

THE HIGHLANDER



Volume LIV, No. 4, October 2008



Photo by Anne Hollingworth

Highlander National Champions for 2008, at left: skipper, John Bauer; crew, Sarah Paisley; and crew and proud papa, Harold Bauer hauling in the hardware and the checkered flag from a great nationals regatta at Lake Norman, NC. The Bauer family has been a stalwart in the Highlander clan since its early days as Fred and Marj joined in 1961, with sons Jack, Bob, and Harold active throughout the years. Since then, members of generation three have been fixtures on the racing circuit and taken major leadership roles for HCIA.



The Highlander

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President's Corner

Ahoy! It doesn't seem possible, but as I am writing this there are just two months left in our racing season.

On a local level, Cowan Lake's Highlander Fleet 4 will be crowning a new fleet champion for 2008 as Mark Osterbrock and Team O-Zone used CLSA's local Labor Day Regatta to seal the deal by winning three of the five races conducted. Team O-Zone has won an impressive 66% of the club races in which they've sailed.

This is their 20th year of Highlander and their success is well deserved. Congratulations to Mark and Marybeth Osterbrock and long-time crew Don Elsbernd.

Fleet Four is also excited to welcome new members Boyd Barnwell and Jon McClean to our group. Jon and Boyd, with Boyd's son Dan, have already made a strong showing at their first Highlander Regatta, and plan on attending several more of our events this Fall, so keep an eye out for the #906 crew and welcome them aboard.

Cowan Lake Highlander sailors are also looking forward to working with the Indian Lake and Hoover Fleets to provide you with another great family vacation experience at the 2009 Highlander Nationals at North Cape Yacht Club, July 18-23. Committee work for this event is beginning, look for more information to be included in future issues of The Highlander.

On the national level the season so far has been another success. In spite of difficult weather conditions the Lake Norman Yacht Club folks hosted a great Highlander Nationals.

Congratulations to third generation Highlander sailor John Bauer who, along with teammates Harold Bauer and Sara Paisley, bested 30 other Highlander teams to earn the title of 2008 National Champions.

John has also been doing an excellent job in his capacity as Participation Chairman for the class. With two-thirds of our 2008 events completed we have seen an increase in participation in our regattas of 17% over last year. This is a major achievement considering a sagging general economy and record fuel prices.

We still have a couple of regattas left to complete this season. Please do your family a favor and try to fit one into your schedule, you're sure to have fun.



President, Jamey Carey

I know most of us tend to focus on the competitive/racing perspective of the Highlander. Recently however, Tanya and I had an opportunity to appreciate Highlander from a different angle.

We made the trip up to little Kiser Lake to provide some rigging assistance to Rich and Jane Malafa who had just purchased #716. I don't believe they have any goals to race, but the love they have for their boat and the pleasure they get from being on the water is equally as apparent as it is with the hard-core racers.

I appreciated that Rich's directions to their marina included the instruction that, "once you're at the docks you can't miss our Highlander as she is the prettiest boat in the harbor." He was definitely correct in this statement as the fine lines of the Highlander certainly stood out against the other production boats.

After a light-air evening sail was conducted under a rising moon, as the final snap on the cover was put in place Jane proclaimed that she felt as if she had won the gold medal in sailing.

This experience just confirmed for Tanya and me that it really doesn't matter whether you crave the heat of close competition or the serenity of a slow moon-lit sail, the Highlander is the perfect vessel with which to enjoy your time on the water.

The best sailing conditions of the season are still ahead of us. Regardless of what your version of what "Highlander" may mean, I hope to see you on the water soon.

(Editor's note: The next HCIA board meeting is set for November. If you have items you'd like covered contact Jamey {email, above left}. Also, Fleet Captains, begin now to determine a tentative date for your local '09 regatta for inclusion on our tentative list in January issue).



Berlin Invitational

Wet 'n Wild Weekend, Again

By Harold Bauer

"Every time I go to Berlin, it rains." Those words from an earlier Highlander magazine article kept ringing in my mind as we stood in front of the club watching an incredible display of lightning on Friday night at the Berlin Invitational regatta. Yep, it happened again; boy, did it happen.

The wind blew and trees fell, taking out power lines all over northeastern Ohio including our clubhouse. Fortunately, the beer was already cold and the only thing necessary to keep it flowing was CO2, (and we had plenty of both), and the stories of traveling through the storm from the incoming sailors flowed as well as the beer. It's been a few years since I sat and listened to horror stories by candlelight. However, I don't remember the beer.

By 8:30 Saturday morning the power was back on and the coffee was brewing. The threat of showers hung around throughout the morning and into the afternoon. Only one race was sailed as the wind wouldn't cooperate. I'd go into the racing stuff but I wouldn't want to take anything away from Ed and Erin Spengeman and Justin Busbey.

So what do all good sailors do when there isn't any cooperation from Mother Nature? Start the cocktail party. There was lots of food and plenty of liquid refreshment; enough to get Bryan and Anne Hollingsworth in the mood for some good ol' fashioned square dancing. You GO Bryan!!

The overall outcome of the regatta

can be found on the HCIA website. But what you won't see is how enjoyable the regatta really was. Everyone had a great time. But as I sat there listening to the band on Saturday evening after dinner (which, by the way, was outstanding), the real winner of this regatta had to be Ken Hopkins from Lake Norman Y.C.

Ken brought "Creature" and had his son Kenny sailing with him along with a grandson/granddaughter or two. Ken's daughter, Debbie Probst was also there sailing Rob Spring's "Aunt Ruby" with a few more grand kids. Ken's son-in-law Adam also sailed "Mother Ocean" with the balance of the grandchildren.

You know I go to a lot of regattas and there are a number of ways to judge the

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Photo by Anne Hollingsworth

L-r: The Hopkins Clan gathered at Berlin; Julia Hopkins, Kenny Hopkins, (w Andrew Hopkins in front), Bonnie Hopkins (w Delaney in front); and then Debbie Probst (w Tanner Probst in front) Adam Probst, Abbie Probst (w Alec Hopkins in front), Ken Hopkins (w Jenna Probst in front), and Rebecca Hopkins.



