

THE HIGHLANDER



Volume LIV, No. 3, July 2008

In '08 Mayor's Cup action at Eagle Creek, Skipper, Tyler Andrews, with Cody McCoun in the middle, and Kayleigh White up front.



Photo by Jeffrey S. Drake



The Highlander

Official Publication of
The Highlander Class International Association

President

Jamey Carey
788 Burrstown Road
Sabina, Ohio 45169
937 725-1757
mojo906@hotmail.com

Commodore
Dick Doyne
Gastonia, NC
704 864-2861
radsail@aol.com

Vice President
John Bauer
New Philadelphia, Ohio

Secretary
Erin Spengeman
Louisville, KY

Treasurer
Onno Steger
Columbus, OH

Chief Measurer
Mark Redmond
Annapolis, MD
O: 703 933-6725 H: 410 991-1660
mredmond929@gmail.com

Secretary-Treasurer

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502
Ph/fax 859 269-3130
Mbl 859-806-5908
bristolbhh@insightbb.com

National Champions
Bruce Busbey, Skipper
Justin Busbey, Crew
Carina Gerry, Crew

Directors

Sue Bauer ('07-08)
Columbus, OH

Dan Hopkins ('07-09)
Euclid, OH

Mike Shayeson ('07-09)
Cincinnati, OH

Ed Spengeman ('06-08)
Louisville, KY

(Associates)
Bill Price ('08)
Springfield, OH

Editor - Mike Feldhaus

7109 Green Spring Drive
Louisville, Ky 40241
H 502 228-8725 O: 502 495-5113
Off (fax) 502 495-5114
mikefeldhaus@bellsouth.net

Builder: Allen Boat Company Inc.
370 Babcock Street
Tomallenjr@juno.com
Buffalo, NY 14206 716 842-0800

Highlander Web Page:
www.sailhighlander.org
Webmaster: Fanny Timmer
w.timmer@insightbb.com

President's Corner

Ahoy! As I write this column, our 2008 regatta season is well underway. Participation in our regatta circuit is holding steady in spite of record high fuel prices. This is not at all surprising because, even as fuel prices exceed \$4 per gallon, a weekend Highlander Regatta still represents a great value. For only the cost of getting there and a modest entry fee you receive an entire weekend of great family fun. At most regatta venues our Highlander hosts make sure that economical food is available on site as well.

I'd like to encourage you all to try to attend at least one Highlander Regatta during the 2008 season. The friendships and memories created at these events can last a lifetime. Thanks to all of the people who diligently work so hard behind the scenes to put on these great regattas.

In other news, I am excited to report that your board has accepted a bid from North Cape Yacht Club to host our 2009 National Championships July 18-23, 2009. NCYC is located on the west end of Lake Erie at La Salle, Michigan. The folks at North Cape have hosted many National Championships and other high profile regattas, including North American Championships for the Finn, Lightning, Flying Scot and Snipe classes. Your board is very pleased with the amount of preliminary work the NCYC crew has completed, and this promises to be a very well run regatta. Look for more details on this event to be available in the near future.

I am also pleased to report that the required paperwork has been filed with government officials to form our 501 (c) 3 corporation *HCIA Training Incorporated*. The initial trustees of this foundation are Michael Shayeson, Jamey Carey, Ed Spengeman, Bruce Busbey, John Bauer, and Dick Doyne. This group will be meeting to codify the by-laws that will describe how donations of cash and equipment can be accepted as well as regulations pertaining to the disbursement of funds and equipment.

Per the Articles of Incorporation, the primary focus of this group is to, "promote safety in small boat handling and racing; to engage in the training of

candidates in the techniques of racing sailboats in local, regional, and national amateur competition, and to own boats for the purpose of fostering such training." It is our hope that this organization will provide an opportunity for people to make tax deductible donations to the organization, which will in turn provide the "Highlander experience" to people who would otherwise not have this opportunity.

I feel that this will provide an awesome opportunity to expose more people to our great boat. Thanks to all the work that Mike Shayeson has done to get this project off the ground, and also to the board members who have expressed a strong desire to work with this group as it move forward. There will be more information available regarding this project in the near future.

I'd like to take this opportunity to, again, invite you all to attend the 2008 National Championships at Lake Norman Yacht Club July 19-24.

With memories of the great race committee work, beautiful sailing conditions, and excellent shore-side facilities still fresh in our mind from our recent trip to Lake Norman for our Midwinters regatta, we are "revved up" for a return trip to visit our friends at Fleet #27.

This sailing venue is quite simply second to none on the Highlander regatta circuit, but there is no need to take my word for it...by all means, join us; come judge for yourself.

We are expecting a huge turnout for this event which promises to be a very competitive regatta and a great family vacation, a combination which is difficult to beat at any price. Whether you are a "top national contender" or more of a laid-back cruiser, there are certain to be many participants there with your same approach, so please join us. Plan to attend the 2008 Nationals.

Hope to see you on the water soon.



President, Jamey Carey



Rhoads Rules at '08 Mayor's Cup

By Barret Rhoads

Mayor's Cup 2008 at Indy's Eagle Creek, started off as usual, with many of us tinkering with boats in the parking lot Friday night. Ed and Erin Spengeman's newest boat, #2002, was in the final phase of testing ("is the line the right length...?"), and, of course, attracted a crowd of assistant engineers.

Things went fairly smoothly until a topping lift was lost. This involved a drill and an even larger crowd. In the end, all the boats were rigged and ready for the next day's racing.

Saturday arrived with sun and a westerly breeze, gusting to around 14 mph. The Race Committee (RC) decided to run a modified Olympic course, and given the beautiful day and nice wind we were able to complete four races Saturday.

Due to the wind direction, the length of the windward-leeward section of the course was extremely short. To compensate for a lack of lake to run a weather leg, the RC lengthened the reaches. With the breeze gusty and large oscillations coming with the puffs, it became extremely important to plan ahead and be in phase off the line sailing towards the next oscillation.

With the course having such long reaches and not much of a windward-leeward, rounding the top mark near the top of the fleet became an imperative.

As we found out on the first reach, flying the chute was not a viable option. It was so shifty you would be reaching, then beating, then back to reaching, all in the matter of sixty seconds.

We tried to fly the chute our first time around the weather mark, only to

end up with a rushed douse as the chute was luffing behind us.

The whole fleet, including our team, stuck to main and jib only on the reaches for the remainder of the day. With no spinnaker reaching, we focused on boat balance, playing the vang and board and connecting the puffs.

Sunday was another beautiful day, sunny and much breezier than Saturday. The breeze had gone right overnight and was more northwesterly, gusting to around 25 mph. The RC, having more lake to work due to the change in wind direction, opted for a windward-leeward course, once around.

During the first race, Jamey Carey convinced the top two boats that the course was three laps rather than one, leading the fleet on a second lap before the RC was able to stop them. Everybody should have read the sailing instructions.

The spinnaker runs yielded some amazing rides, and blasting into the leeward marks became a question of who had the guts to carry the chute the longest. The RC was able to get three races off. By the third race

the Highlander fleet was down to three boats, Tyler Andrews (cover), Jim McDonald, and us.

After it was all over, the Jamey Carey team was in third, team Tyler Andrews held onto the second spot and we were in first. The awards were handed out at lunch with the burgers, plus tasty leftovers from Saturday's dinner were served.

