



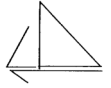
THE HIGHLANDER

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*Some Of The Great Action at North
Cape Yacht Club During the 2013
Highlander Nationals.*



Photo by Gayle Kaufholz



The Highlander

Official Publication of
The Highlander Class International Association

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President's Perspective

By Jon McClean

The HCIA National Championship at North Cape YC was well run, and despite the poor attendance was considered a big success. Many people made this happen, however the Dieball family, and the PRO, Keven Eiber, did a great job; and on behalf the Class we thank you. Congratulations to Lee Sackett, Tod Sackett, and Dave Kerr. This was a tough, top end and you sailed consistently to win the regatta.

I had the pleasure of sailing with my daughter, Ellie, and she has written a short article later in the magazine. She is becoming a dedicated sailor in her own right, and it's the Highlander family that got her hooked.

This year, I was struck by many aspects of the North Cape regatta: the professionalism and dedication of people like Bruce Busbey, Chief Measurer, who will make the class better, not just measure the same. The AGM produced some heated debate, as always, and I was struck by the amount of passion that class stalwarts such as Harold Bauer have for the class. The decision not to split the fleet wasn't an easy one, but the right one.

We look forward to the 2014 Nationals at Pymatuning and anticipate two large fleets and an excellent regatta. We can do things better however,



HCIA President, Jon McClean

for example, we need to have daily updates online so that those who can't join us can see the progress and the 'snakes and ladders' moves being played out.

For 2015 Bruce Busby and the Kafsky family are working on the Nationals, and in 2016 we have had an approach from the Rhode Island team with an interesting proposal. It's good to have these events mapped out in advance.

The fall Board Meeting will take place, as usual, in November in Dayton. The notice of the meeting is out and I would like to invite any members to join us. We are open to ideas for growth and initiatives to get more Highlanders sailing.

It has been a long, hot summer and many of us had to deal with dropping water levels. From a professional perspective, I can tell you that this trend is set to continue and even accelerate. Texas for example now has 27 towns that have less than 180 days of water left in their aquifers. So this places into perspective any moans I hear about lake levels.

It's no secret that the popularity of recreational sailing in America is ebbing and has been doing so for decades. According to the US Coast Guard, sailboat registrations have dropped by more than 25 percent since 1999, a trend that began in the '80s. Now barely 2 percent of all registered boats are powered by the wind. Strangely, in spite of spiraling fuel costs, power boating hasn't seen a similar decline.

So our sport faces challenges that transcend all classes. We can't ignore this trend, however, we need not panic either. Our class offers extra-ordinary value and access to top flight racing for a small fraction of the cost of other classes. It takes involvement and participation, as well as decisive leadership. I would ask that if you have the enthusiasm and skill to contribute to the Highlander class please step forward.

The decline of the fleet at Geist and the loss of the annual Indy 5 regatta are, in fact, part of the natural process of renewal and regeneration. We shouldn't over look our 'new' events like the Drop your Kilts regatta at Cowan and the Springboard at Lake Hartwell. They have won admirers and will grow each year.

Framing our challenge isn't hard: when new sailors get to know us they seldom leave. Our challenge is getting the exposure in the first place.



Team Steinbach Scores a Win! Eagle Soars at Berlin's Invitational

By Gary Steinbach

What a weekend! Elaine and I want to thank everyone who made our home regatta a success, especially Jack Finefrock the PRO, who asked me after the first start of the day, "Hey Gary, it's three horns for abandoning a race isn't it?" This is while we were still trying to cross the start line with the Flying Scots.

That Saturday at Berlin Yacht Club was just that kind of a pond sailing day. The AP went up as most of the fleet was struggling to reach the starting area for a 1 p.m. start. After drifting around forever, we finally began the first race at about 3:45.

A couple of our boats had kids crewing and their parents, sensing it's better to quit while behind, went in before we

finally got off the line. And that figured in the final scoring.

After royally blowing the first start, our boat got a reprieve when the wind died and the race was abandoned. Have you ever been in a crapshoot and everything you did was right? That

air to get to the dock.

People in the know realize that Berlin's hors d'oeuvres party now surpasses Atwood's Harvest Moon. What a feast!



Gary and Elaine with crew in action at an earlier Midwinters race.



