

cited about the prospect of a great sail. Unfortunately, a quick glance out at the racing area reminded us of how fast conditions can change on the river.

Yesterday's placid body of water now had a strong current, complete with enough debris to make it interesting. Actually we could have had some great racing in those conditions. Unfortunately the river was only a few inches below the launch area, and rising.

The idea of retrieving close to 20 boats using a 220-volt, electric hoist whilst standing in ankle deep water didn't sound appealing to anybody, so understandably the day's racing was canceled.

Thanks to all the Louisville folks for another great Highlander Regatta Party. If the Bluegrass 2014 isn't on your schedule yet, you need to mark the first weekend in October to attend your Highlander family reunion. I promise; it won't rain.



New September Regatta Set!

By Jeff Curtin with help from Mac Cooper

All's well in New England. Fleet 47, here on the border between Westerly, RI and Stonington, CT, had a fun sailing season. We had 19 days of racing with a total of 12 boats participating in the season series this year.

And again, from last year, our fleet has increased in numbers. Jay Spalding joined us twice with his revived Customflex #875 which he acquired last year. Dante Gulino and brother Mike made the September races with a new, dark green D&M #827 from Cleveland. And just this October, John and Joyce Yanusas took ownership of a clean blue D&M, Nessie #707 which was brought from Port Clinton, Ohio. The Westerly-Stonington area now has 14 Highlanders.

The largest participation this year was seven boats on the line. Next year we hope to have ten-boat starts for at least some of the local races. I find it amazing and exhilarating that we have established our own little one-design fleet.

The season kicked off on the clear, brisk Saturday of Memorial Day weekend. We had seven boats turn out for three races.



Race with Fleet 47 this September in New England.

After Memorial Day our normal Tuesday evening races begin. Usually several of the Highlander owners meet at Avondale Boatyard where we launch and retrieve our boats together for the evening sail. Three to five boats will go in and out using Mac's small crane at the rigging dock.

There are other launching spots in the immediate area and the usual number of

boats at a start on Tuesday evening is between three and seven. The evening ends at Avondale Boatyard with hot dogs and beer and an enormous amount of bragging and boasting.

Mark Steinmetz in "Get er Dun" #940 ruled the day on Memorial Day. Jay Spaulding #875 took first place honors in our annual Charlie Clachrie Memorial Race on August 4th. Our Commodore's Cup on September 8th was won by Mac Cooper in "Wild Goose" #789.

We entered the Stonington Harbor Yacht Club's Red Lobdell Memorial Trophy Race on August 10th with five entries; and my boat, "AI" #937 was the winner. The SHYC kept us busy with three fun, breezy races in Fishers Island Sound. This was our first adventure out to a neighboring club's races and we expect to try to make this a regular event on our sailing calendar next season.

Our June Tuesday Night series was won by Bob Klein in "Such a Deal" #579. The July Series was won by Mac Cooper in "Wild Goose" #789, and the August series was won by Cindy Brannen "Lil' Nauti" #792.

The September sailing here is the best. After Labor Day the Tuesday sun sets too early for evening sailing, but the crowds clear out and we schedule three weeks of Saturday races which rolls us into Columbus Day weekend which is our last race of the season.

This year and last we joined the Watch Hill Yacht Club's Saturday morning start on Little Narragansett Bay and it was marvelous.

After racing we are invited back at the WHYC for results and cheer.

Our best time to host a Highlander Class weekend regatta here is the third weekend in September, and the HCIA board has approved that slot for us in 2014 (Sep 20-21). We would love to have any and all Highlander owners come visit us! It is very hard for us to do it during the summer months, so September is best.

As I finish this update, the season has wrapped up and everyone is busy storing and winterizing their summer toys. The winter plans have started for everyone. Personally, I have retired from the boatyard business and I will be joining our old 47 foot ketch "Ariel" currently anchored in the US Virgin Islands. Please say "hi" if you are in the area; I'll have the Highlander flag flying.

From the Executive Secretary-Treasurer

As we find ourselves in 2014 what does it look like for HCIA? Well one of my New Year's resolutions would be growth for the class, and I need your help. You don't have to be the Fleet Captain or on the HCIA Board of Directors, everyone can help! Here's the deal; in 2013 the class grew by four members; there were 122 members in 2012 and 126 at the end of 2013.

Here are a few thoughts to ponder as we move forward, and you do just a little extra this year to help strengthen the class. Did you introduce anyone to sail-



Executive Sec-Treasurer, Cindy Fisher. ing on your Highlander last year? Did you talk about how they can get their own boat? Did you tell them about the great web site we have and direct them to it? Did you know the value of your boat depends on the success of the class?

That last question probably made you stop and think, right? Well it is true. If you don't introduce people to sailing on your Highlander and grow the class, your boat is not growing in popularity. If the class numbers are slowly diminishing, that means the value of 'your' boat is also slowly diminishing.

In looking at some of the larger classes; here area a few methods they use

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New Fleet In Town!!!

By Chris Kafsky

Winter broke with a lot of excitement. We were anxious to start off the season again with the Spring Board Regatta here at Western Carolina Sailing Club, also serving as HCIA's Midwinter Championship. It was time to see the family again. As it turned out we saw 16 boats for the weekend and want to thank everyone for making the effort to come.

