



THE HIGHLANDER

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Last three years: paid membership up 19%.

Last three years: weekend regatta circuit participation up 25%.



The Wind Is Free. Join Us!



The Highlander

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The Highlander Class International Association

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President's Corner

Ahoy! It was the best of times, it was the worst of times....well, actually if you believe what you read today it's mostly all about the worst of times.

Earlier today I was on a popular sailing website and did a one-word search on "participation" with unbelievable results. Page after page of forums, blogs, and articles, all came up with one recurring theme; it didn't matter whether the authors were referring to racing or cruising, catamarans or mono-hulls, dinghies or yachts, the message was bleak. Doom and Gloom!

"Marinas are becoming empty," "Yesterday's yacht is today's derelict," "Worldwide sailboat racing is in a steady decline."

"Racing participation was decreasing during the good economy, and now the economy is broken." Woe is me.

Well, I hate to contradict these knowledgeable nay-sayers, but I certainly know of one group of sailors that has chosen not to participate in this downward spiral. I am very proud to report to you that during the past three years our membership in the Highlander Class has risen by 19%. Thanks much to our Executive Secretary Treasurer **Bryan Hollingsworth** for documenting and tracking these numbers for us.

Additionally, participation in our great family-oriented weekend regatta circuit has increased by 25% in three years and by a whopping 35% in four years.

I believe the reason for this is simple.... WE HAVE FUN! It doesn't matter if your version of Highlander fun is the fierce competition to be in at the top of this competitive fleet, or the challenge to keep from being the last boat to finish. Whatever your goal is, there will usually be multiple teams there with your same approach.

Honestly, sometimes the closest and most exciting racing is in the back third of our fleet. You certainly don't have to be in the top three finishers to be a winner in our class.

In fact, we have members who enjoy the sailing on the race course, but the real draw for them is the post-race party and the camaraderie to be enjoyed simply by hanging out with

other sailors.

Since I have been class president my team has attended 28 Highlander regattas and this is not including the thirty-plus club level races per year, or the other various non-HCIA events we participate in each season.

Our reasons for dedicating this much of our time to the sport is simple....we're still having fun doing it. No matter what your favorite part of Highlendering is to you, I believe that as long as we all keep having fun, our great class will continue to prosper.

As I write my last column as your president, I am feeling a bit nostalgic. When I wrote my first column (back when I was naive enough to believe that your Highlander editor, Mike Feldhaus, was only kidding when he told me that he'd beat me up if I didn't meet his deadlines) I spoke of the challenging times that all one-design classes were facing.

These are certainly difficult times for even large international fleets, and the challenges can definitely seem overwhelming for 'our' small group of a few hundred sailors. While these truths still ring true, we also still have all of those same strengths going for us that I mentioned back then too.

As a class, we will continue to remain strong into the future due to items such as our stalwart and dedicated class leadership, our diverse membership, our great National Championships Week, our fantastic class magazine, and our awesome weekend regatta circuit.

I know of no other class in the Midwest where during the course of a summer you can attend over a dozen quality regattas, all within just a few hundred miles of each other. If you haven't attended one of our regattas recently I encourage you to come to just one event this year, you definitely won't be sorry.

Yes we have all of this, plus we have the prettiest, fastest, and easiest to rig one-design dinghy on any lake.

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President, Jamey Carey



Match Racing

Tweaking Your Tiller Work

By Debbie Probst

The past few months have brought a new aspect to my sailing adventures: match racing. Teaming up with JoAnn Fisher (wife of past Highlander champion Greg Fisher), I have participated in a few match race events and clinics which have truly sparked my interest in this area of our sport. Although you may never find yourself in a match race, what follows are some skills we've developed and refined for this mode of sailing competition which may have some sound application to fleet racing.

Time to Start/Time to Burn. The differential between the time remaining to the starting gun and the time it would take to sail directly to the starting line at full speed is "time to burn." Essentially, how early are you? The skill that comes in very handy here, is calculating time and distance relative to your boat speed. Knowing how quickly your boat accelerates and decelerates will help you get to the line right on time going full speed. It is better to burn off some of your extra time early so that in the final 10 seconds before the start you have the room to sheet in, accelerate, and hit the line at max speed.

Take time to practice and develop this skill. Arrive to the starting line early. Set up 25 yards off the line, make an estimate of how long it will take you to get to it, and test your estimate. Do this from different points of sail, and repeat. You will improve quickly.

Judging Laylines. In a match race, knowing where the laylines are is crucial. If you approach the starting line above the Committee Boat layline, your opponent can hold you out. It is also important to know where the layline to the weather mark is. Tack too early and you may have to tack twice while your opponent gains on you by tacking only once.

In a crowded fleet race, if you tack shy of the windward mark layline, you may very well face a long line of starboard boats keeping you from rounding that mark. Or, if you sail way past the layline, your competitors can tack on the layline and sail less distance.