Elaine and Gary Steinbach: Trophy Time at Berlin's Invitational.

happened to us in the only race we got in Saturday. Great start, first tack on the money, found the wind and the shifts, and caught the puff with the chute up. We actually finished sixth out of 17 in the Thistle fleet that started ahead of us. There was barely enough

Cocktails, both leaded and unleaded, food galore, and tales to cause you to suspend your disbelief were served up in grand style.

After dinner a band loud enough to stomp your feet but not enough to cause hearing loss helped lubricate the festivities. A great time was had by all.

Sunday was blustery and wet. It was almost too much for a couple of grandparents like Elaine and I. The two races that were completed that day belonged to John Bauer and his crew. Rob and Joyce Spring sailed with Tom Sherer and with Rob's usual nod to good sportsmanship disqualified himself for adding crew. This by no means negated the fact that they sailed well and had fun.

Steve Bauer and crew sailed 'two up'

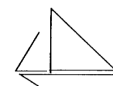
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Hoover Fling '13

How Mojo Got Her Groove Back

After a very humbling Nationals experience spent loitering and dawdling around in the back 20% of the fleet it was time for a slightly different approach. Yes we did try some very minor adjustments to our rig set up, but more importantly we recruited our eldest grandchild, Keelie, to sail with us at Hoover. Keelie has six years of Cowan Lake Sailing Association Junior Sailing Camp under her belt and has historically been a self-proclaimed day sailor with very little interest in racing. In spite of this proclamation we have been patiently standing by, hoping she'll get bit by the "racing bug."

Keelie's very first regatta was the Hoover Fling 2012 which she enjoyed very much. The Fling 2013 was going to be her second regatta, but the approach was different this time. Last year Keelie enjoyed participating in the racing and afterwards took advantage of the fact she



Jack Bauer, Steve and Gillian's, helps with securing course marks on shore.

(Continued from page 3)

like us. We traded spots all morning as we watched John from a distance. In the end John's decision to bag racing Saturday allowed Elaine and I to claim a win. For us, wins are few and far between these days and we appreciate them greatly.

lives just 15 minutes from Hoover Sailing Club, which allowed her to be whisked home to her air conditioning, computer, and other assorted amenities that are of critical import to a teenage girl. This year she had agreed to stay on-site, including camping overnight with us to get the "total regatta experience."

When I talked to her early Saturday morning I advised Keelie that is was a beautiful, sunny, blue-sky August day, but unfortunately it didn't look like there was going to be any wind. She responded with, "That's good for me and bad for you Paps." When I asked what she meant by that, she explained that while she knows I like heavier winds, she is still somewhat intimidated by the speed of the Highlander when compared to her Sunfish. Seems that laying on the foredeck sunning herself as the Highlander drifts along is currently Keelie's idea of a perfect Highlander day.

Turns out we both got our wishes. We got to spend a couple of hours drifting around playing "connect the dots" in the thermals. Then, after just an hour of postponement, a very welcomed 6-8 mph breeze filled in from the south allowing the fleet to get in three nice races. Until the racing began, I didn't realize how different our 2013 regatta was going to be.

For Keelie the 2012 Fling was really just a root beer and Funyun-fueled boat ride where she observed the racing almost as a spectator. This year was certainly different, as she was using her weight to help roll tack the boat, helped me keep tabs on our competitors, assisted with the spinnaker flying, and even asked Grandma for

spinnaker pole training in between races.

The 11-boat fleet was close together throughout most of the three races. In race #1 we were fortunate to be leading



Keelie Allmon, now bitten by the regatta bug, with Jamey and Tanya Carey winning the 2013 Hoover Fling.

the fleet at the first mark. As we headed downwind Keelie said, "Pappaw we're winning." I advised her that we weren't winning, we were only leading. I further explained that in order to win you had to be leading at the finish, and that positions in the Highlander fleet can change fast.

As if to illustrate my point, by the time we were at the bottom of the race course both Harold and Stef Bauer and the Shayeson/Japikse teams had blown by us. But, we stuck to our strategy of playing the west side of middle, and were able to pick them both up on the next beat by staying in a little better velocity than they got near the trees along the west shore line. We were able to hold on to our slim lead for the rest of the race, followed closely by Harold and Steph, and the Shayeson/Japikse team in "GOMOBETTA." Team Spengeman followed by Bob Bauer and his all-family boat, rounded out the top five.