I would like to thank all the out-of-town boats for making the trip and to also express our appreciation to the local club members who made the regatta run so smooth.



L-r: Barret Rhoads, Mandy Sundling, and Jason Hubbard.



Nap Town Sails Inc.

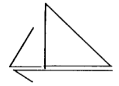
The local source for Highlander sailors

**2005 National Champions
2008 Mayor's Cup First Place**

Sails, Repairs, and Canvas work

Contact: barret@ntsails.com or jason@ntsails.com





Midwinters '08: Two Views

By Harold Bauer

One of my favorite places to sail is (and always has been) Lake Norman in North Carolina. The lake is an outstanding place to sail and the race committee work is always very good; and the club's facilities are very comfortable.

This spring the Highlanders were invited to LNYC May 10/11 for the Mid-Winters. Well, it's not exactly mid "winter" these days but more like the "MidSpring Regatta." But an opportunity to sail Highlanders at Lake Norman is always a great opportunity no matter what you call the regatta. Plus it's always great to get together with sailing acquaintances that we haven't seen over the long winter.

The regatta started off Saturday afternoon with three races being sailed with five to seven mph breezes from the west and sunshine, something we northerners had been looking forward to for a long time. It was a perfect day for sailing.

All day was nip and tuck sailing. At any given moment, it could have been any ones race; Skip Webb, the Busby Family, Kirk Shultz (Dr. Nasty) or Tan-

ner Shultz, John Wigney, John Bauer or Jamey Carey (The Mojo Gang). At any given moment it "was" anyone's race. But when the first day ended, it was Skip Webb on top of the leader board, Busbey family was close behind and John Bauer in the number three spot.

Sunday was a different story. It was a cool and breezy morning and rain had moved in during the early hours; all in all, a rather unpleasant morning for sailing. After much discussion between the LNYC folks and the race committee, the rain stopped, the wind let off a bit to around eight to ten mph, with an occasional 12-14 mph gust.

A smaller fleet took to the race course for what turned out to be a better morning for sailing Highlanders than anyone would have guessed. Sunday's races belonged to John Bauer and crew. Though they didn't lead every leg of the two races, the Bauer Gang was able to be in the lead when it mattered; the finish line. You can check out the final results at sailhighlander.org.

We're looking forward to more regattas at Lake Norman this year. And if this regatta was any indication of



Photo by Patrick Rykens

Winning skipper John Bauer with crew Rob Spring and Harold Bauer at LNYC.

what's to come, the Nationals being held there this month promises to be an outstanding event. Of course, we'll get another opportunity to sail at Lake Norman again in October at the annual Piper's Regatta. Do you suppose we'll see any LNYC boats in the north this year?

By Patrick Rykens

The Midwinters held on Lake Norman, near Charlotte, NC on May 10/11 turned out to be a sailor's paradise with wind, sun, competition and great racing.

Sixteen boats competed with half the competitors coming from out of state. Both of Fleet 27's fleet "loaners" were

used, thanks to Bruce Busbey who has spent considerable time and effort to get these vessels up to racing condition.

Saturday's three races were held in shifty winds, 8-10 mph, out of the NW. Sunday's two races went off in 18+ winds coming out of the east. Just prior to Sunday racing the wind had been

even stronger and everyone waited including the RC to see whether anyone was brave enough to go out and test the conditions.

John Wigney in #879 with John Foster and Richard Rykens crewing, volunteered and soon six other Highlanders and the RC went out. All boats that sailed on Sun-

day had three crew or more, while the rest of the fleet watched an impressive display of heavy weather sailing.

All regattas need considerable preparation by the host club and the reward is the number of competitors who turn up and the good time that was had by all attendees. LNYC's Highlander fleet was very well rewarded and it was great to see the number of young sailors who came to the event. Midwinters is a great opportunity to renew old friendships, make new ones, and to tell tall tales.

LNYC's traditional hospitality included a numbers of campers staying on the club's grounds, a Southern chicken dinner on Saturday night and the (free) Carolina Blonde beer. All contributed to making the regatta a fun event. I'm sure all who participated join me in a sincere thank you to Dick Doyme and his team of regatta organizers for a job well done.

Finally, we'd like to congratulate the top competitors: John Bauer for winning, Skip Webb for coming in second, Bruce Busbey third, and Jamey Carey fourth. Complete results are posted on the our web site (sailhighlander.org).



Photo by Patrick Rykens

Action at a Midwinters mark rounding at Lake Norman YC.



Blind Hog, On The Mend

By Bryan Hollingsworth

As many of you may know, Customflex Highlander #876, the "Blind Hog" suffered damage from a wind shear storm at Louisville Sailing Club last year. It was blown off its trailer; mast bent beyond repair and rendered a total loss by the insurance company. Mike Feldhaus, the owner, had a previous lease arrangement with a fellow sailor who'd been called away from sailing by work before the '07 season began. So the Hog sat.

Our boat #947, "Hat Trick" co-owned with Bill Timmer and my brother Berkeley was also involved in that same August storm and was de-masted as well. We repaired it and at the last minute decided to have a first-time family outing and headed to the upcoming Pipers Regatta. We had a ball.

During the cocktail hour both Jamey Carey and Bruce Busby told me about the Hog's natural ability as a flat-out, fast

The boat blew off the trailer and skidded on its side ripping off 50% of the port teak rail. It hit the ground hard enough to split a 4 ft seam where the top of the seat tank meets the hull between the thwart and port shroud.

The deck from one foot in front of the port shroud to three feet behind the shroud was showing signs of core separation. The transom at the deck was loose and lifted at the corners. I told my brother, Berkeley, "it doesn't look too bad to me...let's buy it"

I built a scaffold 16 ft x 6 ft to put the deck 4 ft above the ground. I rolled the boat over and placed it upside down, then with the aid of a tractor and boom lift I placed the hull deck on the scaffold (at left). The idea was to allow me to replace balsa deck core in such a way that all of the epoxy would stay put.

Just for the record we live in central Kentucky fairly near Lexington. Just for entertainment, two days after I placed the boat on the scaffold we got a record-

breaking five inches of rainfall in a matter of hours and the "Hog" began swimming, only this time in central Kentucky's Elkhorn Creek, only to be saved by a 100 feet of half inch anchor line and two sycamore trees. The only damaged sustained was a cracked hand rail...whew!

I waited three days for the creek to return to

its banks and the ground to dry out and then started the project again.

My favorite tool for fiberglass demolition is a 4 inch grinder. By taking the



Blind Hog, #876, at rest after the August '07 winds at LSC.

edge of the grinder and using it the way a doctor removes a plaster cast, I cut the top layer of glass matt away. You do not want to cut into the core material, just the fiberglass. In 15 minutes out comes a piece of 1ft x 3ft glass matt that used to be attached to the balsa core.

Here's a "very important tip" for anyone with a balsa core boat: any penetration in the deck (screw or thru hole) must be filled correctly or the core material will fail.

The best fill method is to drill a 3/16 hole for a screw then put a small Allen wrench in a variable speed drill. When you carefully remove 1/2 inch diameter of the core material then fill with epoxy and re-drill the 3/16" hole. This penetration

(Continued on page 6)



Photo by Anne Hollingsworth

Bryan maneuvers the "hog" onto scaffold for repairs.

boat. After a drink or two more I could hardly wait to get home and contact Mike about adopting his damaged boat and accepting the challenge of rebuilding her.