As spring continued it seemed, on a personal level, that each sailing regatta on the calendar, fell prey to other schedules and conflicts. We certainly did not get to travel as much as we wanted this year and I found myself longing to go and be with the Highlander family. We settled for club racing at Western Carolina where, rest assured, the Highlander is sparking much interest. Our races are sailed in the Portsmouth system so we sail with many different classes.

Summer flashed by and Nationals was upon us. Realizing that the trip was not going to happen I began to reflect on what I felt made this class so special. It began with the people, the laughs, the total support, and the hard edged straight talk that only sailors could love. Yes, I missed the sailing but as I looked back, I saw a summer filled with small things in our sailing community that should be acknowledged and celebrated.

Personally, I saw my daughters Reid and Layne complete sail camp and compete in a weekend series. I watched them

rig, sail, and bring back a 420 in one piece.

As summer pressed on into fall, we finally made it to the Bluegrass Regatta on a last minute hitch. It rained! Man, did it rain. I was so excited to see all the "kids." And with all that practicing going on in the Highlander class more are on the way. I reflected on the generations of Highlander sailing families, the close ties we share and the memories that will last a lifetime.

I saw the support for the next generation as Bruce Busbey pulled Reid (11) on board 2007 for the final day of the Pipers Regatta. It was blowing pretty heavy and she jumped at the chance and had a ball.

Locally, we at WCSC are now happy to announce our new Fleet 48, officially designated by the HCIA board in November.

In determining the best course to take in our fleet building, I channel the Rhode Island Roadies and how they amped up a large following seemingly overnight. We should all get in touch with our inner Roady and celebrate what makes this class great...YOU!

It has been said that this boat "sells itself." However, I am a firm believer that it is the people of the Highlander class

that can be attributed to its success. This is the class that builds local interest. This is the class that drives us to travel the distance to sail another day, another weekend, another generation. I myself do not see a dying class but one that is vibrant, close knit, generational and foundational.

So I ask each of you to celebrate these small things that I'm sure are around you too. Add to the big picture of growth, and let's continue this fine class that so many have worked to forge for each of us. "You've got to feed your class, so go on and feed it."

I hope each of you will come down to our Highlander Midwinters Western Carolina Sailing Club. We will continue our efforts in providing a fun filled weekend. This year's dates are March 29-30. Visit us on the web at www.wcsc-sailing.org. Come on down!



Midwinters racing action at Hartwell this past spring.

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to build interest and numbers.

Have a boat available: Do you have Highlander's at your club not being sailed? Probably so, start there. That boat might also be for sale. This is a great way to help that boat owner to sell their boat if they are willing to lend it out, and get a new potential member to the class and your fleet. The owner would probably love to see it back out on the water.

Kids: Get them to crew for you and let them drive. That is how a lot of you got into the Highlander right? Did you know we have an HCIA Training & Development a 501c3, check out the HCIA web site.

Committees: Won't work unless they're formed and given a specific task. Recruit your existing fleet members to

look into youth events, get a Highlander there for them to use. Are their kid camps, championships sailed that we can promote and provide Highlanders as their boat to sail?

Communication: this is huge! Put a Highlander blurb in each newsletter at your clubhouse. Talk about the fun you have at regattas, or club racing, or taking eight people on this boat cruising for an afternoon of fun.

Promoting your regattas at your clubhouse: look for crew from any class, anyone that loves to sail. Give them the Highlander experience, you know, they may get on your boat and see how awesome it is, and then start looking for one of their own.

The 2014 HCIA dues billing has been mailed; have you submitted your

dues? If you are a Fleet Captain check with all your fleet members and tell them the benefits of their membership: The Highlander, quarterly magazine giving you all the latest details of events happening within the class; the Highlander Yahoo Group where you automatically sign up to have access to a network of experienced Highlander sailors who will help you with any questions; access to our awesome HCIA website with a plethora of information from rigging your boat, the regatta schedule, boats for sale, and photos of all the great sailing events that happened over the season.

Support your boat by submitting your 2014 dues payment today, encourage your fellow fleet members to do the same, and at every opportunity at home and on the road; promote your boat.



“GoMoBetta” Best At Pipers

By Mike Shayeson

Going to Lake Norman has been a very special event for me for the last twelve years. Over that period, I have only missed one Pipers & Pluckers regatta. That was last year when one of my nephews did not get the message that weddings are not to be scheduled the third weekend in October. Unfortunately, Nancy (my wife) made it clear I would not be going to Mooresville that year. So when Pipers came around this past fall, I was extremely excited in having the opportunity to visit this beautiful venue once again.

The forecast for the weekend did not look very good early in the week and I was concerned we would not have very good winds to sail in on Saturday and Sunday. Friday still looked pretty good and I was happy with that as I always try to get away Thursday evening and arrive in the wee hours of Friday morning to allow me and my crew to have a delightful sail on this most beautiful lake.

This year Jason Japikse was again going to crew for me, but unfortunately, Kaity (Jason’s wife) who has been our forward crew most of the season, was unable to make the trip because of her job commitment. Having heard that Jamey Carey would not be able to make the trip, I asked Tanya Carey if she could

crew, and fortunately for me, she said she could. I now felt like I had everything I needed for a delightful weekend, provided the wind filled in.

As things turned out, Jamey did get to go when Boyd Barnwell asked Jamey to crew with him and Jon McClean on 906. That, too, changed when Jon had to cancel at the last minute and Jamey became the driver on 906.