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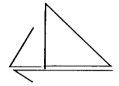
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Team Spengeman Best at Berlin

By Justin Busbey

(Editor's note: The fun at Berlin was so intense this year, it took two articles to properly cover the action).

Twelve Highlanders gathered for the Berlin Invitational the weekend of June 14/15 at Berlin Yacht Club. The stage was set for a highly entertaining weekend on Friday evening. The drive to BYC featured darkening skies and a slight build up in wind velocity, but obviously no storm could possibly occur until I decided to mention that, "it looks pretty dark, but it's looked that way for a while, so it probably won't be that bad when it hits." After hearing my comment, Mother Nature decided to show me a thing or two, and unleashed her fury.

While Ed Spengeman drove the car, his much better other half, Erin, and I were responsible for calling out obstacles blowing across the road. After avoiding flying branches, downed power lines, rolling tires, and an out-of-control deer (yes, I said deer), we managed to arrive at BYC unscathed.

The welcoming party, consisting of Harold and Stefanie Bauer, John Bauer, and familiar faces Frank and Marianne Gerry, was highly entertained by our story and was generous enough to offer free beer as a reward. Never being one to turn down a free gift, we chose to accept. Unfortunately the beer was not flowing all that well, but Harold's expertise at such matters resolved our problem, and all was well into the late evening.

Saturday promised to be a good day for yachting, with a forecast of winds around 10 mph. We also were presented with the news that the Hopkins family had decided to congregate this weekend at BYC for the regatta. Ken Hopkins made the journey up from North Carolina to allow son Kenny to drive #333, and both Ken's daughter, Debbie, and son-in-law Adam Probst would skipper boats manned by nearly the entire cast of

grandchildren.

The first race of the regatta featured threatening skies, but the rain would hold off for the most part. However, due to unfair racing conditions which were creating upwind legs regardless of which mark you went around, the race committee (RC) chose to abandon the race on the final leg, with Debbie and

the sheriff boat, who decided it would be a great idea to cross right in front of #885 when the wind was blowing approximately 1 mph.

The leeward leg eventually would shift to a windward leg, with a tantalizing puff right off the land that never seemed to move. Entertainment was to be had looking behind and seeing boats sitting directly in breeze....only unable to move for some unknown reason. After continuing to drift for what seemed like hours,



Photo by Anne Hollingsworth

Though not detained as suspects in the alleged square dancing incident this mug shot shows 'persons of interest:' L-r, front, Heron, Taylor, Bryan Hollingsworth and Bob Bauer. Back row, l-r are: Harold Bauer, John Zaegel, and Stefanie Bauer.

what seemed like a band of refugees in the lead, followed closely by Team Spengeman (that was "us").

The committee allowed the rain to pass, and started another race soon after. Unfortunately the rain completely drained the entire lake of air, and the race quickly turned into a patented summer drifter.

John Bauer made best friends with

the breeze filled back in, and with six boats in close competition, that made for a nice drag race to the finish.

Debbie Probst was able to guide "Aunt Ruby" to the line first, with Ed Spengeman able to hold off our esteemed HCIA president Jamey Carey for second. Even with breeze building, the RC decided that would be enough for the day, and sent us in.

However, with nice wind and fun still to be had on the lake, seven of the twelve boats decided to stick around for some sailing after racing was completed. Undoubtedly the highlight featured Debbie and Adam steering their boats with about seven or eight kids piled forward on the deck, resulting in the transom being completely out of the water.

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event's success, but I'd judge, for Ken Hopkins, to have his family together sailing in three different Highlanders had to be better than anything imaginable....even if it did rain.

It was a great weekend of family and friends and sailing and to all of you who

joined us from out-of-town, thanks for making the trip. When you travel so far and have so much fun, it makes the time and effort worthwhile for so many local volunteers who put our regatta together. Thanks to all, and be sure to join us again next year.



Salute to Vinicky Edgewater Spark Plug

By Debbie Robertson

When we joined Fleet 14 out of Cleveland in 2007 I quickly learned that Gary Vinicky was our lifeline. He's on speed dial on my cell and I have called him with stupid questions so many times it would make your head spin.

Over the months, I've noticed I wasn't alone, as I was usually second or third in line around his boat at Whiskey Island Marina to get my burning question answered. Almost everyone's questions started with, "What am I doing wrong?" Occasionally there was something wrong with the boat, but nine out of ten times it came down to the skipper, which, of course, instantly translates to crew error.

Gary operates like a physician with an amazing bedside manner. You can rest assured that he has already observed your Highlander on the water. How he does this when most of us are behind him I'll never know. He knows the question and the moods of the skipper and crew before you ask. He can tell who's having fun and who's upset. And it matters to him, like a good mom would demand, that all

the children get along 'and' you'd better be having a good time.

Fleet 14 is growing due to the hard work of the fleet with Gary in the lead. I feel it is one of his dreams to make this happen.

So here we are, ready to race and some of us need help to meet the challenges of racing on Lake Erie. The 2008 season has been more challenging than 2007. The winds here have generally been 10-20 mph out of the northwest with whitecaps crashing on our protective break wall.

Earlier this season, it was mid-July, and #942's skipper and crew weren't smiling. I called Gary to have a little heart to heart which I desperately needed because my skipper was cranky and our two teenagers that sail with us were moping. All I can say is Gary already had us on his priority list.

The very next day he organized a race course inside the break wall to help us. He sailed on our boat and coached us and he observed another Highlander that was racing with us to see what problems they were having. A J-22 raced just for fun.



Debbie and Rick Robertson At Edgewater's 50th.

This was so successful, and we had so much fun we are planning to do it a couple more times this season to encourage other newcomers to race their Highlanders. We even talked about having "Friday Nite Fights" where we invite Whiskey Island Thistles, Flying Scots, and Hobie Cats to race our "inside" course with us.

Here at Fleet 14, we raise our beers to Gary Vinicky. Nobody could do this better, and we just wanted all of you to know.

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Evening entertainment featured a live band and some individuals who nobody seemed to know who broke out into some square dancing.

