



THE HIGHLANDER

Volume LVII, No. 3, July 2011



Photo by Chris Doyne

After a stormy, no-race Saturday at Midwinters, competitors had a bright day Sunday, with Tom Raymond (hidden) and fore crew, Pedram Leilabady, working the course upwind.



The Highlander
Official Publication of
The Highlander Class International Association

President
Jon McClean
8364 Wycliffe Drive
Cincinnati, Ohio 45244
jon@mcclean.cc
(513) 652-2465

Commodore
Dan Hopkins
Euclid, Ohio 44123
momnpop@yahoo.com

Vice President
Pete Breidenbach
Englewood, Ohio

Secretary
Erin Spengeman
Louisville, KY

Treasurer
Sue Bauer
Westerville, 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

2010 National Champions
Ernie Dieball, Skipper
Jim Allen, Crew
Tyler Allen, Crew

Directors
Dick Doyne ('09-11)
Mirek Posedel
Cleveland, OH ('10-12)

Mike Shayeson ('09-11)
Cincinnati, OH

Ed Spengeman ('10-12)
Louisville, KY

(Associates)
Bill Price ('10)
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@insightbb.com

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

As you read this, you've probably been on the water already this season. You will I am sure have brought your Highlander to the sailing club and despite all of those good intentions and perhaps an official "to do" list, will have been amazed by how many last minute jobs there always are. Still we are sailing, and its always a pleasure isn't it?

I am writing this President's column from our new home in Wisconsin. My work brought us to Beaver Dam, WI in March 2011, and despite a few set backs it is a beautiful place to live. We bought a lake house, and live on a peninsula with a lot of lakefrontage.

We actually have water on three sides of the house, so it feels like being on a ship, and it is delightful having water so close. Living on a lake has caused the McClean fleet to grow, however the Highlander takes pride of place. Consider yourselves invited to stop in, if your travels bring you to Wisconsin.

The new website has won many admirers, and Sailing World really appreciated our positioning as the 'original sportboat' in their "Clever Branding" editorial on page 18, May edition. We were also featured in the North Sails one design e-mail blast, and received many complimentary comments.

Mike Feldhaus does a sterling job editing the Highlander magazine, and he is expanding his sphere of influence to manage more of the website content. Keeping the site current is critical, so please help him by sending him news-worthy articles and stories of interest.

I am also very pleased to announce the purchase of a number of boats to form a fleet at Vermilion, OH. These new Highlander sailors considered a number of boat choices, and our class, won their selection. Significant contact and counsel by Gary Vinicky and Ed Spengeman helped make this decision happen for the Vermillion group. So, who knows, maybe we can charter at least one new fleet at the Nationals.

Team Mojo has won both of the April and May regattas held this spring. Well sailed!

Upon this writing, preparations are now well in hand for the Mad Plaid at Cowan Lake Sailing Club, and we'll know as we read this



Jon McClean

article if we hit our 25-boat target and who best read those tricky Cowan shifts.

I am looking forward to getting back in the boat with my regular crew, Boyd Barnwell and my daughter, Ellie, and also seeing how the new Allen boats perform.

Ed and Erin Spengeman are now advanced in their preparations for the 2011 Nationals at Rock Hall sailing club in Maryland, and I hope you will consider joining us for a week of excellent racing and good living in July (p-15). You know we'll certainly eat and drink well, and it will be a real pleasure to swap stories with friends. I look forward to this week a great deal.

There has been a lot of debate surrounding the future path we take regarding the centerboard profile. I am grateful to Bruce Busby for the leadership and clarity he has shown, and also to the few Highlander sailors who have as always amazed me with their technical knowledge, understanding of the impact that any change will have, and sincere desire to do what is right.

We will involve the membership in this debate by offering a number of choices to the membership at the annual meeting at the national championship.

As always we run the class as volunteers, and if you can step up and pitch in, in some way please do so. Despite our new builds, and the renewed interest in the class, we need to continue to attract new sailors to our boat.

We have an excellent product to offer. We just need to let more sailors know about it. Have you had any new people in your boat yet this season? Why don't we each try to introduce at least one new person to the Highlander this year. It'll pay great dividends.



Update from Up East

Rockin' Rhodies Keep Rollin' On.

(One of Highlander sailing's strongest, newest fans, is Jeff Curtin of Rhode Island out of Greenhaven Sailing Club on the RI/Connecticut border. Jeff likes the boat so much that he often drives hundreds of miles to buy one, then bring it home, rehab it, and talk one of his buddies into buying it and it bringing out to the local starting line.

Jeff is also encouraging other local Highlanders to join him as he samples the Highlander regatta circuit.

We asked Jeff for a brief update, and here's what's happening up east).

We are moving forward. Our racing started in late May.

After last year's Pipers experience, we made it down to Midwinters this April. We love the Lake Norman events. The club makes us feel welcomed. Everything is fun when three old guys go camping and sail boat racing. We hope

to be back. We were having lunch in a nice sports bar when the big breeze came through Saturday at Midwinters.

The remainder of the day at the club was a blast; sunny and pleasant, if was just fun hanging out. And it was a beautiful location and in mid April it was an 'oasis' compared to the cold Spring in the northeast.

Regarding your question about a charter, we are talking up the fleet idea here. Mac Cooper and I are constantly discussing whether certain places we know could handle a weekend regatta. I expect we will now have five boats participating on Tuesday evenings: Rick Brown #759, Bob Kline #579, Mark Steinmetz #940, Mac Cooper #789, Jeff Curtin #937.

I am always trying to persuade some one to get a Highlander and join us. I think I am ready to go traveling for an-



Photo by Hannah

L-r: In "No Way," last year's Greenhaven SC Highlander champ, Mark Steinmetz, son Max, and his two sailing pals.

other boat soon.

My neighbor Ricky Brown is talking about his new rebuild on #579. I am trying to get him to Rock Hall this July for Nationals. Apparently his rebuild job is going to be something to see. I have not seen it yet.

I think Mark Steinmetz and son and a friend might take #940 to the Bluegrass Regatta in October. Mac and I are definitely coming down for the Bluegrass also with #937.

We are coming to Rock Hall with the same Nationals team as the last three years, Mac Cooper, Fabio Whitehead, and myself. I am working on Rick Brown.