Tanya, Jason and I arrived about 3 a.m. Friday morning at LYNC and got our six hours sleep. By noon, we were in the water for a glorious cruise.

The breeze was quite nice and we beat north a couple of miles into the finger of the lake just north of the yacht club. We then set the chute and began our one hour and 33 minute spinnaker leg that took us all the way to the dam by the reactor. We estimated we had run about 12 miles. It was awesome.

By this time, we figured Boyd and

Jamey were close by and we tried to reach them on the phone. When we got through to them, they said they were north of the club near North Harbor but the wind was pretty spotty and not very much pressure.

As we headed back north to rendez-



Photo by Dave Surber

Tom Raymond at helm, Vickie Braxton hiking and fore crew Pedram Leilabady turning in solid fifth place performance.

vous with them, we also found that the wind had gone soft and the beat back to the club was nearly a five hour event. Normally we would find a bar/restaurant on the lake to enjoy the late afternoon, but today we headed directly to the club.

Prior to the races on Saturday morning, I spotted a beautiful naturally finished mahogany transom on a Highlander at the dock as we were coming back from registration. I had to get a closer look at this beautiful boat. It turned out to be #92 belonging to Mac McNeill, that was featured in the April 2013 Highlander magazine. What a beautiful boat! When I got home I had to reread the article.

Saturday afternoon we headed out for the first race. I was pleasantly surprised to find the wind blowing maybe 8-10 mph. This was far better than what was predicted. The race committee at LNYC has always provided us with great race management, and today was no exception.

The wind was out of the south to southwest and was shifting at times 15 to 20 degrees. Even with these conditions, the RC had a pretty square course, and the races were pretty long as well.

The first contest was started and Tom Raymond and his crew on 916 took an

(Continued on page 8)



Photo by Dave Surber

L-r: Jason Japikse, Mike Shayeson, and Tanya Carey at Lake Norman Pipers.



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early lead, shifted back and forth a couple of times, and conclusively finished the first race in first place, followed by Jamey Carey in 906, our boat 2006, Bruce Busbey, and Dick Doyne, for the top five finishes.

Race #2 was won by Bruce Busbey who opened a wide lead on the pack with us following some distance behind and Tanner Shultz in third place.

In Race #3, Tanner Shultz had a great start and was right up there leading us around for the first three legs of the course. We were right there with him between the weather mark and the offset just to weather and a little behind him.

We saw a little more pressure on the left side of the course going downhill and were able to gybe and go behind him as soon as we cleared the offset. That little move and catching a little puff here and there, allowed us to maintain our lead to the leeward mark and all the way to the finish. This was our best race of the series. Tanner held off Gary Vinicky to get second, Gary got third, Dan Hopkins got fourth and Jamey Carey finished fifth.

Although the wind was still pretty steady, the time was approaching 4 p.m. and the RC told us we were through for the day.

leeward mark. Fortunate for all those that participated, Boyd put over 300 of these photos on the Highlander Class Facebook page with a link to Drop Box.

Once Jamey and Boyd collected Dave, we were off to the Rusty Rudder, a short two to three mile sail from the yacht club for libations and a bite to eat. After a relaxing dinner and drink, we headed back out as the sun was beginning to set. As we came out of the Knox Creek inlet to the main body of the lake, we were overwhelmed with one of the most beautiful sunsets I have ever witnessed. For 20 or 30 minutes as we sailed into the setting sun, the sky continually changed colors. There were soft pinks and violets, aquamarine, brilliant reds and yellows and virtually every color of the rainbow. It was spectacular.

Once the sun dropped below the horizon, we bore off and set our chutes.



Trophy time: Jason Japikse, Tanya Carey, Mike Shayeson.

near the committee boat at the start. I was in the second or third row and going slow. Fortunately, we had an opportunity to immediately tack to port, clear our air

and start clawing our way back into this race. Going right early, actually paid off and by the time we made the weather mark we were back up in the top five.

Downwind was quite challenging trying to find the puffs. We continued to gybe from right to left trying to stay close to the rum line and timing our position to hit the pressure we saw coming behind us. We were able to stay towards the front of the pack with Tanner Shultz, and Tom Raymond pushing hard. Fortunately we held onto third place following Tanner who finished first with Tom finishing second.

The last race was very similar to the first race of the day, although the wind settled down a bit. Our start for this race was better with us in the front row about midway down the line at the gun. Once again it was Tanner Shultz, Tom Raymond, Bruce Busbey and Jamey Carey pushing the front of the fleet.

Fortunately for Jamey with the wind slacking off a bit, he was substantially more competitive upwind since it was just him and Boyd trying to hold the boat down. After trading positions several times as we made our way around the course, it was Jamey in first followed by Tanner, our boat, then Bruce and Tom.

So after putting it out there that we had to finish in the top three to hold on to our lead in the regatta, we did just that with two thirds on Sunday.

After the last race, knowing that this

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Photo by Dave Surber

Jamey Carey and Boyd Barnwell sailing into Lake Norman sunset.

While we watched the fleet sail in after this third race, we saw Boyd and Jamey head for one of the RC john boats and pickup Boyd's friend, Dave. Dave had been moving around the race course taking outstanding pictures at the start; around the weather mark as well as the

It was amazing looking towards the west and seeing Boyd's 906 with its pure white main and spinnaker glowing a beautiful gold and going to pink. A prettier sight I have never seen.