With only one race in the book for Saturday, the Thistle class was able to coerce the RC into doing multiple races on Sunday. The first contest featured tight racing throughout, with four boats having a good chance to win heading into the final leg.

Choosing to go up the middle of the leg rather than pick a side, Kenny Hopkins was able to pull out the victory, with Spengeman and Carey once again in a tight battle for second. Ed managed to prevent the Mojo from risin' for the second straight race, resulting in us picking up another second in the regatta.

Race three of the weekend was a tight battle throughout between Spengeman, John Bauer, and Bob Bauer. The Bauer's rounded the windward mark in the first two positions, but some deft downwind maneuvering had Ed slightly in front going around the leeward mark to the finish. Ed was able to tack and

cover both Bauer's to take first, with John holding off Bob for second.

After adjusting the windward mark to reflect the righty shift, race four was underway. Boats digging hard left were able to come out ahead at the windward mark, and the downwind leg saw another tightly contested battle. Adam, Debbie, Jamey, John, and Ed were the first five around the leeward mark to the finish.

The fleet split with two boats heading left, and the other three heading right. It was the right that paid off, as Debbie cruised to another victory. Jamey was able to hold off Ed for second, as the boats on the left made a late push but could not quite crack the top three.

Overall, Team Spengeman's consistent sailing was enough for another '08 regatta win, with Debbie Probst and her five crew hanging on for second, and Jamey Carey's Team Mojo pulling in a solid third.

Thanks to everyone at BYC for

a great weekend. Hope to see you there next year.



Photo by Anne Hollingsworth

Hollingsworths departing Berlin anchorage.



HCIA Nationals Scoreboard, 2008

Championship Division

Pl	Skipper, boat	R1	R2	R3	R4	R5	R6	pts
1	John Bauer, 1959	1	2	1	2	1	5	12
2	Bruce Busbey, 500	5	4	5	3	6	1	24
3	Ed Spengeman, 2001	6	14	4	1	8	2	35
4	Jason Hubbard, 952	4	1	2	7	11	10	35
5	Neal Deaves, 960	2	7	15	10	2	4	40
6	John Wigney, 879	15	3	8	4	4	8	42
7	Jamey Carey, 1002	9	6	7	5	9	7	43
8	Gary Vinicky, 965	3	11	9	9	5	9	46
9	Bob Bauer, 989	14	15	6	6	3	13	57
10	Joe Volkert, 1005	10	9	11	8	10	11	59
11	Dan Hopkins, 797	12	13	3	16	13	3	60
12	Dick Doyne, 891	8	10	13	14	15	6	66
13	Skip Webb, 979	7	8	14	12	17dsq	12	70
14	Ken Hopkins, 333	12	12	17ocs	11	7	15	74
15	John Gibbon, 924	16	5	12	15	14	14	76
16	Bryan Hollingsworth, 876	13	16	10	13	12	16	80

2008 HCIA Masters Champion

Neil Deaves, 960 Louisville Sailing Club

Classic Boat Winner

1 Norris Bourdow Indian Lake SC
2 Tom Raymond Lake Norman YC

2008 HCIA Junior Championship

pl	Skipper, boat	Races 1-4	pts
1	John Mellnik, 458	1 1 2 1 5	
2	Sebastian Hale, 1003	3 4 1 2 10	
3	Allen Crosby, 924	4 2 4 3 13	
4	Elizabeth Chambers, 923	2 5 5 4 16	
5	Isabelle Hale, 926	5 3 3 5 16	

President's Division

Pl	Skipper, boat	R1	R2	R3	R4	R5	R6	pts
1	Steve Hesler, 1003	1	5	5	1	1	5	18
2	Ted Mellnik, 458	8	4	1	2	6	1	22
3	Pete Breidenbach, 955	7	1	2	5	5	3	23
4	Norris Bourdow, 450	3	2	16ocs	4	3	2	30
5	Brian Newman, 912	4	11	4	3	4	4	30
6	Roger Walko, 961	2	8	6	6	7	6	35
7	Al Chrusciel, 1004	10	6	8	9	2	8	43
8	Reid Vail, 869	15	3	3	8	9	9	47
9	Craig Rule, 980	13	7	10	7	8	10	55
10	Patrick Rykens, 926	5	12	9	10	10	12	58
11	Chris Kafsky, 874	6	13	7	13	11	11	61
12	Stewart Bridgman, 424	16dns	10	11	12	12	7	68
13	Tom Raymond, 755	9	9	13	11	16dns	16dns	74
14	Dennis Kafsky, 874X	11	14	12	14	13	14	78
15	Michael Brawley, 799	12	16dnf	16dns	16dns	16dns	16dns	92

Special Awards

Sail-A-Gair Trophy	Highest finish in first Nationals: Ted Mellnik, Lake Norman YC
McLeod Trophy	Highest finishing all family boat: Bob Bauer, Hoover YC, OH
Piglet Trophy	President's Division, best all family boat: Chris Kafsky, Clarksville, GA.
Corpus Christi Trophy	Highest finishing Fleet: Berlin Sailing Club, OH.
Larry Klein Trophy	(2007 season), Overall points winner: Jamey Carey
Bahama Mama:	Highest finishing, under 19 years old: Not Awarded.



HCIA National Champions '08

John Bauer, Sarah Paisley, Harold Bauer

Reprinted with permission of Bill Kiser, "Lake Norman Times." This story in Lake Norman's local publication sets the tone for some great '08 Nationals coverage.

Racing Highlander-class sailboats is somewhat of a family tradition for John Bauer.

His grandfather and father both raced the small, agile day sailors for decades; and Bauer has crewed on his father's boats since he was old enough to.....well, to go sailing.

All that time on a sail boat paid off for Bauer last week, as he won his first-ever championship division title during the Highlander National Championships, held last week on Lake Norman.

With his father serving on his crew, Bauer, of New Philadelphia, Ohio, overcame the shifting wind conditions - and even two days of no wind - to win three out of six races held and finish second in two other races.

With his worst finish a fifth place in the final race, Bauer was easily able to fend off defending national champion and Lake Norman Yacht Club member Bruce Busbey to win the title.