I hope this isn't too random. Oh, I love the web site and look at it every day. Thank you.



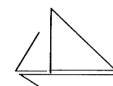
Photo by Frank Steadman

L-r: Jeff Curtin, Matt and John Miller on Little Narragansett Bay.

Go for it!

One Design

For the fastest Highlander sails, contact: Nick Turney (216) 361-2594 | Allan Terhune (410) 280-3617 | onedesign.com



Motion Approved!!!

Carey, Mayor at Eagle Creek

By Jamey Carey

For the second Highlander regatta of the year the competitors were again facing less than ideal weather predictions for the Eagle Creek Mayor's Cup, this past May 14-15. In fact, rain was forecast for the entire weekend. Discussing, via numerous e-mails and on Facebook, etc., how a little rain water would never be permitted to discourage real sailors, we all packed our foul weather gear and headed to Indianapolis for the thrill that you can only get from Highlander racing.

Eagle Creek put two competitive, local boats on race course, and they were joined by six die-hard traveling teams who refused to be put off by the gloomy forecasts.

The traveling Highlanders included two boats from Ohio, three from Kentucky, and Joe Volkert came up, all the way from Florida. Joe will be visiting in the Midwest for a few weeks, and rumor has it, upon this writing, that he was planning on bringing the entire Volkert clan to the Mad Plaid at Cowan Lake.

We were very fortunate to avoid the rain squalls for Saturday's racing. We were advised later that there were many storms all around the lake, but they all miraculously skirted "Eagle Ocean." In spite of the south winds being conducive

to huge race courses on the north-south oriented Eagle Creek Reservoir, the RC for the weekend elected to set up short, collegiate-style modified windward leeward drag races, which made for some very close Highlander racing.

The first race was two laps, which allowed the fleet to spread out somewhat. However races two and three were only "one-lappers" which, combined with the modified course format, meant there were only two half-leg beats in the races. While Highlander racing is typically close and exciting, these super-short races were particularly thrilling due to having five or six of the eight-boat fleet in pinwheels around the leeward marks preparing for short dashes to the finish.

Race four was expanded to three laps. Unfortunately, when the much anticipated heavier wind arrived it did so with gusts that capsized at least one well-sailed boat, as well as a major shift that made the last five legs of the course a "follow-the-leader" type of exercise. As the fleet arrived to the safety of the ECSC harbor the rains finally settled in for the remainder of the weekend.

The first four races saw three different race winners and the scores were

very close with second through fourth places separated by a mere four points. Our Team Mojo (Jamey and Tanya Carey) had local sailing guru Tyler Andrews on board for this weekend and we were on top of the leader board



Photo by Katysklicks.com

L-r, Tyler Andrews crewing with Mister Mojo, Jamey Carey, evaluating the race course, position, and the competition.

after day one's racing. Mojo Was followed by fellow Cowan Lake "Road-Warrior," Mike Shayeson's #2006 team. Local sailor, Jason Hubbard's Mad Cow team was in third, with the top five being completed by two of the Kentucky boats: the #2002 Spengeman Team and Bryan Hollingsworth's Blind Hog crew. With the fleet this close after day one, and good breeze expected for Sunday, the sailors were excited about the prospect of a free-for-all regatta finale on Sunday morning.

For those of you who might not know, Eagle Creek regattas are famous for having great meals, and infamous for their huge parties. The multi-class nature of their regattas means lots of sailors and large parties. This year's version of the Mayor's Cup was no exception with a delicious dinner followed by a tremendous celebration complete with a rock and roll band.

Sunday morning the local Race Com-

(Continued on page 5)



Photo by Katysklicks.com

The competition was obviously tight in this spinnaker run at the 2011 Mayor's Cup.



Cleveland Crowd Tunes Up!

By Gary Vinicky

Each year around mid May in Cleveland, we gather at the Whiskey Island dry sail area and tune masts and rig Highlanders. This year was no exception. However, Mother Nature did mess with us later in the day.

I send notices a few weeks beforehand. Originally, Nick Turney of North Sails was scheduled to help out but he had a conflict and we decided to get together on a week night in June and do a crew training seminar.

So, I printed out a bunch of North Sails Tuning Guides and Dieball Tuning Guides and turned everybody loose with their Loos gauges.

We set up two, blue plastic 55 gallon drums to support one mast at a time. We flip each mast over with the luff groove on top and sight down it to see how the mast meanders to port and starboard. Then we check the spreader wires for tension with the Loos gauge to see if we are in the ballpark per the tuning guide.

We remove all rigging tape and start tightening the spreader tube nuts and screws to straighten the mast at various points and at the same time checking the spreader wire tension.

Once the mast is tuned, we raise it and check for 'mast rake' to see if it's tilted too far forward or too far aft. Most tuning guides look for a range of 30 ft. 5 to 30 ft. 7 inches. At the same time we

check the forestay lever function to see if the rig is at sufficient tension.

Because of my previous experience as a marine surveyor, I am acutely aware of the caution needed against water seepage for Customflex and D&M hulls with regard to balsa cored areas and moisture. These series of

boats have used balsa core in the bottoms, in the seat tank tops (Customflex) and in the decks.

I surveyed one particular Fleet 14 boat a few years back and noted a core issue on the starboard side, forward portion of the centerboard trunk. This area was sounded with a surveyor's hammer and was found to have an area of about one square foot of deteriorated core.

(Continued on page 7)



Tom & Karen Hurley, Paul Kuebler and Maureen Kuebler #397 and Ed Wells #950, give this mast the "once over," tweaking here, tensioning there, getting her tuned.

(Continued from page 4)

mittee surprised many competitors when, in spite of a steadily building breeze, they adopted the "fair-weather-sailor" philosophy and abandoned the day's racing due to rain. Many of the late night partying teams were relieved by this turn of events, and the majority of the traveling boats were quite happy to take advantage of this unexpected opportunity to get an early start on the trek back to their home waters.

The inclement weather did little to hamper the fun at the 2011 Mayor's Cup. If you missed this fun event, don't worry.....you have a second chance to party with the Eagle Creek gang at their even bigger and better Fall event when they host the 2011 Governor's Cup September 17-18. I know we plan on attending, and hope to see you there.