(Continued on page 5)



Springs "Groovin" at Indian Lake

By Joyce Spring

Just like the song by the Cowsills said: "Indian Lake is the scene you should make. Keep it in mind if you're lookin' to find a place in the summer sun."

Thanks to Highlander Fleet #17 for a great Pow Wow weekend on Indian Lake June 29-30 at Russells Point, OH.

Race Committee was provided by the local Interlake fleet. Chip Wood, Pat Tynan, Ron Seiter, Jon Eckels, and Bill Monsma managed to adjust windward-leeward courses for two races on Saturday in a light, oscillating southwest breeze. During the second race the wind was sparse, yet boats managed to drift across to finish.

After returning to the club a gentle breeze filled in while all enjoyed a cook-out dinner and homemade dessert buffet.

(Continued from page 4)

Keelie was excited that we'd won the race, saying "How cool is that!?" I explained that while a bullet was admittedly a nice regatta start, but if anything, winning race #1 just put a little more pressure on us to try even harder to do our best in race #2. I got a little eye-role from that comment, but I took it in stride



Jossalyn Bauer adapts well to on-shore hiking tips from her dad, John.

as I seem to get that reaction a lot in the days since we have entered the "teenager zone."

Conversation continued well past dinner; seems no one wanted the evening to end.

Sunday dawned to a steady rain and thunder, so races were cancelled. Trophies were superbly handcrafted Highlander models by Bill Albers.

The final top five standings included: 1st place to Rob and Joyce Spring; 2nd to Pete Breidenbach, Bill Albers, Ashley Breidenbach; Norris Bourdow, Carl Berger, Bill Price garnered 3rd place; the 4th spot went to Barb and Greg Dillon, 5th place went to the 3-generation



Bill Albers in long pants got quite a bit of praise from the Pow Wow regulars for his custom Highlander trophies.

Race #2 was another 2-lap windward-leeward and we thought we had a comfortable lead late in the race. However, Jason Japikse was driving "Gomobetta" in this race and he seemed to sniff out his own personal breeze along the west side tree line on the last run, which put them right behind us looking for a passing lane as we rounded the leeward mark and headed for the finish. This made for a very exciting last beat with us just barely beating them across the line.

At this point Keelie used some of my own psychology on me, as the only thing she said about winning race #2 was, "Gramps, this means you're really, really gonna have to try your best in this next race." Try as we might, we were mid-fleet at the weather mark in a dying breeze.

It was cool to see Walter Grubb leading the fleet around the mark. He is still sorting out his beautiful boat and he is certain to be a force to contend with in future Highlander regattas.

The dying breeze was becoming very shifty and unstable. Our tactical decision of the weekend was when we elected to leave the kite in the bag. This helped us to pass a couple of boats struggling with their spinnakers as the wind came forward. We gained more later in the run as the wind died and we were able to sail lower than the boats

powered boat of Harold Bauer, daughter-in-law, Gillian and grandson Jack.

Thanks to all for a great weekend. Let's all start planning now to support the Indian Lake folks in 2014.

that were sailing high in an effort to keep their chutes flying. This made it possible for us to pop our third bullet.

The nice wind we had all afternoon shut off making the last third of the race very tedious for all. And as it turns out our racing for the weekend was done as there was no wind at all Sunday morning.

The racing was fun, and we were excited that Keelie was showing a competitive spark but the highlight of the weekend for Tanya and I occurred late Saturday night.

There was a group of us laying on our backs on the docks viewing the Perseid Meteor Shower when Keelie announced that "I think I am going to make racing sailboats my sport." I know she meant this, as in the weeks since the Fling, Keelie hasn't missed a Highlander race at Lake Cowan.

I couldn't find the words to express how I felt when I saw Keelie holding the Hoover Fling perpetual trophy. She has it displayed in her room, and she is quite proud of it. I am thankful of the family-friendly environment that is present at all of our regattas. We know that we earned another Highlander sailor this weekend.

That fact, combined with all the young-uns that were present at this event, makes me think that the future of the Highlander class is very bright. We look forward to seeing you and your family on the water.