"We've sailed together a lot, but this is the first time that we've actually won anything," Bauer said of his father Harold, who crewed on his son's boat last week along with family friend Sarah Paisley. "It really hasn't sunk in yet - I'm still on Cloud Nine right now. Maybe on the drive home it will."

Bauer jumped out to the early lead thanks to a pair of wins and a runner-up finish in the first day of competition,

held in light winds.

But the next two days proved to be taxing to the nearly three dozen teams taking part in this year's Highlander Nationals - little to no wind most of the time, with bursts at times that teased the competitors out on Lake Norman, only to disappear.

"Monday was pretty nice, but those next two days were nerve wracking," Bauer said. "For 12 hours a day, you're wondering what you're going to do.

"I don't want that to get into my head, so I didn't try to think about it. I'd grab a beer, sit around the picnic table with my family and friends, and talk about anything but that."

However, the final day of competition produced the best sailing conditions yet - steady winds of 10-12 knots, perfect for Highlanders.

And Bauer took advantage, finishing second in his first race, winning the next event, then clinching the title with a fifth-place run in the day's final race.

"That was a really nice change of pace," Bauer said of the wind conditions. "These boats are definitely geared up for lighter breezes, but with the wind getting up like it did, it turned into a pretty good workout.

"These are flat-bottomed boats, and you want to keep it down to get the best possible speed out of it. So we were having to work to keep it as flat as we could."

Two-time national champ Ed Spengeman of Louisville, Ky., finished third, his worst showing at the Highlander Nationals since coming in third in 2001. Since then, he had finished first (in '04 and '06) or second (in '02, '03, '05 and '07).

Rounding out the top 10 were Jason Hubbard of Indianapolis, Ind.; Neal Deaves of Crestwood, Ky., who won the Highlander Nationals' masters division title, LNYC member John Wigney of Mooresville, Jamey Carey of Wilmington, Ohio; Gary Vinicky of University Heights, Ohio; and Bob Bauer and Joe Volkert, both of Westerville, Ohio.



Photo by Anne Hollingsworth

The RC does a regular check on wind speed and direction.



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Nationals '08, An Overview

By John Bauer

Lake Norman has always been one of my favorite places to sail. I have attended nearly every Pipers Regatta in the fall ever since I can remember. With a large, open area for sailing, Lake Norman has one of the best venues for inland lake sailing and it was a great location for the 2008 nationals.

That's why, when Lake Norman placed their bid for the 2008 Highlander Nationals, I ran to the calendar and penciled in this event. I knew that Lake Norman would have all the resources available to host a nationals event that everyone could enjoy.

On Monday we were able to start off the regatta with a win after the first race on the first day. Needless to say, we were thrilled to start the regatta this way. The next race we continued to sail well finishing second and then winning the third and final race on Monday. This put us in the lead at the end of the first day.

After a great day of racing we were very pleased to stand around the score board and view the day's results, especially to have the opportunity to see our names at the top of the listing. About this time, crew mate, Sarah Paisley leaned over my shoulder and jokingly told me

that we could win the whole regatta if we only continued to finish each race with the same consistency that we had started the regatta. In other words, just finish first and second, and everything else will take care of itself. No pressure...just win.

On Tuesday we woke up to a very light, but sailable breeze. As we sailed out to the race course we realized that the little bit of breeze that we had was dissipating quickly. The breeze dropped to less than three knots. The light conditions eventually brought on a postponement for the entire day.

Sadly the light winds of three knots or less continued well into Wednesday also. After two full days of postponing races due to lack of wind, I, like many competitors, began to get anxious. All I wanted to do was get out on the water and sail. Fortunately, my crew, my Dad (Harold) and Sarah Paisley, were able to keep most of my uneasiness at bay.

On Thursday all of the anxiety was put to rest. The breeze came up above three knots and we were able to go sailing. After sailing the first two races and finishing first and second, we were continuing the same consistency that we started the regatta with as per

Sarah's advice earlier in the week.

In our sixth contest we had a pretty decent race, finishing fifth. The exciting part about finishing the race was adding up all the points and realizing that we had just won the Nationals. Wow!

I would like to thank all of the people at Lake Norman Yacht Club for their tremendous and successful efforts in hosting an outstanding regatta. I am certain that the Pipers Regatta this October will hold the same caliber of sailing that they had at this year's nationals; which is why I'm already looking forward to heading south again this fall. I hope to see you there.

Race 1, by Harold Bauer.

Monday, July 21. Wind: 295 - 305, at 3-5 knots. Course F, Windward/Leeward.

The starting line was reasonably square and it appeared that the windward mark was pretty well centered which helped spread the fleet out on the line. We opted to start at the boat end as our plan was to go to the right side of the course where we felt the pressure was better and the filling breeze seemed to be coming from.

At the start signal, we ran into some congestion and had to start late but tacked to port as soon as we cleared the line. Most of the fleet went to the left. Neal Deaves and Gary Vinicky went right with us. As we approached the windward mark, we could see that the right had paid off. We rounded first with Neal and Gary very close behind. Positions didn't change on the first run, and the second beat was much the same as the first. We stayed right playing the shifts. Deaves and Vinicky stayed close occasionally crossing ahead.

At the last leeward mark, it was all Bauer and Deaves for the final leg to the finish. It was a tough nip and tuck battle all the way up the last. We crossed the line first with the Deaves team very close behind and Gary Vinicky showing a very respectable third.

Race 2, no report.

Race 3, By Harold Bauer.

Monday, July 21. Wind: 305 - 315, at 3-5 Knots. Course F Windward/Leeward.

For the second and third races of the day, the race committee had relocated the race course to the northern end of the

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Photo by Anne Hollingsworth

On a day when the wind was light this group of competitors soaked up some sun.



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sailing area. The wind was getting a bit fickle and the central part of the sailing area had become quite light and shifty. I'm not really sure why this happens, but I'm sure glad that the PRO had the good sense to put the racing area in the better breeze.

For this, the third and final race of the day, we again determined that the right was going to be the place to go toward as once again, the breeze was stronger there. The line was pin-favored due to a wind shift to the left at about three minutes before the start. We altered our start plan and chose a starting position closer to the middle of the line.