Before I go any further with the story I want to say that there is usually more than one way to fix a problem and I use the methods and tools I have at hand and with which I am most comfortable. Although many people offered their advice in many different forms, here was my initial assessment of the problem and the cure.



Photo by Anne Hollingsworth

First the wind; then the high water, finally the repairs.



(Continued from page 5)

will last a lifetime. If you are in a hurry, apply 3M, 5200 in the hole and take a chance.

OK, the matt is out; I need to remember to save that piece since I have a plan for it later.

Now, I take a flat bar or wide chisel and scrape out balsa core material, leaving the unfinished glass deck clean and free of balsa debris. (This repair extended far enough forward that I had to remove the port handrail and all hardware back to the thwart.)

The next step involves the balsa core material and fiberglass material to make the repair. I chose balsa core material 3/8 inch thick and 2'x 4' "scrimmed" which simply means it was scored so it would conform to a curved surface.

I chose 16" wide stitch matt which is woven roving and glass matt factory-sewn together for better workability in the wet out stage. I probably used a total of 1 gallon of West epoxy.

The piece of scrap glass we cut out and saved now serves as the template for the balsa core.

Next I sanded the edges that do not butt the adjoining core to 45 degrees. I dry fit and trimmed until I was satisfied with the fit



Photo by Anne Hollingsworth

Having comfortable access to the work area was half the battle.

Then I cut the stitch matt so it overlapped the core maybe three inches or more, as possible. This next step was simple but if you overlook it a serious bond failure may occur. Lightly sand all surfaces to be used in the bonding area with 80 grit sandpaper. If you re-coat

West, after eight hours sand again before applying a second coat.

Let's talk about the interior finish on the Customflex boats. After the hull and deck are joined and the seat tanks are installed, the interior surface is painted. Mine has a base coat of light blue and then a big fat paint brush is tipped in a darker blue and if you slap the brush against your free hand with a little practice the spots will transfer to the base color.

This step is repeated again with a darker color and you can easily duplicate the factory interior finish. (The reason I mention this point is because all paint must be removed in the areas to be re-glassed).

It was time for the final assembly. After being satisfied with the dry fit I masked off areas where I did not want extra epoxy and also masked the screw and shroud penetrations.

Temperature is a serious factor. Using hardener with the correct temperature range is critical. This repair was done in 70 degree outdoor weather so a "West Fast" hardener was used. I rarely use more than 6 pumps at a time in a lay-up because larger quantities will heat up too fast.

The first step it to coat all of the exposed deck glass with a thin film of epoxy. I pour out the mix onto the surface to be coated and spread with a 3" rubber squeegee or bondo paddle; then



Photo by Anne Hollingsworth

The only thing more impressive than Bryan's skills with this repair process was the great photo coverage by his wife, Anne.

covered the balsa core with a thin coat of epoxy and lightly pressed into place.

Then I checked to see if any voids occurred at the core joints. Where there were voids I mixed up a batch of epoxy and added enough high density filler to get a peanut butter consistency and added a squeeze into the void.

The next step was to coat the top of the balsa core with epoxy. This helps the stitch matt absorb the epoxy. After placing the matt side of the glass against the balsa core, start "squeegey'ing" the glass and add epoxy until it appears translucent. Woven roving takes time to absorb resin so go slowly and do not rush.

While I had the boat upside down I went ahead and added 4"x 6" strips of stitch matt to the knees and gussets at the stanchions and deck supports. I did the same in the transom areas.

Sand or freshen all areas to receive glass. Coat the area first and then coat the glass and work into place until it turns translucent; if it remains white then add more epoxy.

While this may seem very involved I think I spent one hour getting the deck ready and two hours glassing in all the damaged areas.

I'll talk more about gel coat and woodwork repair in a future article if the editor permits.

(For the record: the editor "insists." This is great stuff; Part 2, now has space reserved for the October issue.)



Come on Down

HCIA Nationals Is Just Weeks Away!

By Patrick Rykens

It's not too late to register for 2008 Nationals coming up later this month (July 19-24th) hosted by Fleet 27 at Lake Norman Yacht Club in North Carolina. The registration form and NOR can be found on the Highlander class website at sailhighlander.org, under 'regattas.'

Summer in the Carolinas means sunny weather with afternoon temperatures in the low 90s. Evening temperatures are typically in the low 70s with water temperatures in the high 70s. LNYC has plenty of room to set the best race courses.

Lake Norman is 34 miles long and eight miles wide at its widest point, with an average depth of 33ft (the deepest point is 133ft). Lake levels are back to normal from drought year '07, so we expect no problems launching boats and have plenty of dock space for those that want to leave their Highlanders in the water during the event.

In addition to the sailing at Nationals, there is so much to do 'on shore' in the area. You can try out fishing on the lake (bass, catfish sunfish, etc), renting power boats from local marinas to cruise the lake, going on NASCAR race shop tours (teams include Evernham, Bill Davis, Richard Childress, Hendricks, Joe Gibbs, Penske, Robert Yates, Dale Earnhardt), or visiting the Whitewater Center where the US Olympic team trains.

There are plenty of upscale, chic shopping malls close by along with an

enormous variety of restaurants and eateries close to the lake; at least twice as many as there were when Nationals was last held at LNYC in 2000.

LNYC has acres of grounds for camping. We offer 'ocean view' sites, shaded sites, RV and wheeled camper sites, plus the essential facilities of bathrooms, showers, outdoor grills, microwaves, etc. LNYC has a specially designated swimming area in the cove that offers a sandy beach, shallow waters and a diving platform. Although LNYC does not have a lifeguard on duty, parents can keep an easy eye on the youngsters from the pavilion.

For Tuesday evening's picnic and entertainment we have a great band signed up; the "Tsunami Wave Riders" which is a steel drum band. We are offering special prizes for the best

dressed "Hawaiian theme" attendees, so be sure to bring those flowered shirts and leis.

So how can you not come to the 2008 Highlander Nationals at Lake Norman? Come and enjoy a great vacation with your sailing friends.

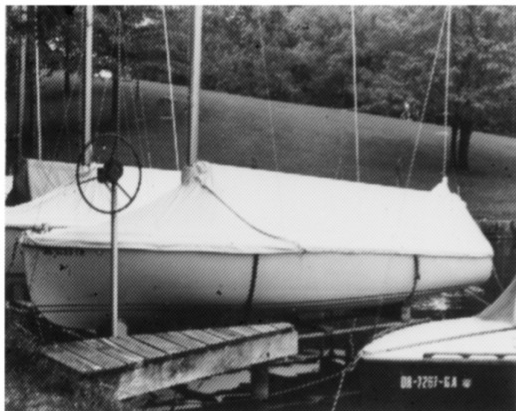
If you have any questions about anything at all, we'll be happy to help you with even the smallest detail on any aspect of your 'nationals week.'

Please feel free to contact the regatta co-chairs Steve Hesler 704 841-9010 or at: shesler@carolina.rr.com, or Susan Rykens (704-598-2863) or at: susanbosmere@ctc.net.