Sunday morning brought more surprises with winds blowing somewhere between 13-15 mph with a hint of white caps popping up here and there. We were pumped for putting this thing away. We knew that if we finished anywhere in the top three places, we would win the regatta.

The first race found us in a bad spot



Rev It Up For Grand Prix!

By Harold Bauer

The third season of the Highlander Class Grand Prix Series is underway. The series is the competition that awards points to skippers that compete in any number of sanctioned Highlander Class Regattas. Their final score awarded will be for an individual's best two regatta scores in Categories I and II, plus nationals. The idea is to award the competitor who races best; not necessarily the most.

The boats have rounded turn number two and are on the straightaway headed for turn three as the series has already reached its half way point.

Through the end of the Pipers Regatta we have completed three Category I events and two in Category II, for a total of six regattas and the scores have been added to the overall standings in the accompanying table.

Final scoring will include a competitors' best two regatta scores after 2013 Nationals in Categories I and II regattas, plus their performance at the 2014 Nationals. Basically the scoring runs from the Hoover Regatta through Nationals in the following season.

Here's how scoring works; pay attention! In Category I regattas (all those other than Nationals, and Category II which are: Cowan Mad Plaid, Midwinters, Bluegrass and Pipers) a total of 6 points are available: 3 for first, 2 for second and 1 for third.

In Category II regattas (above) a total of nine points are available with the winner getting 5, second place getting 4, and on down the line.

At Nationals there is a total of 55 points awarded; 10 in President's fleet and 45 in Championship. In the President's fleet, first place gets 5 points, second gets 4, and on down. In the Championship Division first place gets 9 points,

2nd place gets 8, and on down. Simple, huh!?

At this point, there are 15 boats in the running for the checkered flag. Jamey Carey in the Mojo boat has the lead at the moment but the GoMoBetta boat with Mike Shayeson in the driver's seat is in hot pursuit.

Next is the Piquad boat with driver Bruce Busbey. Bruce is being followed very closely by Neal Deaves and long time driver Tanner Shultz. Tanner returns after several years on the side lines but is showing that he hasn't lost a thing when it comes to Highlander driving.

Any of these racers could move into the lead at any time. There are four Category I and two Category II events left this spring and summer before the final lap of the race. That point-filled straightaway race is the national championship at Pymatuning, July 19-24. The national championship awards the most points as it is currently the only Category III Event in the series.

All of the boats are on pit row right now and being re-fueled for the 2014 season, but you can be sure that the drivers are ready to get back in the race when it resumes with the Midwinters Championship at the Western Carolina Sailing Club on Lake Hartwell in South Carolina the last weekend of March.

You can join in the race at any time. All you have to do is participate in any Highlander Class Sanctioned Regatta. Finishing in the top of the fleet will put you in the running for the Scrimshaw trophy.

So tune up your mast and polish your centerboard. The Midwinters is only a few short months away.



The second half of Grand Prix season beckons you to the track.

Pos	Skipper	Dv I	Dv II	Dv III	pts
1	Jamey Carey	3	8	0	11
2	Mike Shayeson	2	5	0	7
3	Bruce Busbey	0	5	0	5
4	Neal Deaves	0	4	0	4
5	Tanner Shultz	0	4	0	4
6	Karl Felger	3	0	0	3
7	Tyler Andrews	3	0	0	3
8	Gary Steinbach	2	0	0	2
9	Bryan Hollingsworth	2	0	0	2
10	Tyler Keller	0	2	0	2
11	John Bauer	1	0	0	1
12	Zumowich	1	0	0	1
15	Tom Raymond	0	1	0	1

(Continued from page 8)

may be the last sail of the season, we turned the boat upwind and sailed several miles up the lake and turned around for another glorious spinnaker run all the way back to the yacht club.

At the awards ceremony, Chris Doyne recognized the visiting club(s) who brought the most boats to the regatta. In this instance, Cowan Lake and

Hartwell Lake tied. The tie breaker went to the newest Highlander fleet at Hartwell Lake for their dedication and enthusiasm, and the honor was very well deserved. At the November HCIA board meeting the Hartwell group was officially chartered Fleet 48.

In addition, Chris recognized the boat that was crewed with the most "seasoned" sailors measured by accu-

mulative age of all crew on the boat. This award went to Mr. Peter Dolby (923) and his crew, Peter Worthern and Trevor Darling. If I heard the numbers correctly, their combined "seasoning" measured 219 years.

Regardless of the outcome of our efforts, Lake Norman and the Pipers always is a great regatta. We look forward to next year!



Carey Reclaims Klein Trophy

By Mark Redmond

After falling from the top spot last year, Jamey Carey returned to his customary perch atop the Larry Klein standings for 2013.

The Larry Klein Trophy is given to the Highlander sailor who beats the most boats during the regatta season.

Named for the five-time Highlander national champion who lost his life in a tragic sailing accident on San Francisco Bay, this award requires a combination

of participation and outstanding sailing. For the eleventh time in the last twelve years, Jamey beat more boats during the 2013 regatta season than any other sailor.

Often times the Klein is won by the skipper who sails in many more regattas than the others, making it more of a participation award than a sailing award.