Our new windward plan included a tack to port at the first opportunity and back to starboard as soon as the wind shifted back to the right. As if on cue, the wind shifted back right as soon as we had established our position on the right side of the course. This was rapidly becoming the race you can only dream about.

We rounded first with a small but comfortable lead with a new breeze filling in from the left and managed to open our advantage to a respectable four to five boat lengths.

Some dreams have nightmares within them. Ours came as we were preparing to gybe to make our final approach to the leeward mark only to see a large construction barge complete with a backhoe and a cloud of black diesel smoke chugging along on a collision course with us. This was going to pose a problem.

We elected head up, pass astern of the barge and gybe to a tight reach for the mark. As we rounded the leeward mark, our lead had been trimmed to just about a boat length or two.

The second beat was relatively uneventful; tacking on shifts, and looking for breeze.

As we rounded the windward mark, we caught that once-in-a-lifetime breeze that no one else caught. We rode this puff all the way to the leeward mark and rounded as the next boats were about half way down the leeward leg. We were dreaming again.

We went on to finish the race with an incredible half leg lead. We sure didn't want to wake up from this one.

Race 4, by Ed Spengeman.

Just after the Indy 5 Regatta last year

my wife, Erin, and I were fortunate enough to stumble upon our favorite Allen Highlander (2002) for sale up at Geist, at Indy. It had a gorgeous navy blue bootline stripe and was in immaculate shape. As most of you have probably already heard, I'm more of a blue stripe guy than a red.

Anyway, the timing couldn't have been any better. We were able to pick up the new boat shortly after we found a great home for our slightly older, and red striped, Allen boat (1002). That gave me the entire winter to translate everything that we had done on 1002 to the new 2002. It ended up taking every bit of the winter and spring to make it a mirror image of 1002. We still had a few odds and ends to tweak before Nationals, but she felt fast now that we were able to get rid of that red stripe.

Our first day of racing at Nationals had its fair share of ups and downs. We made a bunch of small mistakes, had a small collision and managed to hang



Photo by Anne Hollingsworth

During down time Ed Spengeman demo's other water skills.

ourselves out in left field in the middle of a right phase. Needless to say, our spirits weren't the highest. Luckily we had a few days of no racing to adjust our attitudes and come up with a new game plan.

With the pressure off we decided to knock this next race out of the park. We checked the breeze multiple times before the start and were confident that it was left and going harder. Despite what happened on race two, we decided to dig left. We set up for a pin start, which ironically gave us the biggest hole.

We launched off the line and felt like heroes. About two minutes later the "entire" fleet had wound up inside of me

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Photo by Anne Hollingsworth

The RC towing in the fleet on one of those 'un-windy' days that we've all faced.



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on their private right shift. I panicked for the next three to five minutes as we drove out to the left on what felt like 10 degrees lower than the fleet.

I kept repeating the same phrases that most skippers are so familiar with. I'm pretty sure someone has had to have written a book to help sailors cope with that "on the ledge feeling." It would probably go something like this: 1) **Anger** - "Where's my leftie!" 2) **Denial** - "How are they able to do that?" 3) **Doubt** - "Should we just go back?" 4) **Suicidal** - "It's too late, we're already committed!" 5) **Manic** - "We should stay in, dig into this next breeze line" 6) **Delusional** - "Wait, I think I saw a tickle in the jib!" 7) **Recovery** - "We're headed! We're headed! Let's get the heck outta here!"

And recover we did. The leftie that I cried about finally kicked in and we went from zeroes to heroes. We rounded in first and I think we held that spot until the gun. We were followed closely by John Bauer and Bruce Busbey who took second and third. Now go get that book and start the healing process.

Race 5, by Harold Bauer.

Thursday, July 24. Wind: 355 - 005, at 5-7 knots. Course W Modified Windward/Leeward.

We had finished the morning race with a second place which gave us a strong lead in the overall standings. Our

strategy for this race would be simple, get away from the start clean, get clear air and sail a clean race. Simple enough, but as everyone knows, if anything can go wrong, it not only can, it will.

We approached the windward mark and rounded second just behind Bob Bauer with Neal Deaves closely behind. We gybed and went for that perfect spinnaker set with the breeze building on our port quarter but the perfect execution was not there as we threw the spinnaker and watched as it fell into the water. We sailed right over it.

John gave the middle crew (that would be me) the evil eye while explaining to that middle crew that his job is (and has been all week) to pull the spinnaker halyard raising the spinnaker so that it does not fall into the water and we do not sail over it. I pulled the halyard. By some miracle, we managed not to lose the entire fleet but did give a clear advantage to Bob and Neal on that leg of the race.

On the second windward leg, we could see that the wind was shifting more to the right and worked that side of the course. By the second weather mark, we had captured the lead and held on to take the first place finish.

Race 6, by Bruce Busbey.

We had been having trouble during

the first five races making any sense of the compass headings and Race 5 turned out to be the last straw. The headings we read on both tacks were way knocked and I found myself in the pattern of tacking endlessly into the wrong shifts. I have been racing out of Lake Norman for about two years now and still have not figured out the lake's wind patterns. However, there is one thing I have figured out. If I watch our experienced Lake Norman fleet members like John Wigney, Ken Hopkins or John Gibbon they'll point the way to success.

With that in mind we decided for the sixth race to ignore the compass completely and sail by Zen. For those of you who don't use Zen to race, it can be very good on lakes where the winds are tricky. Unfortunately Zen doesn't work very well on the starting line so calm serenity would not take over the boat until shortly after the gun.

My crew (son, Justin, and Carina Gerry) brought me out of my trance as we approached the windward mark either leading or in second place. The Zen was working well. Carina and Justin began their methodical process to pop the chute as I prepared mentally for another trance-like state during the short trip from the windward mark to the offset mark.

Imagine my surprise when just at the moment I was performing my deep breathing exercises I realized that I had forgotten to keep the main from hitting the offset mark. Zen began fading fast.

We re-grouped, calmly did our circle, and continued while losing only a couple boats in the process. After holding our fourth place position downwind we rounded the leeward mark behind John Bauer, Jason Hubbard, and Neal Deaves.