To hone your layline skills, find an upwind buoy and sail toward it. At roughly 15 to 20 boat lengths out, attempt to tack on the starboard layline and assess your judgment. Work on your boat handling by setting your spinnaker at the mark, sail dead downwind for 10 boat lengths, jibe and douse immediately. Then head

upwind and try to find that layline again. Make sure to note how the tacking angles change in various wind strengths.

Covering: Loose and Tight. Match racing is all about control and options. If you are ahead and in control, you want to limit your opponent's options. One way to do this is to get your opponent to the layline so you have limited their options to sailing in your wind shadow all the way to the next mark.

A similar idea works in a fleet race when you are on the final leg and are concerned with beating just one other boat. Typically your best choice is to coerce the trailing boat to the nearest layline. Tack directly on their wind if a tack is what you desire. If you like the direction they are heading, tack into a "loose cover" position. This essentially means you are upwind of them, in their

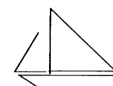
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Two Sonars in close quarters at a Rolex Women's Match Race.

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





Programs for Loaners, Springboard To Owners?

By Bruce Busbey

Highlander Fleet 27 at Lake Norman YC has owned and maintained two Highlanders for about five years. Both of these loaner boats were graciously donated after their owners retired from sailing and have since found second lives enticing prospective Highlander owners.

The fleet covers the costs associated with the maintenance and repair while the fleet boatswains perform the actual work. Much of the hardware, sails and lines have been gathered as hand-me-downs from various fleet members which also helps keep the overall cost at a minimum (less than \$100 per year).

The reason for keeping these boats in good condition is to allow our guest skipper a chance at sailing and racing a competitive boat. Sometimes there is only one chance to make a good impression and it definitely pays to have loaner boats in good working order. These loaners have entertained many a skipper and crew while also serving as a great marketing tool for those desirous of trying the Highlander experience.

It is very easy to discuss the finer

points of the Highlander to an interested party once they hear about our test drive program.

make sure he has a positive first experience.

Another great example of the positive use that these loaner boats provide comes from the testimonial of Dennis Kafsky

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Just recently I found out that a co-worker of mine was a sailor and more importantly a skipper. Our discussion eventually turned to Lake Norman Yacht Club and the fantastic sailing venue it offered.

At this point another less attentive class would have offered him a crew position or some other unappetizing introduction to the boat. However, because of our loaner boat program I was able to offer up a ready and waiting Highlander anytime he was ready. Imagine the grin on his face once he learned of this possibility and the potential for his friends to come sail and race with him. I plan to follow up before our next sailing weekend so that I can offer my services to



Chris and Kristen Doyme, friend Matt in LNYC loaner.

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vicinity, but not hurting them by taking their breeze.

To sharpen your edge on this technique, get a buddy and sail upwind on opposite tacks with one boat a few boat lengths ahead of the other. The leading boat should attempt to tack in a position to hurt the trailing boat as much as possible. The trailing boat should continue sailing as long as they feel comfortable, or until they start falling back. Take turns.

After you both get good at this drill, have the trailing boat attempt to deceive the leader and have them tack in a position which is not on their breeze. Heading off 10 degrees as the leader approaches may trick them into tacking early. As soon as they start their tack, you can head up onto your proper course and have clear air. Alternately, you can try to pinch up and make them delay their tack. Crack off and foot as they

tack, and hope to be out from under their wind shadow.

Rules: Know Them! Match racers have the luxury of on-the-water judging. If you believe a rule has been broken, you raise a flag and the umpires decide which boat (or if either) is required to do a penalty turn. Still, a good match racer needs to know the rules inside and out in order to best acquire and maintain control of the other boat.

Fleet racers more often than not have a fuzzy understanding of the rules. This leads to either getting bullied around the race course, or to frustration simply because of the other competitor's non-compliance.

I believe there is a major misconception concerning the rules. Knowing the racing rules does not make you a "sea lawyer" any more than knowing the traffic laws makes you a policeman. If everyone knows the rules, there is a lot less shouting on the race course; not

more. Actually, the rules have been simplified and there really are just a few basics to learn. Take ten minutes this week to learn them.

Communication and Practice. There is, or should be, a lot of communication occurring during a match race; about time to the line, time to burn, where are the laylines, what is the other boat doing, what is our next move, etc., etc.

Chaos and confusion could easily reign, but is kept under control by precise language and divisions of job duties. Practice can help you and your crew determine who is best suited to each job. If you have a regular crew and a half hour to practice before the race, you'll have gained an advantage over the team that is still on shore deciding what to wear. Tensions will be eased onboard and the enjoyment level will increase along with your results.



New Moniker Ahead?

Midwinters/LNYC Great Fit

Here's the local account of the '09 HCIA Midwinters. The Class is very fortunate to have Lake Norman as host for our season-opening competition. The regatta winner also provided some coverage of the action which follows.