Executive Sec/Treasurer Update

By *Cindy Fisher*

It is hard to believe our sailing season is on the downwind leg to the finish of the 2013 racing year. I think most of us have mixed feelings due to our love of the sport.

As we take our winter hiatus, I would like to ask a favor from our fleet captains. Take an inventory of the Highlanders you have at your club, who owns them, are they a part of your fleet, a member of HCIA? Better yet, as fleet captain have you scheduled your Annual Fleet Party yet?

When you do, ask for the help of your fleet. Find out who owns the Highlanders in your club and invite them to the Annual Sailing Club Party or maybe hold a separate, annual Fleet Party at another date.

Find out what they have been up to; are they going to sail the boat next season or are they interested in selling the boat? This is a fun time, talking about the season champions within your fleet and how others improved through the season. Also this is a great time to enlist the help of the whole fleet to surface new sailors and to put unused Highlanders into their

hands.

Something else to consider might be to invite a sail maker to your party for a short chalk talk on a certain topic, remember, this is usually downtime for them too. Lastly, and most importantly, this should be a time to talk about growing and promoting your fleet.

As most of you may or may not be aware we really had a low turnout for Highlander Nationals this year. We had 18 boats, yes, **18**. I tried to see when the last time that we had less than 25 boats for nationals and it was before 2008, if ever! So, we really need to work together on introducing more folks to the class.

I think we all know what happens if our membership keeps decreasing. So do your part, help grow HCIA. The



Cindy Fisher, HCIA Executive Secretary-Treasurer.

ball.

So, whether you're a fleet captain or a willing fleet member volunteer: start here! Below is a list of the various fleets and how many joined the Class in 2013. Remember some of these are Co-owners, Associate Members and life members. If you know there are more owners who should have joined or need to join, reach

(Continued on page 7)

Pipers Is Here!

By *Patrick Rykens*

We invite you to join the 18 Highlanders in Fleet 27 for the 2013 Pipers & Pluckers Regatta which will be held on Loch Norman, NC on October 19th and 20th.

The first Pipers Regatta was held 48 years ago (1965) and one of the traditions that is still continued today is the 'magical' overnight appearance of a Pipers flag on each participating boat. Other traditions include good wind, Southern Hospitality and good races.

As always Lake Norman Yacht Club offers you: Plenty of Highlanders to race against.... we expect at least 20 and hope for 30....but you need to come.

Great racing: Five races over Saturday and Sunday. Warning gun for Saturday racing is at 12.55 p.m., Sunday at 9:55 a.m., no race starts after 12 o'clock Sunday.

Great Race Committee work: we

have a quality Race Committee lined up to run races.

Wind over the last five years has averaged seven mph. Plus, we have had an average top gust of 22.6 mph over the weekend.

Warmth... average highs on October 19th over last five years have been in the low 80s.

Southern Hospitality includes Friday night welcome dinner, Saturday and Sunday breakfasts and Saturdays Regatta dinner. Please order dinners early. Pay early or on the day.

We have free and ample camping on site for tents, RVs, hammocks, etc., but no hook ups. More warmth... free beer. Less warmth... it can get cool at night...possibly in the low 30s, but not likely. More warmth... hot

showers at the Pavilion and in the Clubhouse.

Please join us. We look forward to seeing you at the Pipers and Pluckers Regatta...October 19 and 20th. Registration and NOR will be on the LNYC web site... go to www.lnyc.org.



This is just part of the typical crowd that gathers for one of HCIA's cherished and traditional venues; The Pipers.



Clan Reunion - Nationals 2014

By Joyce Spring

Join your Highlander Clan at James-town, PA for a weekend reunion then stay the week for the HCIA Nationals Championship. All descendants from Sandy Douglass, McCleod, Kilpatrick, McLaughlin, and Allen are invited to join.

Future articles will explain the plans we have for a fantastic gathering. Kirk Schultz already has his family planning to attend and bringing two boats for the week. Let's focus on getting some other past Clansmen to join in with our current members.

Do you remember *Miss Lead*? She



Pymatuning's ample launch facilities.

was fond of *Moby Dick* before he ran off with the *Maid of Mahogany*. She was hard to resist, no *Piglet* there. Then he did the ol' switcheroo and ended up with *Scrim*, never did know what *Scrimshaw* meant exactly. Only *Dr Nasty* knew until *Knarly Butt* came back from *Iolarie*.