Photo by Anne Hollingsworth

A quieter moment with some of the Midwinters Highlander fleet tied up in between some of the great racing action out on Lake Norman.



INVEST IN THE BEST

Our Covers Are More Expensive ...so they can cost less!

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than the cheap imitations.

6 STYLES:

- Mooring**
Full deck over the boom (pictured)
- Trailing/Mooring**
Full deck cover for trailing &/or fits with mast up
- Cockpit**
Boom tent that covers from mast to transom
- Skirted**
Available in Mooring or Trailing versions
- Rudder Cover**
Soft flannel lined canvas

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Highlander covers since 1972



The Sailors' Tailor

Visa/MC orders call Sandy : (937) 862-7781 For fabric samples, pictures, and prices: 1480 West Spring Valley Paintersville Rd., Spring Valley, OH 45370



Looking Back

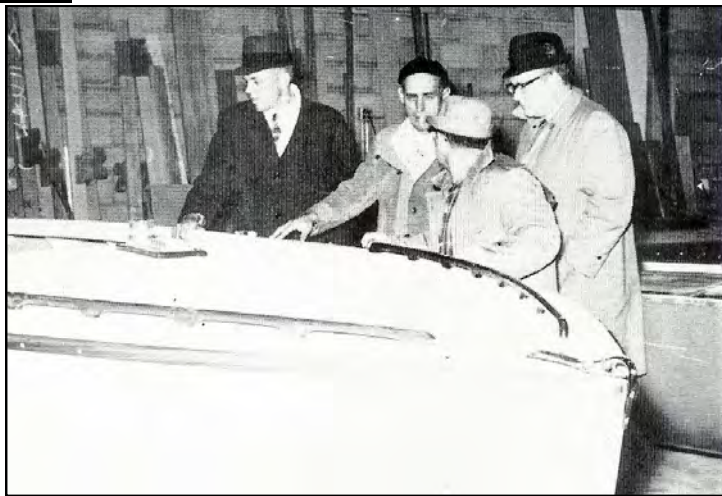
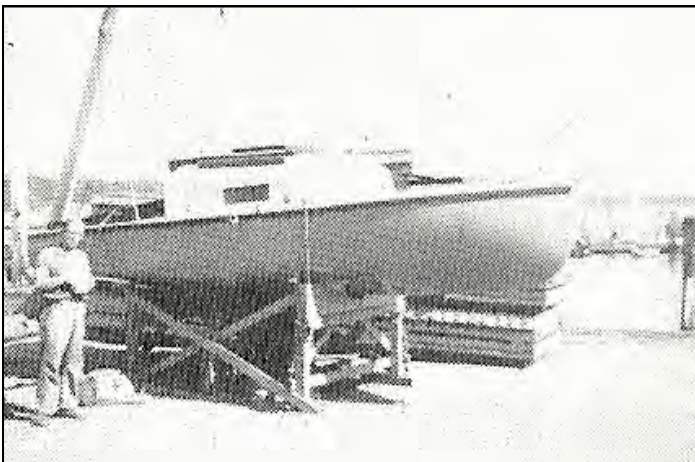
By Mark Redmond

As I start another of my little walks down memory lane, I thought I would share another of the off-beat Highlander 'innovations' that developed along the way. I would think we can all agree that Sandy Douglass designed a great boat in the Highlander. However, in pouring through our Class records I have come across what can only be called abuse of the Highlander by some who decided they could do better than Sandy. In the past I have shared a few of these nuggets, but I continue to find more.

Take Jim Pfafflin from Fleet 13 at Raritan Yacht Club, who really did a number to his Highlander "Maid of Erin" in 1964. He put on a cabin for "extended" cruising. Because the cabin makes hiking or even sitting on the weather rail impossible, the centerboard was removed and a 900 pound Star keel was installed in its place.

I guess without that centerboard trunk in the way there was quite a spacious cabin, since they say it slept three. Still, having slept on a Highlander just a few times in my youth, and always after too much alcohol, it's my conclusion that sleeping on a Highlander is always a bad idea whether there is a cabin or not.

He replaced the Highlander rig with a Lightning rig so one has to wonder how this gem sailed. To my eye that keel looks pretty far aft, especially when you put the skipper and crew all the way aft in what's left of the cockpit. Talk about "draggin' butt." Even more bizarre was, the local fleet allowed him to race in club races as a Highlander.



Fortunately, forty years ago positive changes were being made to the real Highlanders. We were finally building fiberglass hulls, but the decks were still wood. Finally, in 1968 Douglass and McLeod built the first fiberglass deck. All of the Class brass had to come to Painesville to inspect it including Dick Chapin, President Fred Bauer, and Jim Smith who are discussing the new deck with Ray McLeod.

Forty years ago the Nationals was held in Duxbury, Massachusetts. Sixty two Highlanders competed in the regatta which was won by local sailor John Clark, Sr. in #92. Controversy reigned at the regatta due to the courses that were thought to be too short by Nationals standards. It seems the race committee had to get the races finished each day so all the boats could get back to the club before the tide went out leaving Duxbury Bay virtually dry.

The winning boat sported the latest, hot Van Zandt sails. The main had a zipper in both the luff and the foot, but there was no adjustable outhaul or down haul, and the jib did not have adjustable luff tension. Things were sure different in '68, the zipper was king.

Thirty years ago the Highlander Class

made another great leap forward. Stung by the problems with Douglass and McLeod in building boats, culminating in their decision to discontinue Highlander production, the Class bought the rights to the boat and all of the remaining tooling. The \$20,000 cost was financed through the sale of life memberships as we looked to a new builder. Had the members not stepped up to cover this cost, the Class probably would have

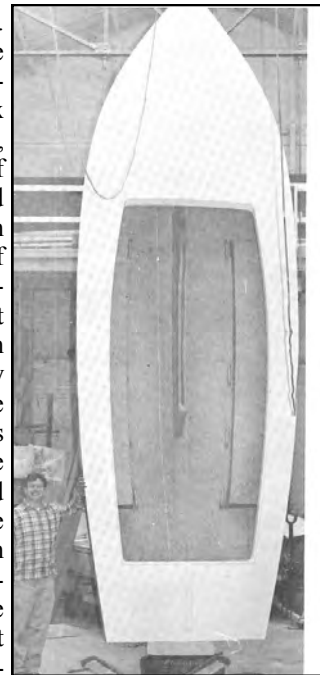
ceased to exist.

It was a very difficult time for the Class, but finally Terry Kilpatrick and Customflex boats was selected to build the Highlander.

Soon, the first Customflex boat, # 856, came out of the mold starting an era of strong production that ran for ten years. Terry weighed the boats as they were completed in a unique way as seen in the picture. Maybe this year at the Nationals we'll try that method.....nah!

The 1978 Nationals was held at Walloon Lake, Michigan, a place few had heard of until they arrived in August. A small, short-lived fleet #39 lead by Hank Cawthra put on an interesting and fun Nationals that had every wind condition imaginable for the 46 competitors. Check out poor George Scully in #793 showing

(Continued on page 9)





(Continued from page 8)

how not to race a Highlander in the heavy stuff. We can all sympathize be-



cause we've all been there having some fun with the spinnaker. At least he's still upright.