Since our October issue coverage of the 2010 Pow Wow regatta at Indian Lake, you may have noticed a few photo credit lines from David Cook or Katysklicks.com. David is continuing to develop a sports photo service and is expanding that into sailing. In appreciation for his photo support of the past several issues of The Highlander magazine and our web site, we offered him the chance to tell you a little more about this service and its possible value to you.

I have always enjoyed the water and jumped at the chance to photograph the Indian Lake Highlander regatta last year.

I plan to shoot at least four events this season: the Eagle Creek Mayor's Cup (check p-4 photos), the Mad

Plaid at Cowan, the 2011 Pow Wow at Indian Lake, and Hoover Fling regatta in August.

My goal is to capture pictures of many of you, in sailing action, that you would be proud to display in 16 x 20 or 20 x 30 sizes. I can do one spectacular picture, or a collage of photos featuring your boat and crew. Following each regatta, pictures will be posted at www.katysklicks.com and will be available for purchase at the rate of \$30 for a 16x20 and \$50 for a 20x30 size.

Simply send to me the number of the picture you like or state that you would like a collage of boat (i.e. "Mad Dog #1002"). For more details about placing orders, payment, and delivery you can contact me at:

katysklicks@hotmail.com.



Cleveland Trio Reviving #635

My name is Rob Wilber. I'm 26 years old, from the Cleveland Yachting Club. My brother, Tim, 23, and our friend Clint Preslan, 31, have been sailing in the Lake Erie PHRF circuit for quite some time. My father, Robert, has been sailing in this region his entire life, and that is the reason that all of us are such avid sailors.

I have spent some time in one-design boats in the past, between racing as a junior in FJs and starting a sailing team in college for the Rochester Institute of Technology, and have always had the urge to get back into it.

In March 2010, Clint was trailering his Highlander #567 up to Cleveland from Atwood Lake when he was run off the highway, resulting in significant damage to his boat and trailer. This derailed our efforts of refurbishing #567 for a while.

We began searching for old parts, boats for sale, anything we could find and came across #635, somewhat abandoned, in Carrollton, Ohio. In June, we decided to put in a bid for it on eBay and as fate would have it, we won; although our parents tended to question our description of the transaction as a victory.

We took a road trip (about two hours each way) and found our new toy, very neglected and left in an old farmhouse. The owner told us he had more or less inherited her from a marriage and was trying to clear out his belongings; she had not been sailed for several years, in fact her sails had been lost in a fire.

We hitched up the trailer and brought her home. We knew there



L-r: Tim and Rob Wilbur and Clint Preslan working rehab magic on their #635.

would be much work to do, but as we started to update her step by step, we realized it may be best to start almost from scratch.

Highlander Fleet 14 in Cleveland is not only one of the largest one-design fleets we have been associated with, but by far one of the nicest. Gary Vinicky, a very well known and respected Highlander sailor, took us under his wing and offered to help with anything and everything we needed to make #635 seaworthy again, and we happily accepted. After meeting the rest of the fleet, we got some pointers and figured out how to step the rig.

All of the deck ware was out-

dated. There were even composite winches mounted for the jib sheets. The wooden boom was warped into a smirk. All of the blocks and running rigging clearly had sat motionless for years. But, she still was a boat. We launched her, to

check for leaks: all dry.

The season was coming to a close at this point, so we packed #635 back up and drove her to my parent's garage in Avon Lake. At a 45 degree angle, she took up the entirety of the space, leaving both cars parked in the driveway. Our folks made a very generous offer, allowing the boat to stay there through the Cleveland winter, which as many of you know, can be from November through July.

Our first step was to gut the inside. After several rounds of power washing and scrubbing, we could finally see the teak and fiberglass exposed to sunlight for the first time in years. We stripped everything off: blocks, jib tracks, stanchion sleeves, hand rails; scrubbed down the deck and rinsed away.

The teak was stripped and sanded; smoothed to perfection and treated to countless coats of varnish. The deck was sanded smooth, cracks and holes were patched, woodwork was taped, and we went to work on giving #635 a facelift with a fresh coat of paint; going from an

(Continued on page 7)



A little TLC and a lot of pressure washing make a big difference.



(Continued from page 5)

Last season while the boat was on its trailer, I stuck my finger in the forward part of the centerboard slot where the centerboard knuckle rotates on the lower front edge of the centerboard trunk, and found the centerboard had worn a hole through the fiberglass and this is where the water was getting into the core.

As one group was tuning masts another group of five sailors slid this Highlander off the trailer onto some old car tires. This is a similar operation that we do at the Cleveland Boat Show to get a boat off the trailer and onto the display cradles, but this time it was placed on car tires on a grassy area at Whiskey Island.

We then rolled it on to its side, pulled out the centerboard and flipped her upside down. There, we could plainly see the hole in the fiberglass with exposed wood where the centerboard contacts the fiberglass front edge of the trunk.

The worn out centerboard gasket was removed and replaced. The area was prepared with a pencil grinder and followed by a resin/powder peanut butter type mix and three layers of 1.5 oz. fiberglass mat, saturated with vinyl ester resin.

We had several people who attended the last Cleveland Boat Show and who have also attended the last three "First Tuesday Gatherings" of Fleet 14 that we hold throughout the winter months. Two



Photo by Gary Vinicky

Martin Hebrank, Reid Vail, Ed Wells, Tom Hurley and Jan Hridel check out hull.

of them seemed really interested in what we were doing since they are in the market for their very own Highlander in the very near future and to join our fleet.

Then it was my turn to check my mast. It was right on the mark from last season. We then started to hook up the stays when the weather started to look threatening.

Just as we were going to hoist the mast, thunder and lightning moved in

very quickly. I decided to stop right there with the mast on the hinge pin and not tempt Mother Nature. Just the day before, with less threatening weather, lightning struck one of the light poles within 300 yards of where we were located.

Mother Nature took over and shut down our activities. I decided to come back a few days later to complete raising my mast.

So that is how it went for Fleet 14's 2011 Rigging and Tuning Seminar.

(Continued from page 6)

outdated and faded powder blue to a sleek battleship grey. That alone made her look scores of years younger. This was our first major experience with 'tipping,' but every coat came out nice and smooth.