By Patrick Rykens

For the past four years Lake Norman Yacht Club has hosted the Highlander Midwinters Regatta as part of the club's normal racing series which is held about once a month at the weekend. LNYC has around 200 sailing members of which 70% are centerboard sailors.

The fleets that race at the Club are Flying Scots who are the largest in number, Highlanders (the keenest), U-20 (the new upstarts), San Juans (the plodders), multihulls plus a few Thistles and one or two 'others.'

In addition there is a huge junior program (Optimists, Sunfish and Lasers) plus multi-type keelboats. Both these two fleets sail different courses from the center boarders.

The running of the Highlander Midwinters in tandem with our club series works well from a local point of view as well as for our visitors, based on the feedback we've been getting from the "dancing dude" clan. It looks as if Midwinters in the Carolinas in May is becoming a successful fixture on the HCIA calendar.

This year 15 Highlanders were registered and at \$15 per boat that was a real bargain. Six Highlanders traveled to the event from out of town. Among those were Ted Rogers in #2003, Chris Kafsky in #874, Bryan Hollingsworth in #876, Harold Bauer in #885, Jamey

Carey in #1002 and John Bauer in #1959.

Highlanders had their own start on both days and on Sunday the Race Committee came out early to give us an early start at 9:25 which was ahead, well ahead of the club's normal starting time of noon. This was provided to accommodate our visiting Highlanders to give them more time to pack up and head home after the racing.

Race Committee was provided by an
(Continued on page 6)



A little time to relax at '09 Midwinters; Lake Norman's "gazebo" in background.

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after the nationals at LNYC last year.

- - - "After a very long hiatus from sailing, I got both knees replaced and was once again capable of sailing. My son Chris Kafsky cleaned up his Highlander #874 and decided to race at the LNYC Midwinters (HCIA) and ultimately the Nationals. I had hoped to crew but got trumped by age as he ended up using his daughter, Sage (12 yrs old) and his sister Elise.

While at the Midwinters, Chris re-established our connections with Bruce Busbey whom we knew many years ago from Cowan Lake Sailing Club in Ohio. Chris and Bruce helped convince me to participate in both the Midwinters and the Nationals.

The loaner boat that was offered had been a champion boat in her days of racing with the Chapin family. And when I arrived the Friday of the Midwinters I found "Chapie" fully rigged and ready to race. My crew consisted of eldest daughter Jenny and her fiancé Scott.

This was to be the first time sailing for Scott who is a 22 year-old motor head. We had a great time sailing together that weekend and it set the stage for the Nationals later in the year. Once again "Chapie" was available and I even received an added confidence boost as we found out she was right at minimum weight during weigh in.

The availability of this particular loaner boat enabled my whole family to

participate. The In-laws provided our shore crew helping with the babysitting while we raced "Chapie," and my son raced his boat. It's a fantastic idea to have a Highlander or two for loan. It definitely promotes interest in the fleet, class, club and sailing in general. Thanks to LNYC for the opportunity to get back into sailing." - - -

Hopefully this has spurred you to think how your fleet might do something similar. Maybe you could talk to some of your old salts about a donation to the fleet or to HCIA Training Inc., where the contribution is tax deductible.

Ultimately the goal is the same; to allow prospective class members to race and sail in a worthy boat, and then let the boat sell itself.



(Continued from page 5)

experienced Flying Scot skipper (Don Smith) and with no protests our resident "hanging judge" had nothing to do, about which he was pleased.

Conditions were perfect for racing with five to ten mile per hour winds, temperatures that hit the low 80s and a close racing series.

Shore time was well received too as dinner was put on for club sailors and for the visiting Highlanders by our keelboat fleet and was held in the Pavilion with grilled chicken cooked on the spot with fixings and great desserts. With the dinner cost at \$12 each and with beer and soft drinks provided free of charge by the club the effort to keep this a low cost regatta was well received.

In the 'club news' column, by the time you read this, the \$250,000 refurbishment of the Lake Norman Yacht Club main clubhouse will have been completed and we will be able to host our visitors with even better facilities for next spring's regatta and of course for our Pipers in October. In addition, we have a boat hoist being installed near the centerboard docks which is large enough to handle J80s.

So, we hope that you will put Mid Winters at Lake Norman on your calendar for next year as we be a great place to

John Bauer Repeats at LNYC

By John Bauer

Racing last season in three major regattas held at Lake Norman we saw several different types of weather conditions.

In the spring mid-winters regatta we saw overcast with moderate breeze. At the Nationals in July we saw light air with plenty of warm sunshine. And at the '08 Pipers last year we saw plenty of sunshine along with plenty of wind. So what could we expect to see at this years midwinters?