It was time to get the Zen out and work some more magic. The force pulling us to the left side was as strong as it had been on the first windward leg. Heck, John Bauer was over there with us and he could do no wrong during the previous five races so we felt good.

In the meantime Ed Spengeman, Gary Vinicky, Jason Hubbard, Neal Deaves and Dan Hopkins all decided to go hard right. No problem, we have Zen and besides we're reasonably close to the unstoppable John Bauer over here on the left.

By now you know what happened during that windward leg. All the boats that went right made up big time as we

(Continued on page 11)



Photo by Anne Hollingsworth

Having a little fun on shore, this crowd enjoyed Lake Norman's "Hawaiian Night."



Nationals '08 Wrap-up

By Sue Rykens

It takes a fleet (and then some) to run a Nationals regatta.

Although, with all of the people that we have to thank, this article is going to sound like an Oscar acceptance speech, Steve Hesler and I could never have pulled this off without the help of all the people listed below.

Of course some took on more than one role and there are numerous, unnamed others who worked behind the scenes cleaning up, serving food, emptying trash, toting ice and doing whatever needed to be done without waiting to be asked.

With 31 boats in attendance and temperatures in the 90's most days, we went through a 'lot' of trash bags and a 'lot' of ice.

First and foremost I would like to thank Steve Hesler, co-chair, who is an absolute whiz with budgets, spreadsheets, meeting minutes and agendas. Thank you for doing such a great job keeping us all on track and for being so easy to work with. Below are some of those volunteers:

Committee Leaders: Bruce Busbey – Measurement; Peter Dolby – Shoremaster; Dick Doyne – Race Management; Barbara Doyne – Food; John Gibbon – Awards Dinner; Kathy Hesler – Entertainment; Dick and Joan Dubold – Concierge; Ted Mellnik – Apparel; Patrick Rykens – Sponsorship and PR; John Wigney – Registration; Paddy Wigney – awards and trophies.

Special Thanks also goes to: Doreen Gibbon – Scoring; Ken Gorni (LNYC) – PRO; John Slater (LNYC) – judge; Sonja Webb – decorating and donations; Bill

and Fanny Timmer; expertise and advice.

Other volunteers we need to mention are: Jon Alix, Debbie Busbey, Victoria Cherrie, Louisa Cox, Nancy DeLuxe, Janet Dolby, Chris Doyne, John Foster, Dick & Barbara Freund, Kevin Gulbranson, Martha Gaye Harden, Ken Hopkins, Mac MacNeil, Michelle Maitt, Tom Raymond, Richard Rykens, Skip Webb and the LNYC members who served on Race Committee for us.

Kirk Shultz, who donated parts of his race car for our NASCAR-themed

picnic on Sunday night, was not able to compete in Nationals due to shoulder surgery. We all wish him a speedy recovery and look forward to seeing him back on the water.

We'd also like to give a special thanks to our generous sponsors: West Marine, Cornelius, NC; Coral Reef Sailing Apparel; Allen Boat Company; North Sails; Quantum Sails; and The Sailors' Tailor.

I would also like to congratulate the five junior skippers who sailed in the Junior Championship on Friday morning. All five are members of the LNYC Junior Program and while Allen Crosby and John Mellnik are both familiar with Highlanders; Sebastian Hale, Isabelle



Photo by Paddy Wigney

Nationals activities out under the front porch. It took scores of volunteers and countless hours to host a tremendously successful event at Lake Norman this year. HCIA expresses thanks to each and every one of you who helped in some way.

(Continued from page 10)
rounded the next mark in seventh or eighth place.

Our Zen was gone and all that was left was the wisdom of the old salts of Lake Norman. In particular, we had watched during race five as John Wigney killed everyone downwind by taking the lone wolf route close to shore. So, on the final leeward leg we decided to follow his "advice" while the entire lead pack went way to the left side of the course.

As in race five, it paid big dividends as we rounded leeward mark in first followed closely by Ed Spengeman who led the left side gang and Dan Hopkins who had followed our lead and gone right.

With consistent winds on the final beat we were fortunate to hold off Ed and Dan and take the checkered flag (literally, as the race winners all received cool Nascar looking checkered flags).

Hale and Elizabeth Chambers had never sailed on Highlanders before. In fact, no one on Elizabeth's boat had ever experienced a Highlander before.

After some very close racing, the newcomers said they enjoyed the experience immensely and welcomed the chance to crew in the future. I hope we can encourage more participation by young skippers like these, who are the future of our class.



Spengeman First at Indian Lake

By Ed Spengeman

The drive to Indian Lake turned out to be eerily similar to the drive to Berlin, which was eerily similar to that scene out of the movie, "Twister." A semi dropped out of the sky and I think we almost hit a flying cow. It might have been "Mad."

We finally punched through the leading edge of the storm and made it into Russell's Point. Everyone was glued to their cell phone radar maps (and their beers). We stalled for a bit and finally decided to put up our housing for the night.

I'm sure many of you've seen or heard about "Hotel Spengeman." It's 6.5' tall and large enough to sleep most of the local Highlander fleet (invitation only). These days it's in rare form with mismatched poles and zero stakes. It's like that ratty old spinnaker that you've had for 15 years. It's rotten, the shape is blown out and it kind of smells like cat pee, but year after year you keep throwing it up.

This time we put it up in a 15 to 20 mph breeze and quickly realized that we'd be sleeping in the lake if we didn't find some stakes shortly. Luckily the Indian Lake Sailing Club was kind enough to lend us their billion foot ex-

tension chord that we proceeded to tie off to our hotel and then around every tree with in a 20' radius.

We also found a huge stack of wood 2 x 10's that we threw in the corners of the tents to weight it down. That way when the tent flies into the adjacent burn pile we can just light a match and collect on our home owner's policy. Everybody wins!

We awoke to the deceiving sound of the island trees rustling above our tent. These trees are full of trickery and we know from past experience that they were only put there to lure hung over sailors out of their tents in hopes of finding breeze that didn't actually exist.