The topsides needed the same loving touch; days of sanding, buffing, filling and repeating. We freshened up the topsides with brand new white paint, and we quickly realized that maybe, just maybe, this boat could still be respectable. All of this was completed just in time, because winter had arrived.

Little did we know how very long it would be, but now that the hard part is over, we plan on mounting all new deck ware, updating all the running rigging with much help from the great HCIA class website, flipping over the hull and re-faring the bottom as well as replacing a likely rotted out centerboard gasket... and, hopefully very soon, stepping the rig and unveiling #635 to the Great Lakes.

It has been a fun project thus far, with still a long way to go... but we very much look forward to becoming an active member of Fleet 14 and the Highlander Class itself.

Our long term goal is to have her fully updated and competent this season, and respectably competitive by 2012 to participate in local hosting of the Highlander Nationals.

Thanks to all who have helped us so far and thank you for the very warm

welcome we have received from the Class. We're looking forward to seeing everyone out on the water soon.



The teak seats turned out great. We hope for another update soon.



Join Fleet 14

Highlanders “Rock” On The Water

By Chuck Vandevender

The Rock and Roll Hall of Fame Cruise is on. If you haven't marked August 20, 2011 on your calendars yet, do it now and plan to join the members of Fleet 14 for this fun, non-competitive social sailing event.

The plan at 11 a.m. on that Saturday is to launch our Highlanders and yours from two sites, Whiskey Island Marina and Edgewater Yacht Club. All boats will be filled with family, friends and the picnic lunches that you provide and bring along. You can opt to sail inside the protected area of the Cleveland breakwall or, if you choose, on the open waters of Lake Erie.

Our initial destination is a comfortable recessed inlet between the Rock and Roll Hall of Fame Museum and the Great Lakes Science Center. After docking or rafting off of each other's Highlanders at the Hall of Fame basin, the choices are limited only by desires and imaginations. Enjoying a picnic lunch and socializing on the nearby grassy area is one option.

The Great Lakes Science Center featuring an Omnimax theater, a virtual trip to Mars, and other exhibits is another choice. The steamship Walter G. Mather is also permanently docked nearby.

The Rock and Roll Hall of Fame Museum is currently featuring "Women Who Rock" with exhibits from various eras dating back to the 1920s. One exhibit includes the "Get Out of the Kitchen" era of the 50s featuring Brenda Lee and Wanda Jackson. Other exhibits include the early 60s girl groups like the Shangri-Las and the Ronettes.

Then came the Revolution and Countercultures of the late 60s with Carole King, Joni Mitchell and Aretha Franklin. Janis Joplin and Tina Turner had something to do with that time period as well. Revisit the rockers and discos of the 1970s including Joan Jett, Heart and Fleetwood Mac.

Personally, I missed the Punk and Post era, but Tina Weymouth, Kate Pierson and the B-52s made music. The commotion caused by Madonna during the Pop explosion included Cindi Lauper, Britney Spears and Janet Jackson, followed by the first ladies of the 90s and after, including Queen Latifah and Lady

slightly more formal atmosphere is desired, Edgewater Yacht Club offers a restaurant setting with waited tables.

Consider spending the night with



Here, at least nine Highlanders docked in the Rock n' Roll Hall of Fame Basin at a previous 'cruise.' Participating skippers and crew had a great sail and a lot of fun. This is also a unique opportunity to show off our "Original One Design Sportboat."

Gaga.

There are costs associated with the Hall of Fame Museum, the Science Center and the steamship. All of these exhibits are open until 5 p.m.. You can check the web sites of each for more details and information.

After a casual sail back to where we started, we'll pull our boats out of the water and converge on the "Cropicana," formerly the Sunset Grille at Whiskey Island. The site provides an indoor/outdoor setting and offers a variety of menu options for dinner. If a

friends in the area, or camp at Wendy Park adjacent to Whiskey Island. There are motel and hotel options nearby.

Then, for those who just can't get through a weekend without racing, you are invited to join Fleet 14's races on Sunday.

The rejuvenated Rock and Roll Hall of Fame Highlander Cruise is happening in 2011. Join us to make it even better. Contacts are Chuck and Jacci Vandevender 440-835-3023 and vanprty@aol.com.

More Regatta Fun In Store

There are plenty more opportunities for racing in the weeks ahead.

Of course Nationals is the next big thing, coming July 23-28. Oh, don't forget, **everyone needs to "pre-order" meals and tee shirts before arriving.**

Our Grand Prix Race Series gets its motor running with the Hoover Fling regatta Aug 13-14. Check sailhighlander.org for the scoring details, and track it on line too.

In September, the Harvest Moon at Atwood, Governor's Cup at Eagle Creek, and Highlander/Thistle event at the Indianapolis Sailing Club will provide some great racing.

And come October 1-2, the Blue-

grass Regatta will provide plenty of racing and fun in Louisville.

And of course the traditional season wrap-up will be held at Lake Norman, Oct 15-16 at the Pipers Regatta.

Have a great rest of the season!



Kenny Chapman and Dr. Bob await you for the Indy Governor's Cup Sep 17-18.



HCIA Website A Winner

By Boyd Barnwell

“So, how is the new web site going?” you might ask. Well, according to Google Analytics, our average weekly visits have risen 15% from 258 in the first four weeks to 296 in the last four. Page views have risen 10% from 1,248 average weekly to 1,377 average weekly.

About half the visitors to the site are new versus returning. Other statistics like visitor loyalty, length of visit and bounce rate are also encouraging.

We’re on the right track. However, web sites need a constant source of fresh and unique content to keep these trends continuing in the right direction. That’s where “you” come in by using this great tool to promote your fleets and events.

Have you provided content for your fleet page? Have you provided content for your regatta page? I’m not talking about NOR’s and SI’s, but rather a quick, engaging answer to, “Why should someone want to consider becoming a Highlander sailor in your fleet or why should a Highlander sailor come to your regatta?”

In other words, “sell your fleet and events” with good and thoughtful content and photos that capture the fun to be had. If you’re not, you’re missing an easy way to share your message with many that you’d never otherwise be able to contact.