Saturday morning was going to start your 2010 racing campaign.

hold light to moderate air with mixed powerboat chop, which held throughout



'09 Midwinters Champs John Bauer, Joyce Spring and Steve Bauer.

the day. The choppy water would prove to make reading the wind on the water much more challenging. Some of the

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L-r: John Foster, Skipper John Wigney and Rich Rykens in between racing action.

We can offer you good (warmer) weather, an excellent race committee, and good competitive racing.

We also are cheap with the low meal and registration fees mentioned above, we have plenty of free camping facilities for both RVs and tents, our two Highlander 'loaners' are available for those who don't want to travel with their boat, and of course there's free beer.

The only thing different that we might try next year is a possible name change. We feel like "Midwinters" is truly a bit of a misnomer, and we'd entertain your suggestion for a more appropriate moniker.

You can send your suggestions to Dick Doyne our "Midwinters" regatta chair, at: radsail@aol.com. So far, we have: The Y'all Cup, the Southern Charm Regatta, and one vote for Spring Break.

Whatever we call it we'd sure like to welcome you to attend in 2010.



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power boat disruption was from a fishing tournament, also held the same weekend.

It certainly was interesting to see the different corporate sponsors on the competitors' boats. While the BP boat was very visible, I thought the Snickers craft should have been made to look more like a candy bar.

However, back to the Highlander racing, we watched in race one as Harold Bauer lead most of the race, only to lose the lead at the end to team MoJo, who sailed a near perfect circuit.

In the second race Harold was able to pull off a first while Jamey followed with a second. And in the third race we were able to get into the mix of leaders and win.

While that didn't put us in the lead, it did bring us to third, and only one point behind Harold and Jamey who were tied for first with seven points.

Sunday morning, the wind was looking pretty good, featuring a moderate breeze that was predicted to die as the day went along. We started the first race in modest air and we were able to keep ourselves in clear air throughout the whole race, and this proved to be crucial to winning the race.

Just after finishing the first race we noticed an airplane flying a little low over the water. But before I could even ask, "Is that guy flying a little low?"

The craft went so low we couldn't tell how high the plane was off the water. At one

point we thought it just might make an attempt to land on the water.

Before the start of race number five the plane had left the area. We were back to sailing the start of race number five, but throughout the race I found myself keeping an eye out for the mystery plane, thinking that I may just actually get to watch it land (or crash) on the water.

Again, thank you Lake Norman for hosting an excellent regatta. The race committee has once again put on five more excellent races for Highlander sailing. I am already looking forward to coming down for the Pipers regatta in the fall.

You might as well go ahead and pencil in the Pipers at Lake Norman this fall, set for October 17/18.



The Bauer brothers set up Aunt Ruby for a little fun at Lake Norman.



Skip Webb, skippering, back on the HCIA circuit at Midwinters.

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Fast Eddy Wins Mayor's Race

It was a windy and epic weekend at the 2009 Mayor's Cup regatta. Many challenges presented themselves and the sailors that came for the competition are all the better for overcoming those challenges.

For instance the first race brought winds anywhere from five to ten knots and on top of that there were a number of keel boats scattered throughout the short windward leg that had to be negotiated successfully. Then the wind would eventually shift to the north, and pick up making for some wet and wild times on old Eagle Creek.

Before the first race the Highlanders were looking at a moderate westerly breeze. All the boats except for Ed Spengeman and team, a.k.a. the Erin Spengeman and Buzz combo, made it to the line.

So for opening competition we were looking at Joe Volkert, Jason Hubbard, Bryan Hollingsworth, Neal Deaves, Charlie Brehob, and Tyler Andrews. However, the four other fleets put enough traffic on the short end of the Eagle Creek Reservoir to fill a national championship starting line.

Off of the line it was evident that Joe

Volkert had his boat tuned, because he had three degrees more point than Tyler Andrews in "Fast Eddy" to windward of him. Volkert would go on to win that race, and late-charging Ed would start five minutes late, catch up on the three lap course, and get second place.

In between the first and second race it began to blow. The race committee reset the course more to the North to fit the shifting wind. One side of the new course had a shoreline and one did not. As you can imagine, the side without the shoreline was favored.

Word around the hollows has it that "Fast Eddy" made it a game plan to go right. They started at the boat and tacked. "Fast Eddy" worked its way into first by a hair at the first rounding with Ed Spengeman right on their breeze.

Both boats set shoots and immediately began to plane. They were bow and stern with "Fast Eddy" on the inside when they jibed. However, aboard "Fast Eddy" the new sheet did not get brought around fast enough, and it got caught on the windward side of the main sail.

It's just one of those developments that are hard to prepare for; when they happen, you've just got to do your best to deal with them. The driver, Tyler Andrews, tried to whip it off but there was too much tension. He ordered the jib up in hopes of getting out of the mess. The jib goes up, as the boom auto jibes, taking the spinnaker with it.