(Continued from page 6)

out to them. Find out why they haven't joined.

Share with them the great magazine you get every quarter, tell them about the fun times on the regatta trail and at Nationals. You get the picture. Help them remember how much fun sailing, really is.

Fleet 4 at Cowan Lake had 13 dues paid HCIA members: Fleet 7 at Indianapolis Sailing Club – one; Fleet 10 at Atwood Yacht Club – three; Fleet 12 at Berlin Yacht Club – seven; Fleet 14-Edgewater/Whiskey Island – fifteen;

Those were some good *Mojo* years hanging with *Fast Eddie*, *Creature* and *Aunt Ruby*. You know Ruby, that's *Mother Ocean's* sister on the Allen side.

Nationals will be perfect for *A Vacation*. Pack your *Bobb's Bags* and fly like an *Eagle* on the *Whisper Jet* or get *Rhythm* on the *Chattanooga Choo Choo* or *Stanley Steamer*. You just need to avoid *Yellow Fever* and *Mad Cow*. No matter, there's *Gomo* reasons to join everyone for this Gathering of the Clan. But don't get *Mellow Yellow* about it, get your *Second Wind* and *Quick Quack* over to join in the *Chaos*. Even if the economy is *In the Red*.

Just sell some *Segelvergnugen* to meet expenses, even if the *Answer* is a *We'll Sea* situation. Just imagine everyone at the campfire with *Marsh Mellow* and *Apple Pie* just waiting for the *Hot Flash* - no, the green flash at sunset. We may even see a *Blind Hog* or a *Great Green Whale*. Of course we will finish the night with benediction by *Alisa*. It will be another *CowaBunga* gathering of the Clan.

The 2010 Nationals at Pymatuning Reservoir was a memorable event and we are looking forward to returning. Located on the border between Ohio and Pennsylvania approximately 30 miles south of Lake Erie, this picturesque lake is surrounded by state parks and features a shoreline of unspoiled beauty. The sailing area is large and open to afternoon sea breeze from Lake

Fleet 16 at Hoover Sailing Club – three; Fleet 17 at Indian Lake Yacht Club – seven; Fleet 27 at Lake Norman Yacht Club – seventeen; Fleet 37 at Louisville Sailing Club – twelve; Fleet 45 at Eagle Creek Sailing Club – one; Fleet 47 at Green Haven Sailing Club in New England – six; 27 other boat owners joined the Class without listing a designated chartered Fleet.

So now you know the numbers; your work lies ahead.

Lastly, thanks for your past help and future support in reaching out to

Erie. Plus the low horse-power limit keeps the lake free of busy power boats.

The Club property is on the southwest shore of the lake with cool, shaded areas and a sandy beach with plenty of space for lounging or playing. A large covered porch on the clubhouse is perfect



Lake Pymatuning waters offered an excellent racing venue during the 2010 National Championship.

for race viewing and after-racing discussion with liquid refreshments.

Further information will come soon with a new series during Nationals week for those who want to race only one race a day. Plan to join us. Save these 2014 dates: July 19-20 for the Reunion Activities and Nationals Registration and July 21-25 for the Championship Series.

Your official Nationals contacts are: Gary Steinbach: 330.323.7395 gsteinba@neo.rr.com and Karl Felger: 419.309.7470 karl.d.felger@gmail.com.

Ohio camping: www.pymatuning-state-park.org/Recreation/Camping.html, and for PA at: www.dcnr.state.pa.us/stateparks/findapark/pymatuning/index.html

me with any thoughts or suggestions you might have. I would like each fleet captain to update me with their progress. We'd really like to hear short reports from you for possible inclusion of the January edition.

I'll be happy to help you in turn, if you have any questions or need information about current boat owner data from the Class files.

Have a great rest of the sailing season and see you all on the water! Let's all work to have a "bigger" sailing season next year.



Fishers - Repeat Champions

Grand Prix Series Turns the Corner

By Harold Bauer

With the conclusion of the 2013 National Championship regatta at North Cape, the Highlander Class has finished the second complete cycle (2012-2013) of its Grand Prix Series competition. And the winner is...we'll come back to that. First, what is the Grand Prix Series?