This year half of the top ten boats sailed in either five or six regattas and ninth place finisher Bryan Hollingsworth sailed in seven, clearly showing this was a real sailing competition.

Jamey beat runner up, Bruce Busbey, twice in their four head-to-head regattas and beat third place finisher Mike Shayeson in three out of their

five head-to-head meetings. Bruce and Mike had a tight battle, but despite winning the Pipers, Mike came up two points



Team Mojo piling up points at 2013 Cowan's Mad Plaid

short of second.

Although the winning points and number of regattas were down from years past, it was a great competition. Congratulations to Jamey and his crew for climbing back into the top spot.

	Skipper	Boats Beaten	Regattas Sailed
1	Jamey Carey	62	6
2	Bruce Busbey	53	4
3	Mike Shayeson	51	5
4	Doug Fisher	29	2
5	Harold Bauer	24	5
6	Gary Steinbach	22	5
7	Bob Bauer	21	3
8	Bob McCoun	20	5
9T	Bryan Hollingsworth	19	7
9T	Norris Bourdow	19	4

Plan Now for Pymatuning Nationals!

By Gary Steinbach

On July 19, 2014, we will gather for the 62nd annual Highlander National Championship. I don't know about you, but in this day and age I find that amazing. I am essentially the same age as our class. For our Class to have survived this long is a real testament to the sailors who have worked so hard to maintain it.

Each year manufacturers bring out the "latest and greatest" new boats as the sport of sailing continues to contract. We as a Class need to deliver a quality experience just to maintain where we are.

The problem is that maintaining our position will not guarantee our survival as a Class. We must deliver a program of sailing, racing, and social activities to encourage the growth we need.

To accomplish this each owner, each local fleet, and the HCIA Board need to play a part, and our national championship regatta is an extremely important element in this equation.

This year Fleet 12 is working hard to deliver an event that everyone can find valuable on a number of levels.

Pymatuning Yacht Club is located on

the southeast corner of Pymatuning Reservoir. The lake is on the Ohio-Pennsylvania border roughly 40 miles

south of Lake Erie. The border bisects the lake with State Parks on both sides.

The sailing is excellent with flat water and fair wind off Lake Erie. PYC is a long-established club with excellent facilities including two hoists and a large clubhouse.

They have experience running major regattas including the 2010 HCIA Nationals and they are looking forward to our return. We will have the same PRO that did an excellent job last time around.

In addition to our national championship we are inviting past members to join us in celebrating our Class. We also want to see Class members who no longer attend Nationals due to age or health issues. If we have enough interest we will hold a separate one-race regatta for these folks.

For most of us Nationals is about using the week to improve our skills. With a planned seminar or two and roundtables we hope to do just that. With the number of past champions and sail makers attending, each willing to share their knowledge, your learning curve is bound to jump.

We are working to put together a

(Continued on page 11)



Beach action at PYC 2010 HCIA nationals.



Pipers: Past and Future

(Editor's Note: Occasionally we ask the various regatta planners if they'd like to provide their observations of their events on the regatta circuit. Patrick Rykens obliged with a little history, some recognition of the behind-the-scenes help necessary for success, and a request for evaluations to make the Pipers even better in the years ahead).

By Patrick Rykens

The Pipers Regatta that took place October 19-20 was run in fresh wind and crispy temperatures. Great, competitive racing was had by all, as we saw five different winners in each of the five races.

Overall attendance was down; 16 versus last year at 23. We had five out-of-towners and 11 LNYC boats racing. We really appreciate those skippers and

crew who traveled to support us: Gary Vinicky, Dan Hopkins, Mike Shaye-son, Jamey Carey and Chris Kafsky.

Pipers has history. It was first run in September 1965 under the title "Highlander South Atlantics" and organized by LNYC Highlander fleet captain Dick Chapin. The one visitor, Ed Pollock, who came from Atlanta beat all ten local boats. The next year the name was changed to "the Piedmont Pipers and Pluckers" Regatta, and is now more commonly shortened to 'Pipers.' The record number of Highlanders on the start line was 63 in 1971.

A longstanding Pipers tradition is that each participant is given a tartan flag bearing the year of attendance. The flags are sewn by the fleet wives... Dick and Barbra Freund have a complete set of 48 Pipers flags hanging in their lake house.

No regatta is put on without considerable effort and Pipers is no exception. Chris Doyne was this year's Regatta Chair and produced the NOR and Sailing Instructions and sourced the trophies. And in appreciation to a few of our other 'behind-the-scenes' helpers: the catered dinner was organized by Dick and Barbara



Past Pipers traditions included some spirited crab racing.

(Continued from page 10)

social schedule to make the week a very enjoyable experience for everyone; sailors, shore support, families and kids.

There is a water park on the Ohio side of the lake, shopping, a swimming beach at the Club, and a casino within driving distance.

I've been told that there is a winery open on the east side of the lake that will make for a wonderful, relaxing evening after a day on the water.

For a number of us the final part of the equation is cost. While we haven't finalized prices yet we are working hard

to make this a very affordable event. We want you to come.

We have arranged a discount price for a local hotel of under \$70 per night. We will announce costs by the April edition of this magazine. Please consider spending a great sailing week with us at PYC.

Check HCIA web site and the April edition of "The Highlander."