Middle crew, Phil Tate, releases all sheets and the spinnaker skies as the boat barrels over pulled by the shoot. Despair can be seen on all of the crew's faces as they foresee what should result in a capsize.

As Phil goes for the center-board the boat comes up just enough to get the rudder back into the water. The tiller goes hard to leeward and the boat comes up into the wind. Tyler runs back to grab the sheet and release the spinnaker halyard while yelling "stay high." He hands the sheet to

Kayleigh White, and she goes to work. It was an amazing recovery, and the "Fast Eddy" Team held on for a second, only to be passed by the team Jason Hubbard, who would go on to track down Ed and win the race. All in all it really was an epic weekend.

There was a great band on Saturday night, and plenty of food and beverage. To make it all even more worth the time and investment, the entrance fee was reduced to \$20 and that included one of



Photo by Anne Hollingsworth

Showing off his new knee replacements at Eagle Creek, Bryan Hollingsworth.

the meals.

Eagle Creek is always filled with great hospitality and the race committee is top notch with plenty of experience and hard work to oversee a great racing series. For those of you who've never sailed there, don't miss next year's Mayor's Cup in May.

Better yet, don't wait that long, you can have another chance in early September when Eagle Creek hosts its fall multi-class. Check out the Governor's cup September 12 and 13. It'll be great weekend of sailing competition, camaraderie, and plain old fun.



Kayleigh White, Tyler Andrews and Phil Tate.



July 18-24, 2009

North Cape Ready For Nationals

By Ernie Dieball

Location: For those that haven't been to North Cape Yacht Club, it is located in LaSalle, Michigan on the western shore of Lake Erie. LaSalle is just north of Toledo. We've hosted many one-design class championships at North Cape since the club opened in the '60s. Most recently, were the 2002 Lightning North Americans, 2004 Interlake Nationals and the 2006 Thistle Nationals.

North Cape is the home of some great sailing and sailors. Among the active fleets that call NCYC home are J/24s, Lightnings, Thistles and Interlakes. The Thistle class has chosen NCYC again for their Nationals in 2010 and the Lightning NA's will be coming to NCYC in 2011.

The club has a very vibrant offshore fleet, which has club racing on Wednesday nights. Our Junior program has been among the nation's best and we are especially proud of former junior Anna Tunnicliffe and her recent accomplishments.

Facilities: NCYC is located on the Toledo Beach, a stretch of waterfront beach about ten miles north of the Ohio/Michigan border. The beach provides a great venue for parties, activities, beach-

launching, etc. We'll have a number of our social functions on the patio or out on the beach, so bring your flip-flops.

The clubhouse has a full service bar, a patio overlooking the beach, and fantastic shower facilities. The bar staff is very friendly and looks forward to serving our HCIA friends this summer.

Sailing: The racing at this summer's Nationals will be held right in front of the NCYC clubhouse. This will make it convenient for the competitors with just a short sail out to the course, and may provide spectators with a unique vantage.

As far as what to expect for sailing conditions, I'd just remind everyone

that it will be summertime in the Midwest, which means we could get a little of everything. "Typically," however, we get temps in the 80s with a water tem-



Here's your home away from home for HCIA Nationals July 18-24.

perature in the mid-70s. This allows for a decent sea breeze (East/Southeast) coming in mid day, ranging from 10-15 and lasting into the evening.

Our talented PRO knows the sailing conditions quite well. For the Thistle Nationals in 2006 he was quite patient with the sailing schedule, as the afternoon breeze makes for the best racing. If we have a strong frontal system, the wind will start west and clock to the North, and can be quite breezy...however it may "never be like this," so be prepared for anything.

Social: This summer we hope to provide everyone with a "festive" experience at the Nationals. We have a number of fun social events planned and with most hotels/camping close, the crowd will no doubt be hanging at the club or at the nearby Sandbar.

Other area attractions include the world famous Toledo Mudhens and Detroit Tigers. Both teams have home games during the HCIA Nationals week. Both ball parks are relatively new and make for a great family outing. Toledo is also home to one of the finest zoos anywhere. It is located on the south side of Toledo and is perfect for the kids. If you are looking for fine dining, we have many options in downtown Toledo, on the mighty Maumee River.

We appreciate this opportunity to host the Highlander group and look forward to you having a memorable experience.



Racing activities often take place just in front of the clubhouse on Toledo Beach



Target Date: July Fourth

LNYS Clubhouse Upgrade

By Patrick Rykens

Lake Norman Yacht Club's clubhouse was built 40 years ago and whereas it was state of the art in 1969 by the new millennium it was beginning to show major signs of wear and tear.

For example, electricity fuses regularly blew if a dinner was being cooked and a computer was then plugged in; not good for hardware, software, or safety.

After considerable discussion amongst the 200-plus members of Lake Norman, on whether to build a brand

new replacement clubhouse or to re-furbish the current structure, it was decided to use our existing asset.