How do they do it? What you might not be aware of is the team effort involved in maintaining the site. It was designed so that the parts of the site that need regular updates can be done “behind the curtain” through an administration portal that doesn’t require any programming knowledge by the volunteers covering specific areas. Here are the contacts for your web updates and suggestions:

Bryan Hollingsworth; membership updates and administration. (bristolbhh@insightbb.com).

Ed Spengeman; regatta information page administration. Info about the regattas, photos, NOR’s, SI’s (ed@modernmktg.com).

Jamey Carey; fleet information page administration. About your fleet and photos. (mojo906@hotmail.com).

Tanya Carey; regatta results entry. (mojo1002@live.com).

Bruce Busbey; boats for sale page. (sail500@aol.com).

Mike Feldhaus; News & Events page and home page news ticker.

(mikefeldhaus@insightbb.com).

Boyd Barnwell; Photos & videos and general website administration. (boydbarn@aol.com). *I need your help with photos and videos. If you have regatta photos and videos you’d like share on the site, please contact me.*

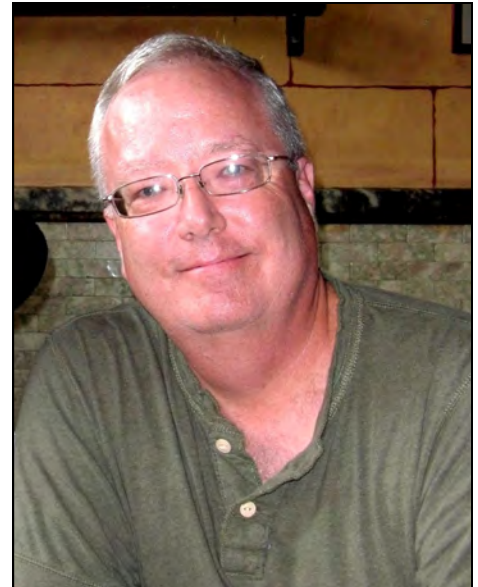
I’d like to especially recognize Mike Feldhaus for his efforts on the News & Events (http://sailhighlander.org/news_events.cfm) page. Mike has and continues to consistently post great articles that keep everyone informed about what’s going on.

He believes this page compliments the “The Highlander” magazine by offering more frequent insight into fleets and events than can be shared in four newsletters per year. I think many of you would agree, without the combination of N&E and the magazine, we would have never known some of the underlying story of what goes on around the class. “Thank you Mike,” for your enthusiastic commitment to this great communication tool. And, also “thank you” to the many of you who’ve contributed to Mike’s effort.

Many HCIA members have committed a significant part of their lives to Highlander sailing. If you are one of the obsessed that think a whole bunch of people are “missing the boat” by not

experiencing “The Original One Design Sportboat” then use the sailhighlander.org web site as a tool to share your enthusiasm with others.

Please contact any of the folks listed here, if you’d like to contribute or have updates or suggestions on how we can improve this resource. You should also contact HCIA President, Jon McClean



Website administrator, Boyd Barnwell.

(jon@mcclean.cc) or anyone in an HCIA leadership role if you have ideas on how we can reach more members or prospective Highlander sailors.

“Washed Out” Pot Luck Still Simmering



Photo by Bryan Hollingsworth

By Bryan Hollingsworth

Water, water everywhere and not a drop to drink!

What a late start for sailing for those of us in Kentucky! The Mothers Day/Ky Derby weekend Regatta at Cave Run had to be cancelled.

The water was up 30 feet above normal. Almost all the campsites were under water in the

(Continued on page 16)

That’s Cave Run Lake creeping up behind the camp benches.



Mojo Motors At Midwinters 2011

By Jamey Carey

The predicted severe weather for the Carolinas limited participation in the 2011 HCIA Midwinters to just 14 boats. Early arrivals were greeted with an awesome practice day on Friday, April 15, which was sunny with 12-18 mph winds all day. The two teams taking advantage of this glorious sailing day were both from Cowan Lake; Team Mojo (Jamey and Tanya Carey) and Mike Shayeson sailing with Jason Japikse and Shon McCall with Mike's brand new #2006.

While there was "some assembly required," the new Tom Allen-built #2006 was a beauty to behold. After some tweaking she was ready to hit the water for the first time. Proving that there were still some details to work out, the boat wasn't the only thing to "hit the water" as they weren't even out of the LNYC harbor yet when Jason took a head first dive into the still-chilly waters of Lake Norman.

It seemed that ensuring that the hiking straps were securely affixed to the boat was one tiny detail that had been overlooked. Their impromptu man-overboard drill was quite successful, and once he was back on board they were pleased to discover that the keys to the motor home were still in Jason's pocket.

Competitors were all "chomping at

the bit," excited to kick off the 2011 regatta season with some good competitive Highlander racing. Unfortunately the forecasted severe weather showed up late Friday night in the form of high winds and heavy rain. The thunderstorms lasted through the night and most of Saturday morning.

Unbeknown to the sailors, these same thunderstorms spawned several deadly tornadoes throughout the South. During one particular mid-morning storm the rainfall literally reduced visibility to zero. After the storms passed through it was a pleasant but very breezy afternoon.

With wind in the 15-25 range, gusting into the mid-thirties, the fleet went into the typical Highlander postponement pattern. Some were tweaking on their boats, catching up on those projects that they meant to get to during the off season. Others were into drinking rum and playing cards.

One more productive activity that occurred during this downtime was an inspection of the two Lake Norman 'loaner' boats. This project developed into a partial refitting of #741 to prepare her for racing. This activity began with local Fleet 27 members, but soon progressed to include several visitors who contributed advice as well as mis-

cellaneous hardware to replace missing parts.

At 2 p.m. the Race Committee wisely abandoned racing for the day and, in an effort to complete three races for this event, announced an expanded schedule for Sunday's racing. During an afternoon campsite cookout, as if to respond to one of the more eager sailor's comment that they'd wished we would've gone racing, Mother Nature produced a series of puffs that literally blew the hamburgers off of the grill. That demonstration of power convinced even the most fearless of heavy-weather Highlander sailors that racing was best left for another day.

Sunday was a gorgeous day with light to medium, if somewhat shifty, wind conditions. As we cruised the starting area I knew something was amiss. A few minutes before the start I realized what seemed to not be quite right.