PYC launching and docking area from our 2010 nationals. The hospitality was phenomenal, the sailing on Lake Pymatuning was even better.

Doyne; finance and registration was run by John Wigney; Friday welcome supper - Rebecca Jones; Saturday breakfast by the Friends; lunches - Mac McNeil; Sunday breakfast by Tom Raymond and Pedram Leilabady; Sunday lunch - Paddy Wigney; Tee shirts - Patrick Rykens; and the Saturday night feature band was the 'Commodores,' alias Mike Robinson and Mark Aspland (both ex-Commodores at LNYC). And very good they are.

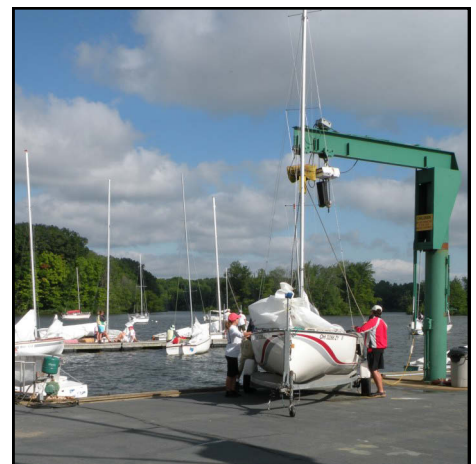
Obviously, a regatta done well takes a lot of hands and we wanted to salute just a few of the contributors listed above, who help make Pipers fun for all of us, year in and year out.

In 2014, Pipers is set for the weekend of October 18-19. Please plan to come. Quite honestly with only 16 boats racing this year, Fleet 27 was severely challenged financially while undertaking such a large fleet organizational effort. So please plan to support us with your attendance this fall and help keep the Pipers tradition going.

Our 2014 Regatta chair is Pedram Leilabady, who is a keen Lake Norman Yacht Club sailor and crews regularly for Tom Raymond. If you have any ideas or suggestions to make attending the Pipers more compelling please contact him and share your observations, at: pedram_leilabady@yahoo.com.

Everyone in Fleet 29 will be working aggressively to improve our venerable Pipers Regatta to make it the "can't miss" event of the fall. So plan now, "not" to miss it.

And in just a few months (Mar 29-30) our South Carolina neighbors, the newly christened Fleet 48 at Lake Hartwell, will be hosting our Highlander Midwinters. Hope to see you there too.





HCIA Welcomes New Editor

By Richard Rykens

There's no other way to say it. As your new *Highlander* editor, I have got some seriously big shoes to fill.

Since my first Nationals in 1994, Mike Feldhaus has always run this magazine. He has been omnipresent, always ready with a camera, a smile and some gentle (but constant) persuasion to ensure this publication arrives in your mailboxes

every quarter. I am truly fortunate to have his experience and guidance during the transition to my stewardship of *The Highlander*.

I started sailing Highlanders with my dad, Patrick, when I was a teen. I went off to college at The Ohio State University, where I broadened my sailing horizons by joining the Sailing Club at Ohio State. I got the chance to

compete (read: lose a lot) in the ultra-competitive arena of college sailing, and will forever remember the surreal experience of sailing on a tiny lake near East Lansing, MI in the middle of a blizzard in October.

At the 2000 Highlander Nationals, Don Wright saw me lift Gary Vinicky's centerboard out of the boat one-handed and asked me to be his middle crew on the spot. For the next couple years, I traveled with Don on the Highlander racing circuit, a period capped by my highest-ever finish at Nationals, a fifth place at Edenton, NC.

Then, life happened. While at Ohio State, I met the woman who would become my wife, Christina. I graduated in 2003 with a B.A. in Journalism, moved to Detroit, got a job, got married and sailed in the Port Huron to Mackinac races.

We moved back to Columbus, OH, and in 2010 my daughter, Caroline, was born. I got a promotion and moved to Chicago, and then 18 months later, moved to our current home in Kalamazoo, MI.

I'm excited to take over as editor of this publication and reconnect with my fellow Highlander sailors. My goals are to maintain the quality of this magazine, support the class, and make any improvements necessary to help it strengthen and grow.

(Let's all do everything we can to assist Rich as he strives to strengthen our class and this publication).



L-r: Steve Bauer, Karl Felger, and our new editor, come April, Richard Rykens.

Fleet 14, Edgewater Update

By Gary Vinicky

The 2013 season got off to a slow start in Cleveland, especially at Whiskey Island. Super Storm Sandy wiped out most of the docks and the remaining ones needed too much utilities repair so all were replaced.

At Whiskey Island where most of Fleet 14's Highlanders reside, we limped along at the beginning launching our boats from a large Jet-Dock borrowed until our replacement docks were ready.

Due to the delay with waiting for the new docks, many boat launchings were delayed and the impact of that was

that we could not hold our annual mid-May Rigging, Tuning and Crew Training Clinic at Whiskey Island.

Fleet 14 takes the first 10 race committee assignments of the season. All of the racing fleets volunteer teams in running the races along side a few paid race committee personnel. We do this early in the season since the lake water is quite cold until mid June. We take the conservative approach on Lake Erie since we have a diverse range of skill levels in the fleet.

We race along with the Ensigns, Dragons, J22's, J24's and the new J70 Fleet. Still, we are the largest one-

design fleet even though we lost three Highlanders from the racing fleet this year. I attribute that loss to those skippers not meeting their personal expectations about being competitive.