The clubhouse is undergoing significant structural improvements. Those safety issues such as a robust electric system are being fully addressed.

The facility is being



Photo by Patrick Rykens

The new look of the club entrance from the 'upper' side.



Photo by Patrick Rykens

Lake Norman YC's renovated clubhouse keeps grand look, adds new conveniences.

made more accessible and user friendly, brought up to code, plus general improvements are being made to make our 'sailing home' more appealing to members, guests, and hopefully some of you Highlander sailors.

Work began on March 8 and the clubhouse is set to re-open for the July 4th holiday. And the good news is that the work is coming in under the budget of \$220,000.

And the point of all this is; you will have a chance to play in our new sailing home when you come to visit us for the Pipers Regatta on October 17th and 18th.

Please plan to come and enjoy some Southern hospitality, great sailing and a very keen lot of local Highlander sailors.

September 12/13

Enjoy Harvest Moon

There's still plenty of time to update your regatta calendar and plan for some great fun at Atwood Lake. It's a unique venue to sail, the competition is tough, and the hospitality on shore just can't be beat. For details contact Mark Redmond at: mredmond929@gmail.com.

In addition to racing against at least a couple of Highlander National champions, you'll get to experience the winds of Atwood. It was once reported in this publication that at one point during a race, on the same leg of that race, that two boats some distance apart were on a run, reportedly, traveling in two different directions.

See for yourself: September 12/13.



Some downwind action at Atwood Lake during last year's Harvest Moon event.



Priming the Pump

HCIA Training Fund Update

By Mike Shayeson

We are happy to report that HCIA Training, Inc. is up and running thanks to the generous contributions of members like you.

Ten of our fellow Highlanders have stepped up and made financial contributions totaling \$1,850 to get the program off the ground. We have also received a generous pledge of \$500 from Fleet 27 (Lake Norman Yacht Club's Highlander Fleet).

In addition, thanks to the generosity of Mary Carpenter of Madison, Wisconsin, Highlander 608 was donated to the movement. The program wishes also to thank John Bauer for his effort in driving all the way to Madison to pick up the boat and haul it back to Ohio where we hope to have her ready for training in the not to distant future.

The program is now insured and the costs were kept well beneath what we thought was necessary when we initially reviewed a budget. That being said, after initial expenses, the fund currently stands at \$1,203.

Both Jamey Carey and John Bauer have completed their work on fine tuning

the program's guideline procedures for bringing new Highlander sailors into the fold through HCIA Training, Inc.

As you can see from Bruce Busbey's excellent article on page four and five, there is no better way to sustain and grow our fleet of Highlander sailors than to get them into a boat they can sail.

With proper training and the many opportunities for club racing and regatta sailing the ability to put more people into the Highlander than would otherwise have had the opportunity, will sell our class and the Highlander better than any other method out there.

I am certain each one of you that loves and sails your Highlander knows of someone who would love to join us but either feels they cannot afford the boat or

they don't feel confident that they could sail it even if they had access to one.

That's why our board has put HCIA Training, Inc. in place. The program and



This Lake Norman "loaner" is making a difference.



Photo by Anne Hollingsworth

L-r: Unknown person behind Don Olive, then Don, John Wigney, Pat Ryckman, Ted Mellnick, John Foster, Rich Rykens and Mike Shayeson, "the collector."

its available equipment are there to assist you in making these people a part of our class.

Please feel free to either call me or any other board members to discuss ideas for expansion in your area. You can email me at MShayeson@cinci.rr.com if you have any questions.

And if you have not made your tax deductible contribution to HCIA Training, Inc., it is not too late. Remember that not only are you able to take the tax deduction, but you are also maintaining the value of that Highlander of yours that you love so much.

"So don't make me holler, don't make me shout, turn them pockets inside out." Send your donations today to: HCIA Training, Inc.. c/o Mike Shayeson, 7650 Cayuga Drive, Cincinnati, OH 45243.

Take a look in your basement, garage or storage area and see if you have some unneeded parts, hardware or such, that you could contribute. Cash works too!



(Continued from page 2)

In the past three years we have made a few small improvements. We've kept up with the times by allowing larger windows in our mainsails. We've 'voted in' some minor changes in our Junior Cham-



Three-term HCIA President, Jamey Carey, wife Tanya and regular crew Mike Shayeson collecting "another" Larry Klein Trophy.

pionship to increase participation. We have worked with our licensed builder, Tom Allen, to ensure that a supply of necessary parts is available to sustain our class.

Tom has some excellent ideas regarding updating the Highlander in an effort to hold construction costs steady. While none of us wants huge changes in our boats, Tom has some viable ideas that could enable us to produce a "new generation" Highlander, modern enough to have a chance to compete in today's marketplace but traditional enough to not change the one-design characteristics that make our boat a Highlander.