The regatta was won by Larry Klein in the brand new Vanilla Gorilla #855 as he took six bullets to best Bob Busbey and Tom Martin. That's Larry above right in checkered shirt with Steve and Bernie Carter and Sonny Williams discussing races at the 1978 Mad Plaid.

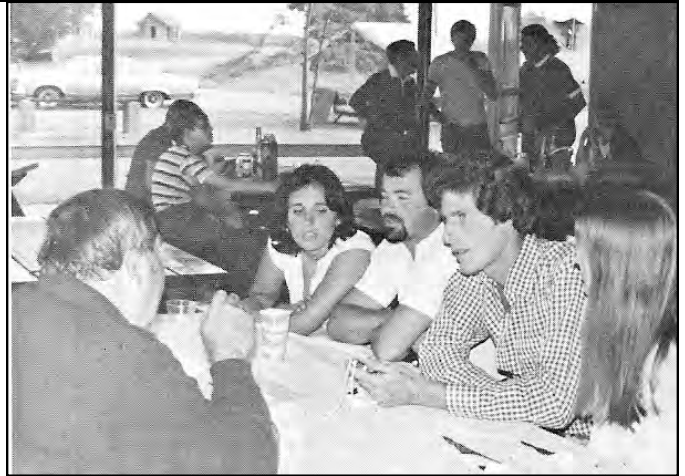
The big surprise was the showing of our host Hank Cawthra finishing fourth, sailing the old woody #46. This win in #855 was the first time a fiberglass hulled Highlander had won the Nationals. This started a run of wins by the glass boats that was broken only last year by good old #500 and Bruce Busbey.

Twenty years ago, Lake Norman hosted the Sandy Douglass Regatta after

the Rudder Club in Jacksonville decided to no longer host it. For one of the few times Thistles, Highlanders and Flying Scots raced together in this special regatta. In fact, 21 Highlanders sailed with 24 Scots and 14 Thistles, with Rob Spring winning Highlanders.

What made it more special was that 80+ year old Sandy Douglass drove down from Maryland to attend. In picture below, that's Sandy in the front row in the blazer with all of the winners. Sadly, Sandy passed away not long after the regatta, but it was certainly a thrill for us to meet him and be able to sit and talk to him while.

Also, who can forget the 1988 Nationals? Yes, it's been 20 years since we spent a week in August at Joe



Wheeler (better known as Joe B. Billy Bob) Reservoir in northern Alabama. I hesitate to say we sailed there because there was much more heat than wind. If you were there, it's a week you'll never forget. Still, we did crown Steve Carter our champion after some of the most uncomfortable conditions at a Nationals, ever.



#1 2007 NATIONALS!!!!

FAST

... the power to perform

NORTH SAILS ONE DESIGN CHESAPEAKE

Greg Fisher (410) 212-4916
Allan Terhune (410) 280-3617
www.OneDesign.com



Howdy Pardner!

Tucson Charlie, HCIA West

By Charlie Smith

The idea of building a boat from scratch was one I had been considering for some time, even though I have owned three production boats ranging in size from 24 to 43 feet long.

In February of this year, I purchased a Highlander in an eBay auction for \$155 including the trailer. For me it was the ideal combination of durable fiberglass hull and wood decking. Personally I feel wood is still an ideal boat material for ease of workability and aesthetics. However the maintenance of a wood hull is quite time consuming, so the wood superstructure combined with glass hull and the price made this an ideal project.

Because the boat was constructed in the 60's it will also be a great platform to use new materials and construction techniques that have been developed, especially the advances in adhesives and paints. One more important thing to consider in this type of project is that usually the time and expense is generally much more than the finished boat will be worth, so unless the construction and enjoyment outweighs the monetary outlay it is better to buy a finished boat.

So far all the decking has been removed and the supporting ribs have had each joint re-glued. This is a good time to make a comment on the difference between polyester resins and epoxy resins when used with joining wood.

Modern epoxies will do a great job as

long as it is remembered that epoxy can be laminated over polyester but not the other way around. So after the hull is



Charlie, and his eBay Highlander out in the corral with cactus in the background.

all laid, decide if the bulkheads, cockpit seats, and decking are going to be laminated fiberglass or built of wood. Since my boat is already constructed and wood parts were used before, the choice has already been made.

This is mentioned because using polyester resins and glass cloth to join the wood is not a good idea. Epoxy is far better and will give a better joint when reinforced with the fiberglass because the longer curing time allows resins to soak into the wood fibers producing a joint stronger than the wood itself.

On my Highlander this was truly the case as every joint in the original wood supports was easily pulled apart with out any damage to the wood. Then all the joints were glued with an epoxy and wood flour mixture to produce fillets and then a strip of biased ply glass cloth was added for reinforcement.

The removal, stripping the paint, and re-gluing has consumed most of the first month of ownership, which gives me time to plan the extra modifications to make the boat more versatile without destroying its original purpose.

(Here's an email update

from Charlie that followed).

Mike, I now have all the rib joints re-glued and properly gusseted and I discovered that there is about three inches under the rear sole of the boat. It is of wood as well and I would dearly love to remove it and glass whole sheet before replacing however I really do not want to

tear up the entire flooring.

The void is also too much to fill with resin because the added weight and cost would be prohibitive. I also believe that the rules do not allow additional ballast, so mixing lead shot with the epoxy is also not an option (besides I do wish to keep weight at a minimum). I am now steeped in a dilemma.

Because of all the interest in this class perhaps total restoration may be in order. As it turns out I am enjoying the construction a great deal. I wish to extend my appreciation for all the communication, advice, and suggestions from the membership. Everything about the Class just seems like great fun. Even if I am not the competitive type any longer it still would be great fun to participate some day. Charlie.

(After a few email conversations, Charlie decided to go ahead and become a Class member; and we're glad to have him. Here's an excerpt of his note to our Sec/Treasurer).

Dear Mr. Hollingsworth; Enclosed is my check for membership in HCIA. It was very surprising to me that everyone is so active with these boats. When I first bid on it I never expected to get the boat for the price that I paid.

At the time I was actually planning to build a wood sailboat from scratch and use the trailer for transport, however the

(Continued on page 11)



Doing a little 'vac' work; pondering the next step.



(Continued from page 10)

Highlander is such a clean design that combined with the current level of participation in the Class I just felt the boat should be brought back. I've been in touch with Mike Feldhaus and he has sent me some issues of the publication.

I have the original registrations from all three of the previous owners and I'll be attempting to make contact as I have now become interested in the history of both the Class 'and' my own boat.

I have read the piece about the original designer, and I was told that my boat was built from a rented mold under license. The hull construction and lay-up is solid and appears to be true to dimensions. The superstructure however is in need of total rebuilding. For me the combination is ideal with the FRP Hull and wood superstructure.

My current concern is whether or not to add a cabin assembly or to go with the idea in the magazine and construct a collapsible tent structure. I like the idea of a pocket cruiser but some day may get to participate in one of the sponsored events, so maintaining the boat's one design integrity is a concern too.

This is not the first of such projects; I started with designing and building a wood kayak in which I traveled from Fort Benton Montana to Saint Louis, MO. Then I got into sailboat travel.

Again I want to thank everyone from the Class for showing such enthusiasm and interest and for helping me with my little boat project. Charles H. Smith

(And the Editor was curious about where Charlie would sail?)