I have been racing Highlanders at Lake Norman since 1968, and it dawned on me that this is the first time I could recall having a Highlander race at this venue without at least one 'Bauer boat' in the fleet. However odd this seemed, the racing went on, sans Bauers.

In race number one Team Mojo and Rob Spring's team, who was sailing Mother Ocean in this event, stepped out in front of the fleet for a two-boat dog fight. Mother Ocean prevailed, beating Mojo by just a few boat lengths. Also noteworthy was that, proving that his new #2006 was ready to race "right out of the box," Mike Shayeson and company finished third.

Race number two saw the same three boats in the front of the fleet, but this time Mojo was fortunate to catch the last shift for the win, followed closely by Mother Ocean with #2006 again finishing third.

The wind turned "light and variable" to provide very challenging conditions for race three. Its conclusion found Mojo fortunate to take the bullet, followed by Bruce Busbey's number #2007, Pequod, on her maiden voyage. And, once again, the third place finisher was Shayeson's #2006.

When the final scores were tallied Team Mojo, who was very fortunate to be joined on this weekend by current HCIA National Champion Ernie Dieball as crew, won the Midwinters regatta posting scores of 2-1-1.

Mike "The Rock" Shayeson's #2006

(Continued on page 11)



Photo by Chris Doyne

Sunday was beautiful as here, some local boats mix it up at Midwinters competition.



Secretary-Treasurer Report

By Bryan Hollingsworth

Response to the new web page design has been great. The behind the scenes work to keep it fresh is voluntary and part of that is the work of Mike Feldhaus who always keeps us on our toes to keep the articles flowing.

Class president, Jon McClean, was nice enough to arrange, at my request in February just before the new website went live, to hand off my Pilot web site duties to others. Thanks Jon. This gives me plenty of time to work other aspects of membership and dues collection.

I have been able to attend only the Eagle Creek Mayor's Cup Regatta. This year I am not planning on wearing my Highlander membership badge, but I will be more than glad to inform Regatta chairs on outstanding membership dues, so that everyone who wants to race, pitches in with financial support

We have spent a lot of the class monies to bring you the member, a new Class look and fresh perspective. I think it's working and every membership counts. I know it's a tough time for everyone and a big expense just to get to these regattas but the friendships you will make are priceless and the competition is as good as it gets.

(Continued from page 10)
consistent scores of trip-threes took second place with Bruce's all-family Pequod



Photo by Chris Doyne

Jamey Carey 'on the run' with Bruce Busbey and Tom Raymond in hot pursuit.

It appears to me that the new boats are proving to be as fast as ever, as the new Allen-built #2006 "Mo Better" has scored two second-place finishes in the first two regatta of the season. Keep it up Mike Shayeson!

Jeff Curtin still gets my vote for outstanding 'fleet builder' in Westerly, Rhode Island with over eight boats at my last count. There is an all out search for used boats to race competitively.

There is another group in Vermillion getting a fleet started and the only word I have received is they bought Dave Landis' two boats and are looking for two more. It would be great to get back to Vermillion for a regatta.

Remember, this works because it's a fun class and great racing boat. Keep it up Class!

Correction: This isn't a big deal but when we do find errors in the information that we present in our quarterly issues, it's important to 'get it right' and set the record straight as this magazine is a document of record for the Class.

In the April 2011 issue in the Looking Back historical article it was presented that Jim McDonald won the

taking overall third. Mother Ocean finished fourth, with local favorite Dick



Bryan Hollingsworth doing research.

Larry Klein trophy for 2001.

An alert reader pointed out that was in error and that year's award actually went to Don Wright.

After further review, records indicate that Jim and Don tied and through a tie-breaking process, the 2001 trophy did go to Don Wright. Thanks to all for helping us set the record right.

Doyne and company rounding out the top five. You can see complete box scores on our great new website at sailhighlander.org. It was a real pleasure to see the two newest Highlanders in the top three boats in their inaugural sails.

And in other post-event commentary, the teams of Allen Crosby and Jeff Curtin deserve special recognition. Allen and his all-teen crew discovered that the refit to #741 wasn't quite complete when they lost their rudder midway through the last race. Undaunted, they finished the race steering with a paddle.

And in one other noteworthy observation, in spite of the questionable weather forecasts, Jeff Curtin and his crew traveled for over 13 hours from Rhode Island to compete at Lake Norman and finished in 8th place.

We'd like to thank the LNYC folks for hosting another great highlander event. If you missed this one, you should be certain to attend the Pipers in the Fall. We hope to see you on the water.



John Bauer #1 at 50th Mad Plaid

By Boyd Barnwell

The 50th Annual Mad Plaid Regatta held by Fleet 4 of Cowan Lake Sailing



Photo by Antonia Johnson

Mike Shayeson and crew flattening out his new Allen-built 2006.

Association is complete and wow, what a great success. HCIA members came through in a big way to support this special milestone.

Lots of effort by many people in many ways went into spreading the word, pleading and cajoling to get the Highlander family to show support with their attendance; and did they ever come through.

Twenty-four boats were on the starting line Saturday for the first time in a very long time; including all three, brand new Allen-built Highlanders together for the first time.

Skippers, crew and families from that many boats make for great times off the water as well. In addition to two local boats crewed by other skippers from non-Highlander Cowan fleets, we even had Highlander folks show up just to be part of the celebration and see old friends. Jamey Carey's father, Jim Carey, who hasn't been on a Highlander since 1988, rode his 400cc Yamaha scooter all the way from Florida just for this occasion.

Highlander Fleet 4 members wish to extend their appreciation to all of those who went to significant effort to join us and help make this unique celebration so special.

Boats began arriving late Friday af-

ternoon and continued into late evening. They were treated to two types of chili, sweet cornbread, and Budweiser on tap.

Two large stock pots were empty by morning and one keg was highly abused.

Storms also arrived Friday night and it poured all night long. Everyone that spent the night at the club can tell you the same story about one lightning strike that hit directly overhead.

It was so loud and startling it was like a cannon going off next to your head. By morning all the bad weather had cleared out and more boats kept arriving right up until the skippers meeting at noon.