Somehow they have the ability to make 3-5mph sound like 10-12mph. Not on that morning! The sounds of 15 - 20 turned out to really be 15 - 20.

We postponed racing on shore until about 2 p.m. to let a few storms cell pass over. As soon as the rain quit the wind dropped considerably.

By the time we launched, the rain was finished and the sun was out in full force. We stripped off the shirts and prepared for a grueling floater. The further out we got, the more the wind

picked up. A few minutes before the start the wind had picked up to 15+.

We got off one long race and were able to take a bullet, and there was no shortage of excitement. Charlie Brehob (Bee-bob) blew out a diamond sprocket on his mast and had to retire for the weekend.

John Bauer (Baver) had a breakdown too. We like to call it "The day that Harold decided to switch to a rope jib halyard." This decision has been haunting them for a few regattas now. For some reason it causes their jib halyard to let itself out of the cleat close to 27 times per upwind leg. That just goes to show you that nothing can rattle the Highlander class' "Most Eligible Bachelor."

Unfortunately the race committee came in after that race to prepare for dinner, so we decided to stay out and play. We drove up to the far edge of the lake and would plane back at warp speed. The first attempt with main and jib was our best by far. That kept us heading back for more thinking that the spinnaker might give us an even crazier ride.

The rudder and/or board were vibrating so hard that they actually started to shake the ball bearings in blocks and random metal parts throughout the boat. I think you're going fast when your back spinnaker blocks sound like buzzing bee hives.

After a few more rides we decided to throw in the towel on the "Bud Cup." After all, everyone knows that Jamey is the lifetime Bud Cup winner (plus we're Miller Lite drinkers).

We tossed the boat on shore and had a delicious dinner and a repeat of Friday night.

Sunday morning arrived and from inside the tent the trees were doing their thing. We were pleasantly surprised to find out the breeze hadn't died out overnight. We launched the boat and headed around the corner to find another rig-shaker of a day. The breeze held steady throughout all of the races.

Our scores were up and down, but we were able to snatch the win in the end. To sum it up...stumps were hit, beers were enjoyed, jibs were dropped and rigs were wrecked. Indian Lake - Gotta love it!!!



A fairly tight start on Indian Lake. With a few seconds to go, they head for the line.



Pymatuning: A Family Affair

By Harold Bauer

I didn't think anything could top this year's Berlin Regatta as Ken Hopkins had the awesome opportunity to have both his son, Ken and daughter, Debbie Probst with their families, sailing together in three Highlanders; that is, until the Pymatuning Yacht Club Independence Day Regatta. Stefanie and I had the rare opportunity to sail in competition with our two sons John and Steve.

However, there appeared to be some differences between the Hopkins family experience and ours. At the Berlin Regatta, the Hopkins family all seemed so happy to be sailing together as one big happy family.

As we sailed away from the hoist at Pymatuning headed out to the race course, I looked over to see John and Steve sailing on either side of us. John was wearing his "race face" and Steve sais only, "It's ON!!" This was not exactly the picture of family sailing I had in mind. I was scared. Somebody could get hurt.

Since there weren't too many boats, there wasn't a big pile up on the start line. For the first race, the committee boat was slightly favored and the windward mark appeared to be to the right of the course.

John was at the boat and won the start going left for a few lengths before tacking to head for the favored right. Steve cleared and followed. We tacked and went right to bring up the rear, but following our game plan.

By the weather mark, John had the lead with Steve close behind with us following. As we approached the leeward mark, we thought the left looked better for the second windward leg. John went right again and we split to go left for the anticipated shift.

Steve must have seen the same thing as he led us out toward the left. But as we held out going left, we found ourselves on a continuous lift. Looking right we could see that John had tacked back to starboard to build on a lead he would hold all the way to the finish. We managed to pass Steve on the last leg to eke out a second by only feet. The breeze was softening and we headed for the dock for the scheduled lunch break.

When we headed out for the after-

noon races the breeze continued to soften. It wasn't looking good. We drifted around for about 40 minutes, waiting. While we did, there was the usual swimming, super-soaker water cannons, boarding, etc. If the race committee knew something, they weren't tipping their hand.

Then, almost as if it was on the schedule, the wind filled in to a steady 10-12 mph, straight down the lake from

to the right of the course. When we reached the weather mark we found ourselves with a slight lead. We threw up the spinnaker in front of a nice puff that neither John nor Steve caught. Jib down, outhaul off, vang on, slide aft, kazoom... what a ride! We opened a lead that we would hold on to throughout the race.

As we prepared for race three, Steve sailed by and shot me a look that said "You're goin' down, old man!" I knew the look. I had to be careful. Somebody could get hurt. Maybe me.

Steve owned the start. The wind and



Photo by Anne Hollingsworth

Steve, John, and Harold Bauer hamming it up a few weeks later at Nationals.

the north. Race two was about to get underway.

This race was similar to the first in that the windward mark was slightly to the right and the puffs were favoring the right side of the course. We nailed the committee boat at the start and went right with both John and Steve close behind.

When we looked over our shoulder we could see that Dan Hopkins and Mark Mosgo both had gone left and tacked onto a huge lift on port. Both Stefanie and Rick Banning, our third crew, told me that I should let them go and concentrate on the task at hand, not getting beaten by our two sons. After all, this was a family affair.

The wind continued to build to a nice 12-15 mph with the lifts pulling us

course were identical to race two.

We all started on starboard headed left, Steve windward and John to leeward of us. No one could tack as Steve held and took us all to the left corner past the layline for the weather mark. When we finally tacked, it was a parade reaching back to the weather mark.

Fortunately, we were faster and were able to get to windward of Steve coming into the mark. As we tacked to round, we had to give Steve a short physics course about how a 20 foot boat will not fit into a 5 foot space. We led John past him as he was spinning his penalty turns.

The evening was pleasant. Both John and Steve had transformed back into the two wonderful people that I knew before this all began. The folks at Pymatuning

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Sec-Treasurer Fall Update

By Bryan Hollingsworth

As summer comes to a close and fall weather approaches I have the following membership news items: At Lake Norman, John Gibbon reports that Larry Perry has purchased #710. Jamey Carey sold #906 to Boyd Barnwell who will be racing at Cowan Lake. Lastly, Don Wright sold his #1000 to Chuck Smith who is a current member at Edgewater.