Even though we offer to answer any questions a new skipper might have and offer to coach them and take them out on non-race days, some do not take us up on our offer for what ever reason and just fade away. Sometimes you can't even "lead a horse to water."

For some, it is difficult to commit to a long-term strategy. There is no shortcut to getting on top. We all must pay our dues and make mistakes and learn from that. But for the most part, we have a very good group of people really enthusi-

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astik about the Highlander.

Some are content to race in the back of the fleet; no pressure. In any given Highlander race, there are at least three sub-races going on.

We had a Wednesday Series and a Sunday Series of races this past year and of all the one-design fleets, the Highlanders had the second most races.

Fleet 14 had 12 Highlander teams registered for racing. All twelve teams participated in the Wednesday Series and ten teams participated in the Sunday Series. And the season winners were:

In the Wednesday series: 1st Place, Jim Mylett #972; 2nd Place, Jonathan Smith #867; 3rd Place, Gary Vinicky #965.

In the Sunday series: 1st Place, Gary Vinicky #965; 2nd Place, Jonathan Smith #867; 3rd Place, Jim Mylett #972.

This year for the first time, we have awarded a 1st Place All-Family award to

the Robertson Family sailing #942 'Arcanum' consisting of Rick, Debbie and son Adam and Uncle John. The 2nd Place All Family award goes to the Merriam Clan sailing #412 'Cat's Paw'.

One of the boats that we lost last year, #679, was just recently purchased by Andrew and Kristen Seredeck who will be joining the fleet in 2014. They may be our 3rd family boat, we'll see. They were sailing on a big boat for the last several years and wanted a boat of their own that they could afford.

We are a very competitive fleet and it is difficult to find your way around the race course in a consistent manner to get that coveted 1st through 3rd place and get one of the engraved 25oz mugs.

Membership Cross Section.

There is something about the majority of Fleet 14 skippers and crew that you should know. Most are of an assorted group of professionals who already have a full schedule of responsibilities like most everybody.

They consist of

attorneys, an architect, NASA scientists, an artist, doctors, educators, firemen, corrosion control professionals, IT professionals (numerous), marketing professionals, business professionals, business owners, union tradesmen, day traders, etc. They all need a timely break from life's pressures.

The Wednesday Night Series offers that needed break in the middle of the week 'and' has more participation than the Sunday Series. Most spend time with their non-sailing family members and friends on other weekend activities so our program fits their needs quite nicely. Most do not want to commit a whole weekend to sailing, just half a day on Sunday.

Management: change in format.

In the mid nineties, we were losing members for one reason or another and our numbers were down to 5 or 6 regular diehards. We knew we had to do something different. Because of that decline

(Continued on page 14)



Fleet 14 mixing it up on shore too after Sunday racing.



Wednesday night post-race debriefing with ample libations.



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(Continued from page 13)

due primarily to inconsistent efforts, we have elected to not turn over the reigns of fleet stewardship to a new fleet captain each year but run this organization with two semi-permanent co-fleet captains and an informal group of Fleet 14 Trustees.

Growing the Fleet Tree.

Since then, we have put in a lot of time, several years ago, to build a solid foundation for the fleet that includes a website, a Facebook page and a series of First Tuesday Highlander Gatherings during the off-season. And of course, the Cleveland Boat Show.

Through all of Fleet 14's history, there was one constant. With the exception of a few years, Fleet 14 always represented the Highlander Class at the Cleveland Boat Show. That is where Fleet 14 was born - out of the first Cleveland Boat Show in 1958. From the visitors log, we invite guests to meet with us at our First Tuesday Gatherings and from there they can network themselves onto a crew list.

Think of this foundation as the trunk of Fleet 14's tree. And each skipper is a branch of that tree. And each branch has sub-branches and that is how we spread the word.

We have had several contacts through our Fleet 14 website. Yes, I know it is old and not updated but it is not intended for Fleet 14 members' regular use but for those in search of easy access to learning how to sail. To them, it is new and informative and serves the intended purpose. However, updating it is on my list of things to do. I have a lot of new subject matter to go in there; just need to find the

time.

We have had hits from all around the world and many have noted how much fun we have when they visit the website.

Here is how our website helps interested parties find out about us and sailing in Cleveland: Phil Nesmith, knowing that his wife was relocating to Cleveland to work at the Cleveland Museum of Art and while still living in Virginia new that he wanted to sail when he got to Cleveland. He



One of Fleet 14's several shore side sailing 101 sessions.



Very hard at work: with their brew; the clam steamer crew.

Our Fleet 14 big event at the end of the season is our annual Fleet 14 Clambake that is hosted by Rick and Debbie Robertson at Debbie's Barn in Avon Lake.

Clambakes are rather a northeast Ohio phenomenon and Fleet 14 has been doing them since the early nineties.

We usually have anywhere from 45 to 55 people attend this event. Everyone has a seat in the second floor dining room! EYC Race Committee also attends.

We do this clambake from scratch with two clam cleaning parties on Thursday and Friday, scrubbing the clams that we get in bulk.

We then do the splitting of whole chickens and shucking of the corn. It's a little bit of extra work but lots of fun, and this way we get a top-notch bake every time.