It is a question I have faced before since this is the second sailboat I have done a refit for, in Tucson. Both were on a trailer and not only are there many

places to trailer sail but the conditions with the dry warm climate are perfect for the epoxies, paints, and varnishes.

Actually, Arizona has 22 sailable lakes and Rocky Point on the Sea of Cortez (Puerto Peñasco, in the state of Sonora, Mexico) is only a four-hour drive. During the season Rocky Point not only offers both protected and open ocean sailing but an opportunity for whale watching.

In Arizona one of my favorites is Lake Patagonia which is little over an hour's drive and it's pleasant in summer because of the elevation. Lake Patagonia is a State park featuring a 265-acre lake with swimming beach, camping, boating, fishing, hiking trail, ramadas, marina store, tables and grills.

Lake Havasu State park, a 45-mile-long lake created by Parker Dam is a five-hour drive and is located close to Nevada and California with casinos in short driving distance if desired.

The last I will include is Fool Hollow Lake Recreation Area featuring a 149-acre lake, camping, picnicking, boating, fishing, hiking and wildlife viewing. Again since it is located above 6,000 feet it is a summer destination.

The web addresses below include maps and any information for the curious (www.rockypointonline.com/



Charlie, considering his options in between his refurbish chores.

mexico.htm, and www.2az.us/lakes.html.

The boat reconstruction itself has finally reached a point after much paint removal and re-gluing structural parts, it's ready for forming and fitting the new decking. I plan to add a bulkhead to form a chain locker and a built-in ice box. The latter being mostly foam will not add any weight yet provides convenience when boat camping and also, the anchor rode and chain can be removed for racing.

Other modifications are still in the planning stage and the area below the soul has been filled with expandable foam to provide flotation and to keep moisture from the bottom side of the wood, saving me from ripping it up and coating it. One thing I would really appreciate greatly is if others would send me photos of their boats especially of rigging and centerboard layout, as well as ideas for mounting an outboard engine. My E-mail address is Aerobatix2@aol.com.

Sec-Treasurer Update

I would like to welcome two new members to the Class: Parrish Cameron, #934 from Eagle Creek and Charles Smith from Tucson, Arizona with what we'll call a mystery Highlander. Check out the story (above) in this issue on Charlie's acquisition and rehab project on a vintage vessel.

Also, we would like to remind those of you, who have not yet paid your 2008 dues to please send in your payment as soon as possible, so you will be eligible

for receiving and casting ballots for the upcoming annual membership meeting, election of officers and other important issues.

Thanks again to Fanny Timmer for maintaining our website and keeping information current. Regatta Chairmen should email results and pictures to Fanny for posting. See her work at: sailhighlander.org.

And I'd like to also offer a word of thanks to our editor, Mike Feldhaus for his many long hours at the press and "lots" of prodding among us reporters,



Sec-Treasurer Bryan Hollingsworth

to help keep our magazine interesting.



Cruisers' Corner

By Norris Bourdow

No, it wasn't my voyage to Valhalla. Maybe that might be my next single-handed adventure, but it was a great challenge and a great time on Lake Erie.

The year was 1987, I believe. And for several reasons, I had a lot of time on my hands. It was August, and I really needed a break from all of life's trials. My first thought was how cool it would be to sail single-handed from Toledo to Cleveland. HCIA Nationals was being held there, but I was not participating.

However, I modified my plans to sail the 10 miles from Port Clinton, over to Put-In-Bay on South Bass Island. I would do this on Wednesday, as I knew



Norris at helm, Carl Berger and Bill Price at a quieter moment.

that many of my old friends would be there, having finished racing at "Bay Week," and of course, that was the source of a great party.

My plan then was to sail with the group the 28 miles down to Vermillion on what is called the Brown Trophy Race; usually, a leisurely reach, and 'fun' race. Once in Vermillion there was the "South Shore Regatta" on Friday and Saturday, a round-the-buoys race for big and small boats. I would then sail to Cleveland on the weekend.

I had sailed my old #450 single-handed many times, as well as boats much larger. I knew that I needed to make some special preparations for this journey. Among the preparations was to

rig a jib halyard 'downhaul' to help pulling down the jib. I also rigged a masthead flag halyard, for distress flag and/or radar reflector; I engineered a rudder "assist" with shock cord to a 'jam' cleat on the underside of the tiller. It worked well and allowed me to go forward for brief periods when necessary.

In addition, I 'pre-rigged' my big 10# Danforth anchor with 6 ft. of chain. I double-ended the jib sheets, and added jam cleats far aft on the combing for spinnaker sheets.

I carried a first aid kit, a safety kit containing 6-8 Skyblazers, day/night flares, mirror; distress flag, etc. I also carried on board extra clothes, foul weather gear, sleeping bag, snacks, fruit, water, and 'assorted beverages,' a weather radio (no portable VHF's then), a radio for tunes, some tools and spare parts, bow lights and a spot light. I carried all the required PFD's, and wore one ALL the time. I also wore a safety harness with an 8 foot tether that was attached to the centerboard trunk.

My journey started in Port Clinton, where I would launch the old #450 at the City ramp. With the help of my good friend Bill, who drove from Cleveland, we stepped the mast and loaded up the Knarly Butt for the trip.

I began a leisurely 10 mile sail out to Put-In-Bay. I really enjoyed this great day as I sailed out past Mouse Island, Green Island and along the shore of South Bass Island. It was Wednesday afternoon and Race Week racing was over. The only thing left was to savor the 'fun.'

As I rounded Gibraltar Island and proceeded into PIB harbor, I could hear the 'fun' commencing (had experienced it many times in the past). I

sailed through the huge rafts of huge boats, finally locating many friends from Toledo and other locations. I was rafted up to them, and we commenced to have a great time, "waaaay" into the wee hours.

I actually needed to use a boarding ladder to get up to the other boats. Everyone was really curious about the 'tiny' boat that I had sailed over there. I Told my friend George (and former skipper) of my plans, and he was all for it; as he himself, had done many single-handed voyages. I told him I would follow everyone down to Vermillion, and would cross the start line somewhat late, just to stay out of the way.

If you've ever tried to sleep in a Highlander, forget it. No place is really comfortable, except in the bottom aft, on a couple sail bags. Nonetheless, after what seemed like just too little sleep of any kind, I awoke to find my tiny Highlander was being moved in towards the dock, so that the rest of the boats could get started with the Brown Race. All said goodbye, and they would see me in Vermillion. But to me, coffee and breakfast were a 'huge' priority.

I set sail later in the morning, and crossed the start line about an hour late. Being a small boat, I could take a short cut that the big boats couldn't. I was able to cut inside Ballast Island, saving a mile or two.

Once through, I realized what a perfect sailing day it was. I set the spinnaker, turned on the radio, and settled back for a great sail. Just for the record, I was able to catch and pass all but two or three of the 40 or 50 boats in that race. It was pretty neat when I sailed past 40-50 footers 'usually to leeward.' I had to turn down the radio to hear their questions about what the hell is "that" boat?

Once in Vermillion, the requisite parties for Thursday and Friday commenced. I did not race in the South Shore Regatta, but my friends Bill and Ron joined me as we sailed around the buoys on the outside of the course, once again proving the speed of the Highlander.