About once per season, winds at Cowan blow straight from the west all the way down the lake. Perhaps there was a secret Highlander sacrifice ritual

to the sailing gods Friday night because Saturday conditions allowed PRO, Dave Rosekrans, to set nearly the longest possible windward-leeward course that can be accommodated at Cowan Lake. While there was normal oscillation, the RC boat was able to remain on the same station all day. Winds were just as consistent as they got into the 8-12 mph range.

After three, two-lap races and a once-around contest, most competitors would tell you they were pretty worn out. However, it's the kind of fatigue from hiking on the rail all day that results in the perfect combination of adrenaline rush and exhaustion that racers long to feel.

At day one's conclusion, John Bauer was leading Bruce Busbey by one point. Third place was 11 points back but only seven points separated the next three competitors, making the race for third through fifth place very close too.

Shortly after racing the bar was open and the Bud was flowing again and many yummy appetizers were being consumed. After a delicious Beaugard's Barbeque dinner and desert, we took the opportunity to recognize our 50th Mad Plaid Official Honorees Bud Annenberg, Jim Carey and Jamey Carey for their families' life-long participation in the Mad Plaid and commitment to Highlander sailing.

Receiving a salute as well were some devoted, former Fleet 4 members in attendance; Norris Bourdow, Joe Volkert,

(Continued on page 13)



Photo by Antonia Johnson

L-r, are Jay Volkert, 'Cousin Joe' Volkert, and Joe Volkert enjoying Mad Plaid 50.



(Continued from page 12)

Ken Hopkins and John Emmerich.

Norris, Joe and John were nice enough to offer a few enjoyable words about their Fleet 4 and Mad Plaid memories. We then asked our special honorees to for some comments. After spending the day helping out on Race Committee, Jim Carey shared how being on the water again with so many Highlanders had made him long to sail again and how proud he is of his sons' sailing accomplishments.

One of those sons, Jamey, shared how much Highlander sailing and the entire Highlander family have been such a special part of his life.

Perhaps the most special and emotional moment of the evening came when Bud Annenberg spoke. Bud has been in every single Mad Plaid held. When asked recently, Bud said he thought he had actually missed one after having his gall bladder removed shortly before a Mad Plaid. His wife Gloria reminded him that, no, he had not missed it and had sailed in spite of strong urging to the contrary.



Plaid '11 Champ John Bauer.

Bud won the Mad Plaid in the 70's with his daughter Lynn and took third place just two years ago at the age of 81. When I asked Bud if he would be willing to say a few words, he said he would be glad to, yet cautioned me that he might have an emo-



Photo by Antonia Johnson

The wind was good and the competition top notch at Fleet 4's Mad Plaid 2011.

tional "John Boehner" moment. But who wouldn't after competing 50 times in the same event and making so many lifelong friends doing something that he loves.

Wind direction Sunday morning lent itself to Olympic courses with light breeze in the first race that built nicely for second. I'm sure you'll recognize top finishers John Bauer, Bruce Busbey and Ed Spengeman. However, while the weekend sail numbers of Jim Taylor's and Bruce Kitchen's boats might be familiar, you likely don't recognize the names.

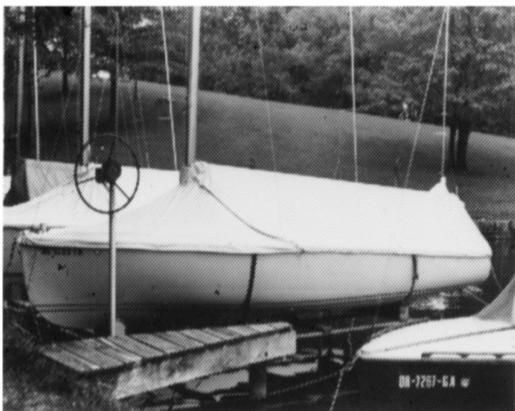
They are talented sailors from other CLSA fleets using Highlanders lent by Mike Shayeson and me. That's two years in a row for me as I lent 906 to another CLSA fleet sailor who finished fourth in 2010. Another two boats on

the line are great, and we're happy that Jim and Bruce did so well but I suppose you can't help having mixed feelings about your own boat beating you, can you?

Fleet 4 is also very happy this year to have third generation Highlander stalwart, Steve Bauer, sail out of CLSA, now in boat 925.

Wrapping it up, the top five trophies went to: 1st Place - John Bauer in 999 with 18 points, 2nd Place - Bruce Busbey in 2007 with 26 points, 3rd Place - Jim Taylor in 958 with 31 points, 4th Place - Ed Spengeman in 2002 with 33 points, 5th Place - Bruce Kitchen in 906 with 38 points.

Visit sailhighlander.org for complete results and great 2011 Mad Plaid Regatta photos.



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



REGISTRATION

**2011 HIGHLANDER NATIONALS CHAMPIONSHIP REGATTA JULY 25-28, 2011
ROCK HALL YACHT CLUB, 22759 MCKINLEYVILLE ROAD, ROCK HALL, MD 21661**

Boat Number _____ Date _____ Skipper name: _____
 Street address _____, City/St/zip _____
 Phone _____, Skipper 19 or younger? _____, Skipper's 1st Nationals? _____, All family boat? _____
 Email _____, Crew name _____, 2nd crew _____

FEES:	NUMBER	TOTAL \$\$\$
Registration \$250	_____	_____
18 years and under \$75	_____	_____

MEALS MUST BE "PRE-ORDERED." NONE WILL BE SOLD AT ROCK HALL AT "ON SITE" REGISTRATION

Meals	Number	Total \$\$\$
<u>Lunches (brown bag: M-Thurs).</u>	_____	_____
Monday \$8.00 each	_____	_____
Tuesday \$8.00 each	_____	_____
Wednesday \$8.00 each	_____	_____
Thursday \$8.00 each	_____	_____
<u>Dinners (children under 3 eat free)</u>		
Sunday Picnic \$18.00	_____	_____
Picnic (children under 12: \$8.00)	_____	_____
Tuesday Taco Bar: \$25.00	_____	_____
Children under 12: \$8.00	_____	_____
Thursday Banquet: \$35.00	_____	_____
Package Price: All dinners: (Sun, Tues, Thurs: \$75.00)	_____	_____

T-shirts: short sleeve, 100% cotton: PRE-ORDERS ONLY.