As I prepare to assume my position as your Commodore I am excited to serve on the builder's committee that will work with Tom, going forward to continue development of this thought process. I look forward to reporting back to you as these discussions continue.

Any accounting of our recent accomplishments would be incomplete without including the tireless work of Fanny Timmer. Through her continuous efforts we are now more accessible to the public

via the Highlander-Yahoo group. Thanks to Fanny, if you want to know the results from last week's regatta all you have to do is go to www.sailhighlander.org.

She keeps our website relevant and current. Right now you can still access our NOR and get a registration form on line for our great National Championships Week.

Speaking of Nationals, since you first presented me with the opportunity to serve as your president at the Annual General Meeting at the '06 Edgewater Nationals, we have since had exciting and

closely contested Nationals at the Buffalo Canoe Club in '07 and at Lake Norman Yacht Club in 2008.

This year we're excited to have the opportunity to conduct our National, Master's, Women's, and Junior's National Championships at North Cape Yacht Club later this month.

Also, your hardware board already has a dedicated sub-committee currently working diligently towards yet another awesome Nationals week coming your way in 2010.

In the April '08 edition of the

Highlander I advised you to be expecting news of the newly formed HCIA Training Incorporated.

Well, while this is still a fledgling group, this 501-c(3)-recognized program, now has its own by-laws and an HCIA-approved board of directors in place. (preceding page).

We now have the insurance coverage required to move forward, and are gathering assets to enable us to work towards the goal of giving the "Highlander experience" to people who might otherwise not have had the opportunity. I sincerely believe that this group can provide an outstanding boost to the future of the Highlander Class.

Thanks to Mike Shayeson for all of the work he completed to get this group up and running, and congratulations to the other HCIA Training Inc., board members; Ed Spengeman, Bruce Busbey, John Bauer, and Dick Doyne for their involvement with this quality organization.

I encourage you all to be generous with your tax deductible donations of money, boats and equipment.

As I conclude my time of service as your president it is very satisfying to report that, while things may in fact be tough all over, things are honestly going quite well for the Highlander Class. I am very proud to have had this opportunity to serve, and equally proud of the group of Highlanders who form your board and this great class.

Thank you for all of your help over

(Continued on page 13)



Jamey Carey skippering Team Mojo down another race course.



Secretary-Treasurer's Report Do You Measure Up?

By Bryan Hollingsworth

I hope this article finds you enjoying the sailing season as much as my family is so far this year.

I'd like to use this issue's column space to review the certification process. If you've asked me for a measurement certificate please understand you must return it to me for permanent filing, as this is important to the class. I have mailed several out but as of yet have not received any signed certificates.

We currently have 124 paid members which is up from this time last year. This is much appreciated. We urge the rest of you to take care of this issue and please remember that to race and be scored, you must pay your dues.

I'd like to offer kudos to the folks at Lake Norman and Eagle Creek Highlander fleets for hosting some great rac-

ing so far this year.

The Mayor's Cup at Eagle Creek was certainly an experience; a wet one. Our crew happened to be involved in one of four capsizes out of nine Highlanders participating that weekend: but, we certainly were in good company.

And we'd like to issue a special thank you to Wayne Myers who headed up Eagle Creek's safety crew. He's now my wife's new hero.

And once again this season, the



HCIA Secretary-Treasurer Bryan Hollingsworth helps us keep up with our dues, measurement certification records and even does a little statistical tracking of our regatta participation.

Highlander Class will be working with Coral Reef Sailing Apparel to provide some custom Highlander gear for Nationals. Please 'do' check them out on line or call their toll free number to see what they might have available for you.



In some shifty winds the Eagle Creek safety crew did a great job in performing several capsize rescues throughout the weekend. HCIA salutes the entire team.

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THE BEST IN SAILING AND
HIGHLANDER CLASS APPAREL

(Continued from page 12)

the past three years, and thanks especially to my wife Tanya for her support. She is a great sailing partner, and has been a tremendous assistance with various projects along the way. I simply could not have performed the job of president without her help, and she is appreciated more than she will

ever know.

As the class moves forward, there are certain to be tough choices in our future. No matter how tough our decisions or the times may be, we must always remember to continue to have fun, and to never forget, THE WIND IS STILL FREE! Hope to see you on the water soon.

July Fourth Regatta!

Don't forget the July 4/5 multi-class regatta at Pymatuning. Rob Spring is your contact at: respring@neo.rr.com.

There's generally a Highlander fleet start and a feisty crowd of HCIA sailing competitors. You're welcome to join us. Good luck!



Fun Is Where You Find It!

“Little” Competition; A Lot Laughs

By Anne Hollingsworth

On Derby Day (that'd be the Kentucky Derby on the first Saturday of every May in Louisville) the Hollingsworth Clan gathered in Lexington, Kentucky, at Berkeley's pool and



Photo by Anne Hollingsworth

At this point, Bryan Hollingsworth's leaky post had not yet been detected.

patio for Remote Control Sailing.