The next leg of my journey lay ahead. My intent was to sail on Saturday from Vermillion to Cleveland, about 40 miles. However, very high winds on Saturday put that part on hold. We used this day to have friends drive me to Port Clinton to get my car/trailer back to Vermillion, and, of course, spend time with

(Continued on page 13)



Spengemans Take Mad Plaid

By Ed Spengeman

Productivity at Modern Marketing Concepts in Louisville was at an all time high that Mad Plaid Friday afternoon, just two hours to go before the break-out. Will they let us out early? Maybe I'll check the weather again (for the fifth time).

Wait! There's an email from Buzz (Justin Busbey), "Oh you heard 13 knots from the southwest?" Hmmm, where "is" the southwest on Cowan Lake? Would that be out of Beaver Pass or Quaker Cove? I think we're going to need to check this out on an aerial photo online.

Okay, so that killed 15 minutes. Now it's probably time to get up to do the "Friday wander." This is where you

bounce from one side of the office to the other talking to anything with a pulse (except for that snippy girl from accounting). That's followed by a quick email check and then a slew of phone calls. No! Not sales calls, but 'sails' calls."

"Are you on the road? Are you already at the keg? Can you pour me a cold one?" Finally that is followed up by the 20-minute computer shutdown process that conveniently wrapped up 15 minutes early that day. Then it's time to grab your bag and hit the road.

About \$800 in gas and two and a half hours later we had arrived at Cowan's clubhouse.

Cowan Lake; how do you describe

such a wonderful body of water? Local originals Bruce Busbey or Jamey Carey might be tempted to use such words as "majestic" or "tranquil." I'd prefer to just call it "the hottest place on earth," at least it seemed so, on this June weekend.

I'm not going to name any names or point any fingers, but the cold beers that we were promised by our friends were nowhere to be found...John Bauer! But even self-serve beer couldn't put a damper on this party weekend.

As 2 a.m. rolled around, the party finally started to fizzle. There's nothing like taking it easy and getting a good night's sleep to make sure you bring your A-game on the race course the next day. Hmmm...where was that wind supposed to come from? Oh yeah, the old east westerly breeze out of Beaver Dam. Got it!

(Continued on page 14)

(Continued from page 12)

others that could not leave due to the NW winds of 30 mph.

The forecast for Sunday was somewhat better, with SW winds around 15 mph. That sounded great for the NE course to Avon Point, about 20 miles, then down to Cleveland, about 18 miles.

I decided to embark on the last leg of my journey. All went well as I left Vermillion. I turned right out of the river and headed NE, on a course that would take me around the huge Lorain break wall, and on to Avon Point. Wind was SW about 15, with following seas. It wasn't bad at all. As I got about one to two miles offshore, the SW wind picked up to about 25 or more. I was sitting on the transom, and had never gone so fast on a Highlander: until a few minutes later.

Mother Nature had some more tricks up her sleeve. As often happens on Lake Erie, the wind 'suddenly' shifted to the NW. Because of my speed, I managed to "chicken jibe" (a 270 degree turn to windward) in this shift, despite the increasing seaway.

Now on port, I found myself going even faster as I surfed the ever increasing waves and dealt with higher wind. This ride was so fast and exhilarating, that I had to bring myself back to reality.

I knew that if I went beyond Lorain, there were very few safe harbors. I made the instant decision that Cleveland was now not an option. I needed to get the main down, pronto.

I rounded up, and with the help of my tiller device, I was able to drop the main, detach the boom, and stuff the whole thing into the boat. Winds were now 30 mph, plus, and very large breaking waves.

After that maneuver, which was exhausting, I was now sailing on the jib alone. It was not much slower, but more manageable. I turned on the radio, opened a 'beverage' and proceeded to sail at warp speed toward the Lorain break wall, behind which, I knew I would find Lorain YC, and other friends to help if needed.

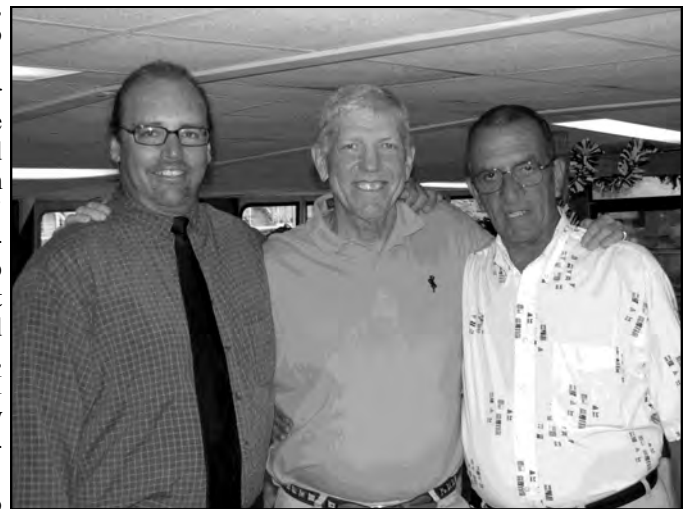
I managed to clear the break wall into the Lorain channel, and accepted a tow from one of many 'big' boats that were returning from sailing club races on the Lake that morning. Many had encountered damage, and one dismasting. I felt like I had really accomplished something in my little boat.

I was towed to Lorain YC, where kind folks drove me back to Vermillion to get my car/trailer. Then they helped me pull old #450 out of the water, thus ending her journey.

I then drove to Edgewater YC

where our Nationals was about to start, only to learn of the carnage of boats and gear that had been sustained there. Once again, there were more parties. Oh well, what's a guy to do.

My single handed journey was at an end. It was a great challenge, and a great deal of fun; with good friends and great sailing conditions. I feel that I challenged myself and the old Knarly Butt, #450. She and I were up to the task and both came through with no problems and both are still sailing.



Bill Price, Carl Berger, Norris Bourdow: three amigos.

That's my story and I hope you enjoyed it, and I wish fair sailing to all Highlander sailors, cruising or racing.



Saturday arrived 'very' early. The trees were blowing and the crew was sleeping. I headed over to the launching area to work on the boat only to be greeted by rain and a few kamikaze cicadas (suh, kay, duhs).

Yes, we amateur entomologists know that through much of the southeast, this is the year of the 17-year cicada hatch. You remember that 17 year ago, right? They don't do much harm but a few hundred or thousand of these noisy, ugly locust-like flyers in a couple of nearby trees can provide a deafening drone that'll drive you almost as crazy as the effect of a Cowan Lake east-westerly.

What's the best liquid to smear on your boat hull for top speed? Teflon you say? How about a full glass of spilled orange juice originally intended as a miracle hangover cure. Both juice and Teflon are very fast. This was definitely a sign that it was time to put the cover on

and go back to the club to join the rest of the Saturday Morning Zombies.

Actually, most of the morning was spent listening to severe weather rumors. Is that true? Who told you? What's their source? Weather.com? Did they try Wunderground? How about Intellicast? Three Doppler radar screens later we knew we were in for a pretty heavy storm. But, later the RC



Justin Busbey, Erin and Ed Spengeman and cicadas in trees.