At Nationals we had our first interaction with Coral Reef Sailing Apparel and their on-site sales staff was pleased with the response at Lake Norman. I have not yet received the final sales report but we should be receiving a return from them. Thanks for supporting this new initiative. It should prove to be a financial success for the Class.

Because I spend the winter months opening mail, recording dues and updating membership data I decided to try to attend as many regattas as possible this season and it has proved to be very rewarding for me and my family. I have met lots of new and interesting folks and by next season my girls will have me trained in camping and traveling skills. I

(Continued from page 13)

put on a great cocktail party, and dinner was followed by an evening of music and fellowship.

Sunday was one of those days. Hot, humid... and no wind. The race committee gave it about an hour and proclaimed that it was time to award the trophies and give the travelers an early start. At the



Sec-Treasurer Bryan Hollingsworth

have particularly enjoyed interacting with the younger set that keeps us all on our toes and seems to know exactly what time the beer will arrive.

Our fall 2008 HCIA board meeting will be coming up in November and if you have anything at all that you'd like to have addressed or if you have suggestions for action please feel free to contact me; I'll be glad to pass along your views to the board.

Also, as always, we're always looking for information on purchasers of used Highlander so that we can try and entice the new owners to become full-fledged, dues paying, active participants in HCIA. Thanks for forwarding any contact information that you might have.

trophy presentation, Steve said that the only thing worse than getting beat by your brother is to get beat by your brother 'and' your dad.

Accepting the winner's award, I quipped that, "there's nothing better than beating your kids." Maybe I should have worded that differently.

Presidents Division More Nationals Coverage, '08

By Steve Hesler

Races four and five in the President's Division were sailed in similar conditions of 8-10 knots of E-NE wind. In each race, we managed a good start at the middle of the line, staying on the left side of the course for about one-third of the first leg. It seemed to our crew there was slightly more wind on the left and center. Our previous experience sailing to the

right corner of the upwind leg of this particular course orientation on Lake Norman has never been too successful.



Steve Hesler, Lake Norman

Crossing the middle of the course on port tack in each upwind leg provided several small lifts during the frequent puffs. We hit the starboard layline just in time for a significant header in each race, which provided a nice lift on the starboard tack as we neared the windward mark, rounding with room to spare.

(Continued on page 15)

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#317: Fiberglass hull, wood deck, good condition, aluminum mast and boom, trailer good condition – rewired, new lights, new bearings '07, mooring cover reworked '06, newer sails. New outboard engine mount included. Licensed through 2011. Zanesville, OH. **\$2,800.** Scott Lenthe 740 4542055, slenthe@columbus.rr.com.

See additional ads at: sailhighlander.org.

(Continued from page 14)

In race four, we were the third boat around the mark in the first leg. In race five, we were first to the windward mark and had to decide how to handle the unusual situation in which the mark was aboard the committee boat with the "M" flag flying. Crew member Bane Shaw immediately advised what this signal flag meant and we proceeded to round the boat with no problem.

On each of our downwind legs, we stayed to the right for the first one-third of the leg and gybed to the center, again seeing more wind in the first half of the leg on the clubhouse side of the course. The extreme right corner of the downwind legs of these races looked very soft, so we avoided.

In race four, we were sailing literally side-by-side with Ted Mellnik in #458 on the second downwind leg. We were unable to break overlap, but managed to establish the inside position on the left leeward gate.

This proved to be decisive as we came out of the rounding with a 1-2 boat length lead in the final half-leg. We suc-

cessfully covered Ted in this last half leg, finishing by several boat lengths at the pin end.

In race five, we were again the inside boat sailing close to Al Chrusciel in #1004 at the second leeward rounding. The wind had lightened and shifted to the east slightly, so we decided to gybe about 50 yards from the left gate. This proved successful as we picked up significant speed and rounded ahead of Al. We sailed the final half-leg on our own, finishing again at the pin end.

In addition to Ted Mellnik and Al Chrusciel, veteran Highlander sailor Norris Bourdow and crew put in a good performance in races four and five. Pete Breidenbach and crew aboard "Chaos" also stayed close. First-time nationals skipper Brian Newman aboard boat #912 showed he was mastering the Highlander quickly by finishing third and fourth in races four and five.

Race 6, Pres Div, Ted Mellnik

In President's Division race six, the
(Continued on page 16)

"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:

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Format: Page size: 7.5 x 9.25"
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(Continued from page 15)

Highlander sailing as #458 had something to prove. Earlier, after a good start in race four, a hiking strap had failed and the crew did a full back flip into the water. We still managed to catch up to the lead boat, but then the skipper botched a leeward rounding, and we took second.

And after a good start in race five, boats began passing us left and right. By the time we found and fixed an open shackle and got our speed back, we were dead last on the first beat, but managed to finish sixth. We believed we could sail fast, but could we do it without mishap?

We started race six near the signal boat, heard an OCS gun, and went back. We didn't count the boats that got ahead, but focused on following our upwind plan: go right.

The right side had looked good to us in practice, and had paid off in the first two races, and did so again. We were first to the windward mark, and to every mark.

Going downwind, while the nearest boats headed up and right, we scalloped toward the leeward mark, aiming right at it, and mostly heading up in lulls.

Racing was close into the last beat.

After the last leeward rounding, we did not cover, but took a header to go right.

For a little while, as the wind shifted, there were two boats to windward of us. But then the wind went back right, and as it lightened, we were able to ease sails to keep moving and still almost hit the pin.

Congratulations to the Heslers and Highlander #1003 on their smart, consistent, and fast racing and a well-deserved division win.



Ted Mellnik with his "checkered flag" for a race win. Ted also won the coveted Sail-A-Gair Award (details page 6).

Highlander 2008 Regatta Schedule

October 4/5	Bluegrass Regatta	Louisville SC	Erin Spengeman, redsailor876@hotmail.com
October 18/19	Pipers Regatta	Lake Norman YC	John Gibbon, yellofev@aol.com

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

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