Free Skipper Shirt. Size	Sm	Med	Lg	XL	XXL	Total \$\$\$
Additional: \$15 each, specify quantity.	_____	_____	_____	_____	_____	_____

GRAND TOTAL: Registration, meals, shirts: \$ _____

As an entrant in the 2011 Highlander National Championships, I agree to sail my boat in accordance with The Racing Rules of Sailing and all of the rules governing the event. I fully understand that I am competing at my own risk and that the organizing authority will not accept any liability for damage, personal injury, or death in conjunction with, prior to, during, or after this event.

Skipper signature _____ Date: _____

Please print name: _____

Copy and return this form to:

Ed and Erin Spengeman
11106 Pebble Creek Drive
Louisville, KY 40241

MAKE CHECKS PAYABLE TO: Erin Spengeman

Questions or information: Contact Ed at 502.314.7316 or Erin at 502.314.2513

Email: Ed- ed@modernmktg.com or Erin- redsailor876@hotmail.com



The Classifieds

#1005: Allen boat, consistently recorded top ten Nationals finishes, the highest, being

second place. 2 mains, 3 jibs, 1 spinnaker, and trailer. It's time to pass my boat to a younger sailor at a fraction of the cost of a new boat. **\$13,500.** Joe Volkert: c: 937 478-4779, jovol@verizon.net.

Last Call For Nationals

By Erin Spengeman

With Highlander Nationals less than a month away, hopefully everyone has already registered and if you haven't... time is running out. Unlike in years past, the situation requires us to have to have a final **meal count prior to the "main event" and t-shirts will be a pre-order process as well.**

Please get your registration forms in as soon as possible so we can get you and your crew taken care of for the week. So far we have had registrations pouring in and the competition is going to be great.

As we have mentioned in articles past, Nationals will be held at Rock Hall Yacht Club, located on the Eastern Shore of Maryland's Chesapeake Bay. RHYC offers a large body of water easily capa-

ble of mile-long legs for competitive racing, and the club offers all of the amenities that you expect from a Nationals.

The team at Rock Hall is thrilled to have the Highlander gang back for 2011 and looks forward to rolling out the red carpet for this event.

With the launch of the newly revamped HCIA website, all necessary forms are posted there. We will also be posting updates on races throughout the week for those that won't be able to join us. Another website worth checking out prior to your arrival is www.rockhallmd.com. There, you can learn more about spots to stay and places to eat.

So, get your registration in, pack up the boat. We look forward to seeing you July 23-28 for HCIA nationals.

Grand Prix Series Rolls Out This August



By Sue Bauer

The Hoover Fling, August 13/14, is a regatta you won't want to miss, this year especially, because "Grand Prix" scoring debuts here.

This is a new annual "series" with its own trophy. You don't have to attend a lot of regattas to advance in the scoring. Check the details and follow the competition progress on the Highlander Class website, at sailhighlander.org.

Hoover Sailing Club in Westerville, Ohio is convenient to I-71 and I-270. Boat launching on the ramp is easy.

The clubhouse has a great view of the on-water action. Camping is allowed on the grounds. The regatta will be low cost and the on-shore activities will be relaxing. Join us for a fun weekend with friends.

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

Allen Boat Company, Inc.

370 Babcock Street
Buffalo, NY 14206

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

"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

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@insightbb.com. 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 9)

Boat Gunnel Shelter.

I'd sailed at Cave Run for ten years before transferring to Louisville and thought I had seen high water before, but this was a true record. Last year was the first Pot Luck Regatta and water was 15

feet above normal.

It was tough but everybody pitched in and made a difficult time into a camping success with a little sailing on the side, but our first Pot Luck Regatta was a hit all the same.

This spring, the Saturday before

the regatta, after much winter coordination, I got a call from a new boat owner, Mike Shayeson, who said that high water was a deal breaker for his new boat. He just didn't want to risk it, and I couldn't blame him.

Well that made me put my thinking cap on and Sunday morning at 6, I picked up a camera and my mom for a ride to Cave Run and a photo shoot. Wow!

The pictures showing the fire pit and campsite under water would scare anyone. So that Sunday, while we were still a week out before the regatta, seemed like the most opportune time to notify the 14 boat owners who'd already committed to join us. That was all the more important as some would have been traveling from as far away as Florida and North Carolina. It was a shame.

I am now looking for a suitable date in the fall to reschedule the Pot Luck Regatta. Your input is welcome, so email me at: bristolbhh@insightbb.com.

Also check sailhighlander.org in the News & Events section for updates on progress in our re-scheduling effort.

2011 Highlander Regatta Schedule

July 2/3	Pymatuning Regatta	Jamestown, PA	Rob Spring, rspring@neo.rr.com
July 2/3 *	Lake Norman racing	LNYS	John Gibbon, yellofev@aol.com
July 23-28	HCIA Nationals	Rock Hall YC	Ed Spengeman, ed@modernmktg.com
Aug 13/14	Hoover Fling	Hoover SC	Sue Bauer, 989bauer@att.net
Aug 20 *	Rock 'n Roll Cruise	EYC/Whiskey Island Marina	Chuck Vandevender, vanprty@aol.com
Sep (3/4) *	Labor Day Racing	Lake Norman YC	John Gibbon, yellofev@aol.com
Sep 10/11	Harvest Moon	Atwood YC	Mark Redmond, mredmond929@gmail.com
Sep 17/18	Governor's Cup	Eagle Creek	Kenny Chapman, chapmank@comcast.net
Sep 24/25	Highlander/Thistle event	Indianapolis SA	Pete Ellefsen, peteellefsen@sbcglobal.net
Oct 1/2	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
Oct 15/16	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

*** Always email in advance to confirm regatta information.

* Not an option for Grand Prix scoring.

At Dieball Sailing, we take a different approach to sailmaking than our competition. We know the rigors of Highlander sailing because we are Highlander sailors! We pay attention to the little things that make good sails great! It is a different approach and different level of detail. A level of detail you deserve!

Now is the time to order sails that have dominated the HCIA circuit for the past several years! Having that piece of mind, coupled with fantastic customer support...you will get more enjoyment out of your Highlander sailing this year!

www.dieballsailing.com

info@dieballsailing.com

419-726-2933