A little Mad Plaid spinnaker action during a Cowan Lake east-westerly.

g a t h -
ered us
up and
decided
to give
us the
green
light.
As it
turned
out, the
storm
never
came
and we
were
able to
get off
four
races
on Sat-

urday. The breeze ranged from 5 mph at times, all the way up to 15 plus. Surprisingly, it didn't oscillate too dramatically, compared to years past.

At the end of the day Jason Hubbard was in first with 12 points, followed by John Bauer with 13, and we had finishes of 1, 2, 4 and 7, so we were definitely in the hunt. Just as a precaution that night, with a Sunday forecast of 10-15 mph we made sure to drink lots of beer and get little to no sleep.

Bright and early on the aforementioned Sunday we noticed that the breeze was what they had actually forecast. The sun was shining, the leaves were rustling and the cicadas were buzzing their 17-year hearts out, as we successfully managed to be the last boat to launch. How does that 'always' happen? Let's blame that on our crew, Buzz.

We made it out to the race course
(Continued on page 15)

"The Source" for Highlander boats, parts, and support.

Allen Boat Company, Inc.

370 Babcock Street
Buffalo, NY 14206

Tomallenjr@juno.com
716 842-0800, fx716-842-0113



The Classifieds

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

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

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

#838: '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. \$4,900, obo. Call Harvey Schach at 216-319-6615 or email at: jschach@ameritech.net.

#396: Built approximately in 1965. Disassembled and partially rebuilt with new plywood and fiber-glassed deck. Includes sails, spinnaker, hardware, mast, boom, rudder, tiller and paddles. Includes trailer. Has been garage stored. \$950, OBO, Bob Zednik 440 283-8332, 216 741-6440, or email to bobz@parmahobby.com.

#707: Crew leaving home. Good condition, lift & dock space at Cowan Lake, aluminum mast & boom, fitted cover, trailer, 2 complete suits of sails, winter storage under roof, \$4,000. Tim King (513) 646-6322, email, tking@jtking.com.

#26: 1953 wood D&M, very good condition, white hull professionally refinished with epoxy paint. Teak interior varnished 5 years ago. Aluminum mast, new standing rigging, 2 booms, 2 mains, 2 jibs, spinnaker. Recent trailer service: new wheels/new lighting. Newer 2 hp Suzuki outboard. \$5,000 obo. Gib Charles at GibSail@comcast.net or 970 412-0219.

#306: D&M. Fiberglass, good shape, wood mast & boom, rudder good, wood/lead centerboard, rudder good, EZ trailer excellent. Deck, rubrails and centerboard trunk need minor refinishing/repair (pics available), ready to sail. Madison, WI. \$2,900. Mary Jane Carpenter, 608-249-7578, 608 772-6789 (mb1), mj.carpenter@mac.com.

#916: Customflex, excellent condition; red hull to waterline, white below; aluminum trailer; 2 sets of sails, one set competitive; bridle traveler, in-board jib leads, aluminum tiller, skirted mooring cover, trailer mooring cover, rudder cover. \$5,500. David Lies (317) 464-8255 weekdays or liesdavid@sbcglobal.net.

#1000: Allen-built boat and trailer, great condition. Hull, white with gray and blue swoop toward stern. Has finished 2nd and 3rd in multiple Nationals. Race ready, loaded with sails. Boat in Russells Point, OH. \$9,800. Don Wright. 813 362-7173 or don@wrightswebsite.com.

Free Highlander, sails, and trailer. Probably 50 years old. Hole in floor 4' aft of centerboard trunk, 2' off center line. Wood mast needs work or replacement. Trailer in poor condition. Located in Minnesota. David Skeie: 612 332-1979 or dskeie@umn.edu.

See additional ads at: sailhighlander.org.

"The Highlander" Rate Card

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

Ad requirements:

One color, camera ready.

Format: Page size: 7.5 x 9.25"

Ad size: Quarter Page:

Horizontal: 7.5" wide x 2.25" tall

Vertical: 2.25" wide x 8" tall

Half Page: 7.5" wide X 4.5" tall

Full Page: 7.5" wide X 9.25" tall

Horizontal format preferred, but any need can be accommodated

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

Rates: (Non-Commissionable)

Quarter Page: \$100

Half Page: \$170

Full Page: \$250

25% discount with a four-issue order.

First time orders must be prepaid.

Make checks to: HCIA

Send ad and payment to: Mike Feldhaus, 7109 Green Spring Dr., Louisville, Ky 40241.

For details or questions contact: Editor, Mike Feldhaus at: mikefeldhaus@bellsouth.net

(Continued from page 14) with enough time to gather our thoughts and come up with a game plan for the first start; not necessarily a good plan, but a plan nonetheless.

We swapped spots several times throughout the race and ended up in third at the finish line. With Hubbard pulling an 8th we now actually had a chance if we could keep close tabs on Bayer (John Bauer) and Papa (Bruce) Busbey.

Papa Busbey was even nice enough to point out that if we continued to do well,

we would have the pleasure of writing this article for the magazine. That was truly our motivation to win the last race and allow the harassing from (editor Mike) to begin.

During the sequence for the last race, we ran down the line on starboard picking up even harder left shifts. We also noticed people struggling to get up to the line on starboard tack. We made sure to keep our lane open and five seconds after the start we were able to

(Continued on page 16)

Classified Ad Policy

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

Bryan Hollingsworth
410 Holiday Road
Lexington, KY 40502

Address Service Requested

FIRST CLASS MAIL

(Continued from page 15)

bounce to port and launch off the line into new breeze.

Nothing broke on the new boat and we were able to sail to our first victory. John Bauer came in just two points behind us, and Bruce Busbey won the tie

breaker for third against Jason Hubbard.

I think everyone had a blast both on and off the water. There was just enough breeze to overshadow the heat and trick us all into coming back next year, and we hope that you'll join us

too, even though next year we won't have the cicada outbreak.

Oh, and even bigger news than the actual regatta or results, was the flash that Bruce Busbey and girl friend Debbie Schmitt are now 'engaged.' They're officially tying the knot this month, between now and just before Nationals.

Congratulations to them, and thanks to all of the behind-the-scenes helpers, race committee, and other volunteers who make the Mad Plaid the great fun that it is every year; even in this 17th cicada celebration year.

"Tidbits"

Bill Timmer, captain for Fleet 37 in Louisville reports that John Emmerich and Neal Deaves presented a seminar on setting courses and basic rules.

Local racing got off to a late start as the mighty Ohio decided to rise above normal pool in the first week or so of June, but is now back to normal.

And the Fleet 37 gang invites you to attend the Bluegrass Regatta, Oct 4/5.

Highlander 2008 Regatta Schedule

July 5/6	Pymatuning Regatta	Jamestown, PA	rspring@neo.rr.com
July 19-24	HCIA Nationals	Lake Norman YC	Steve Hesler, shesler@carolina.rr.com
August 9/10	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@netwalk.com
September 6/7	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 6/7	Governor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
September 27/28	Highlander Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 18/19	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

*** Always email the listed contact in advance to confirm regatta information. ***

**THE BEST HIGHLANDER SAILORS ARE THOSE WHO
RECOGNIZE A PERSISTENT SHIFT FIRST.**



Toledo - Skip Dieball - sdieball@quantumsails.com - 419-729-4777
Cleveland - Ernie Dieball - edieball@quantumsails.com - 216-361-1160

www.quantumsails.com