A course was set and supplemental breeze was provided by electric fans (and by Mother Nature, as in Rebecca Hollingsworth).

We chose teams, skippers, and crew and added the usual Derby Day festivities (yes we capitalize it), including several traditional recipes; including mint juleps without the mint and the simple syrup (now, more or less, bourbon over ice); hot browns (a cheesy, creamy, baked dish with a thick slice of turkey on a piece of toast, with bacon on top, and the cheesy, creamy part poured on, before it's baked); and Derby pie (more or less a very tasty, chocolate and nut pie).

A good time was had by all. There was not an OCS, DNS or DNC. However, it was reported that Bryan Hollingsworth's rudder post leaked (it's been suspect for some time now) and his boat sank to end this day of competitive racing.

After a week in the shop all boats were ready to go for the Memorial Day Handicap. *Results to follow.

Actually, it's doubtful that they



Photo by Anne Hollingsworth

Rebecca Hollingsworth in her Derby hat 'fillin' for a little breeze to spur the RC competition in Lexington this May.

raced on Memorial Day weekend, but rumor has it, it's all hands on deck for a July 4th weekend race.

Of course this presumes Byran's leaky post problem is resolved.

Regatta Travelers' Tip

By Harold Bauer

Did you ever notice the dust cap missing from the end of the axle while making your pre-trip inspection of your



Photo by Harold Bauer

Survey time: Okay, this is Harold Bauer's boat. How many of you think that this is a "soft" drink can?

trailer?

Here's a quick fix to temporarily take care of the problem until

you can get a new cap.

Take a 12-ounce beverage can and carefully cut the top off. Slide the bottom (cut) portion of the can over the end of the axle and secure it with a piece of duct tape. This will keep the bearings clean and prevent grease from being splattered on the side of the boat.

Remember to get the dust cap replaced as soon as possible. Happy traveling.

Share your road tips on trailers, boats, camping, or whatever. If it makes our regatta lives a little easier, please, send in your ideas to ease life on the road with a Highlander.

Rumor has it, Harold still has cans on both wheels.

Hoover's New Date

Dance on over to the Highlander Fling at Hoover Sailing Club in Westerville, just northeast of Columbus, Ohio on August 8/9. Note that this date is a week earlier than that listed in the April Highlander magazine.

We'll have hotdogs and cookies to welcome you on Friday night.

Saturday starts with a full complimentary breakfast. Racing begins at 1 p.m. and continues until the beer keg beckons. After a hearty dinner, we'll relax and watch the sunset from the front porch. A couple more races on Sunday morning will round out the weekend.

August 8/9 is two weeks after the National Championship ends and five weeks before the first fall regatta. So don't miss your chance to keep your racing skills in tiptop form. Contact Sue and Bob Bauer, 614-891-4244 or 989bauer@att.net for more information.



The Classifieds

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

#838: '77 D&M yellow hull, copper racing bottom, light yellow deck, aluminum mast, boom, centerboard, racing fittings, full deck cover, main, jib and spinnaker, Sterling trailer (2,000 lb rtng). Stored inside. \$4,900, 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.

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

See additional ads at: sailhighlander.org.



At '08 Nats, Al Chrusciel, John Bauer, and HCIA president (to be), Dan Hopkins.

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"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.

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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

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

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boat traffic.

For more information, check out www.pyconline.org and go to the Independence Day Regatta link. It's a great regatta that you won't want to miss. Who knows, a future Highlander National Championship may be held here.



Nothing says July 4th like hot dogs, and here are some real Highlander hot dogs.

Hot Dog, Hot Dog, Hot Diggety Dog!!!!

By Harold Bauer

Make your plans now to be at the Pymatuning Yacht Club Independence Day Regatta on July 4/5.

Pymatuning Lake is located in Pennsylvania one fourth of a mile east of the Ohio, Pennsylvania border on US Route 322.

The regatta is a multi-class event that draws a good crowd of Thistles and Lightnings, as well as J-22s and, most recently, Highlanders.

The club features camping on the grounds, a large dry sail area with two hoists, a swimming beach and sailing on a large lake with little or no motor

2009 Schedule of HCIA 'Sanctioned' Regattas

July 4-5	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 18-23	HCIA Nationals	North Cape YC	Jamey Carey, mojo906@hotmail.com
August 8/9 (update)	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
September 12/13	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
September 12/13	Governor's Cup	Eagle Creek	Charlie Brehob, cjbrehob@hotmail.com
September 26/27	Highlander/Thistle Regatta	Indianapolis SA	Jim McDonald, James.A.McDonald@att.net
October 3/4	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 17/18	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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



Nationals 1,2,3
Midwinters 1,3,5,6
Pipers 1

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