The Highlander Class' Grand Prix Series is the competition that rewards regatta performance over the course of the year beginning with the first regatta following the National Championship and concludes with the Nationals. All regattas are categorized into three classifications.



The Grand Prix Series Trophy in tribute to HCIA leaders Fred and Marj Bauer.

Category I regattas include smaller events with lower attendance like Hoover's Fling, Atwood's Harvest Moon and Eagle Creek's Governor's and Mayor's Cup Regattas. These contests award six Grand Prix points to the top finishers.

Category II Regattas are the four events that have larger attendance but do not exceed the numbers of the National Championship and include series like Louisville's Bluegrass Regatta and Cowan's Mad Plaid. They also include Lake Norman's Pipers and Lake Hartwell's Springboard regatta which is also the Highlander Mid-Winter Champion-

ship. Fifteen points are awarded to the top finishers at the Category II level. But the most points are awarded for the top finishers at category III regattas.

Category III events award 55 points to top finishers competing in the National Championship regatta and any contest that equals or exceeds the attendance of the National Championship for at least two consecutive years. Currently the National Championship is the only category III regatta.

Scoring is based on a high point system. A competitor's score is based on their best two scores at each of their category I and II event finishes and all category III event finishes, so competitors don't need to attend every event throughout the season to win. It does, however, reward performance at events with higher attendance because of the weighted point system.

So how did the 2012-13 series end up? Well, there were 27 skippers that qualified for the series and though it may not look like it, the top finishers were very close.

When the smoke cleared and all of the dust settled the top three finalists were, in reverse order, third place - Piquad with Captain Bruce Busbey, second place - Rob Spring with his Aunt Ruby, and for the second year in a row, the Too Fish crew; Doug and Cindy Fisher take top honors.

So tune up your boat, pump up those trailer tires and hit the road for the regatta circuit. The 2013 - 14 Grand Prix Series is already under way.

Even though there have been a couple of laps completed, there are still a

Grand Prix: Total Qualifiers All Events

| # | Skippers | I | II | III | Pts |
|----|---------------------|---|----|-----|-----|
| 1 | Doug Fisher | 6 | 7 | 4 | 17 |
| 2 | Rob Spring | 6 | 0 | 7 | 13 |
| 3 | Bruce Busbey | 0 | 8 | 3 | 11 |
| 4 | Lee Sackett | 0 | 0 | 9 | 9 |
| 5 | Gary Steinbach | 5 | 3 | 0 | 8 |
| 6 | Skip Dieball | 3 | 5 | 0 | 8 |
| 7 | Greg Griffin | 0 | 0 | 8 | 8 |
| 8 | Jason Japikse | 2 | 5 | 0 | 7 |
| 9 | Jon McClean | 0 | 1 | 6 | 7 |
| 10 | John Bauer | 2 | 4 | 0 | 6 |
| 11 | Bill Wiggins | 0 | 5 | 0 | 5 |
| 12 | Karl Felger | 0 | 0 | 5 | 5 |
| 13 | Steve Bauer | 4 | 0 | 0 | 4 |
| 14 | Neal Deaves | 0 | 4 | 0 | 4 |
| 15 | Steve Shaw | 0 | 4 | 0 | 4 |
| 16 | Jamey Carey | 3 | 0 | 0 | 3 |
| 17 | Ed Spengeman | 0 | 3 | 0 | 3 |
| 18 | Jeff Curtain | 0 | 1 | 1 | 2 |
| 19 | Norris Bourdow | 2 | 0 | 0 | 2 |
| 20 | Kevin Hughes | 0 | 2 | 0 | 2 |
| 21 | Mike Shayeson | 0 | 0 | 2 | 2 |
| 22 | Rick Graef | 2 | 0 | 0 | 2 |
| 23 | Mark Osterbrock | 0 | 2 | 0 | 2 |
| 24 | Bryan Hollingsworth | 1 | 0 | 0 | 1 |
| 25 | Judy Hearn | 0 | 1 | 0 | 1 |
| 26 | Pete Breidenbach | 1 | 0 | 0 | 1 |
| 27 | Pete Ellefsen | 1 | 0 | 0 | 1 |



"Toofish" teamwork like this, and throughout the racing seasons, earned a second Grand Prix Series title for Doug and Cindy Fisher.

lot of Grand Prix points to be awarded.