Clambakes consist of a dozen clams, a half chicken, sweet potato, ear of corn, clam chowder; New England style and hot clam broth. Non-clam eaters have NY Strip Steak. Kids have burgers and dogs, free of charge.

As our new Fleet 14 crew, Dan Shields was quoted, "We are all looking forward to '14, the year of Fleet 14."



Clambake: second floor, Debbie's barn, pass the word.

tracked Fleet 14 down from Virginia by finding our Fleet 14 website and then made contact through our Fleet 14 Facebook page and made it to our First Tuesday Gatherings last winter.

He is an artist specializing in photography and now teaches photography at one of the universities in Cleveland. He has crewed for Jan Hridel #853, Ed Wells #950 and Jonathan Smith #867.

Season ending bash: The Clambake.



The Classifieds

#411, 1966, Fiberglas Hull and wood decks, totally rebuilt with: composite decks, hull re-epoxied, new antifouling bottom paint. Main, jib, and spinnaker. Wood mast not exactly to Class specs. Trailer included. Tucson, AZ. **\$2,000 OBO**. Will allow up to \$1,000 in travel expenses call for details. Must Sell! (520) 784-8460, Aerobatix2@aol.com.

#912, '83 Customflex, alum mast, boom, with easy-up halyards. Several suits of sails, including new Dieball main/jib. Actively sailed yearly. Galvanized, full mooring/trailing cover. **\$5,950**, Kirk Shultz, in NC. (704) 661-0904.

#951, 1983, with TeeNee trailer, cockpit cover, 2 hp Johnson outboard. Two sets

of sails; boat, motor, trailer are in good condition and the boat was sailed last summer. **\$3,000, or best offer**. Robert Hall, Illinois. Photos available: (309) 333-2039, bearcat6165@gmail.com.

#803, 1974 D&M, FG hull, aluminum mast, teak seats, aluminum center board, good solid boat refinished and in good condition, galvanized trailer, M/J/S. Jess Diggs, Stonington CT. **\$3,000 OBO**. jsdiggs@comcast.net.

#792, '74 D&M fg hull, alum mast/boom, very new Dieball main/jib, updated rigging, easy-up halyards, Harken blocks, motor bracket, teak seats, buoyancy tanks, spinnaker, 2 sets older sails, fenders, extra rudder, trailer, new bearings and tires. **\$4,500**. Cindy Brannen, crb1220@msn.com, 845 518-6662.

One Thing!

By Mike Feldhaus

In the movie "City Slickers" that tough guy cowboy holds up the tip of one finger to the city slicker and explains the key to de-complicating life is to concentrate on only "one thing" at a time.

We had an influx of magazine material toward deadline time so a few written articles, including my more formal good bye, will appear in the April issue, so in this little space, you get that finger.

Your "one thing?" May I suggest that you go to the HCIA web site "members only" section and do a member login. If you have trouble Boyd (boydbarn@aol.com) could help you.

There, you can see a full "color" version of this publication. It's been produced in color for years, but for printing to paper, has to be converted to one-color

format: we just can't afford the 4-color process needed for color printing.

Will your going to the web site and viewing the colorized magazine get us any new members? I doubt it, but it might cause you to take a little more pride in the magazine, and the work by your fellow class members who put forth the effort to provide it for you.

Maybe if we, back at home, did "one thing" say, fifteen minutes a week, to engage fellow Highlanders to strengthen the local fleet, eventually, that would lead to a stronger Class. Gather for a beer this winter, talk rigging or strategies, make a fleet plan, do something new, do something better, do something together.

It's just one thing, a tiny thing, but I think you ought to consider it. And then, "do" that "one thing" whatever it is, to support your Class.....while you still have one.

"The Highlander" Rate Card

"The Highlander" magazine is the official publication of the Highlander Class International Association (HCIA).

The publication is a 16-page, one-color quarterly, published and mailed to dues paid members each Jan/Apr/Jul/Oct.

Ad requirements:

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Format: Page size: 7.5 x 9.25"

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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

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Tentative Tentative HCIA Regatta Schedule, 2014 Tentative Tentative

Mar 29/30	HCIA Midwinters	Western Carolina SC	Chris Kafksy, ckafsky@yahoo.com
May 18/19	Mayor's Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
June 7/8	Mad Plaid	Cowan Lake SA	Doug Fisher, tapdoug@aol.com
June 14/15	Berlin Invitational	Berlin YC	Gary Steinbach, gsteinba@neo.rr.com
June 14/15	Cleveland Race Week	Edgewater YC	Gary Vinicky, gsvh747@windstream.net
June 28/29	Pow Wow	Indian Lake YC	Norris Bourdow, nbourdow1@sbcglobal.net
July 5/6*	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 19-25	HCIA Nationals	Jamestown, PA	Gary Steinbach, gsteinba@neo.rr.com
Aug 9/10	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Sep 8/9	Harvest Moon	Atwood YC	Gary Steinbach, gsteinba@neo.rr.com
Sep 13/14	Governor's Cup	Eagle Creek SC	Kenny Chapman, chapmank@comcast.net
Sep 20/21	New England Regatta	Greenhaven SA	Jeff Curtin, ggcurtin@gmail.com
Oct 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 18/19	Pipers Regatta	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com

*** Check often: sailhighlander.com for updates. "Final" schedule will appear in April issue. * Not an option for Grand Prix scoring.

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