Hope to see you out on the regatta trail.



Riding the Regatta Circuit

By Harold Bauer

When our magazine editor asked that I write an article to explain why traveling to away regattas is important to the Class for growth and sustainability, I readily agreed to take the opportunity to offer my thoughts. I believe that regatta attendance is not just important to the general health of the Class, I also believe it can make us better sailors and competitors.

In the course of this discussion, it is very important to remember that there are several key elements to the Class' health, growth and sustainability. One, I believe, is the traveling regatta element and the other (as Gary Vinicky covered in the July issue) is attention to 'local' fleet growth; and they're not mutually exclusive; both are vital to our growth as a local fleet and therefore as a class. But there must be a balance between the two.

For purposes of this discussion I have been asked to talk about the regatta travel element, and as I begin this presentation, I feel it might be helpful to give a little background about my history and experience.

Growing up in the Highlander class was probably the best experience I could have had. It was an activity that our

the weekends (our yard wasn't bad but it sure wasn't the prettiest in the neighborhood), we were either at our home club at Atwood Lake in Ohio or on the road at a regatta somewhere. It's just what we did and we did it as a family. It's also something that my family continues to participate in now. I enjoy sailing with my wife and children (and even grand children). I also have brothers, in-laws, cousins, nieces and nephews who all remain active in sailing Highlanders today.

Traveling to and from regattas is fun and it is easy. It is a great opportunity to view some fantastic scenery. The trip between the Carolinas and Ohio in the spring and fall is really beautiful. And with the interstate highways, it's easy and relatively quick, especially when compared to what it

was in the early days of the Class. I always viewed regatta weekends as mini vacations. Going somewhere to enjoy a weekend of sailing with other Highlander sailors on weekend were vacations. Of course the ultimate vacation is the Highlander Nationals which is hosted at different locations each year. Some of these venues don't have local Highlander fleets. Regatta travel offers the opportunity to sail at new and

different venues. If your local fleet sails on inland lakes, a regatta can give access to open water sailing. I don't think

that I would have sailed on a river had I not gone to Louisville for the annual Bluegrass Regatta in October where they sail on the Ohio River, or Nyack, New York where the National championship was twice hosted on the Hudson River.

Sailing at regattas offers competition with other sailors that you would not normally have the opportunity to com-



After the racing, Boyd Barnwell, Mike Shayeson, and Jon McClean enjoying a freshly squeezed drink from juice bar.



The one and only Pot Luck Regatta at Kentucky's Cave Run Lake in Daniel Boone National Forest. Alas, Springtime water level variability made subsequent regattas there impossible.

whole family could do together. While most other families were going to ball games, picnics and doing yard work on

pete with at the local level. In our local fleet racing, I thought I was pretty good but found that I had a lot to learn when I went up against those from other clubs. Most of these "teachers" are very willing to share their knowledge with others because they know that sharing their experiences and techniques pushes them to be better sailors as well.

Regatta travel not only helps the individual sailor, it is also a benefit to the Highlander Class in several ways. First attendance at away regattas offers support to local host fleets. A strong regatta turnout can be beneficial to the local fleet by showing the host club that the Highlander Class is strong and has a healthy following.

As an example, the Western Carolina Sailing Club which has only three or four Highlanders in its fleet, invited Highlanders to participate in their annual Springboard Regatta in April, last year. Eleven Highlanders competed in that event, and 16 boats competed when this April the Springboard also served as the Class Midwinters event.

The people of the area took notice. Local sailors saw the Class as a strong and viable group. Those sailors in the

(Continued on page 10)



Sackett New HCIA Champ!

Editor's note: We contacted the various race winners of this year's nationals and a few selected others, asking for their perspectives on our national championship. To those who responded; on behalf of our members, thanks pitching in. Readers, enjoy.

By Lee Sackett

This was certainly considered a light air event. There were shifts and consistently favored sides, however upwind and downwind boat speed in these light air conditions was the paramount factor to our success.

Here a few notes on what we were doing upwind. I'm going to try and point out the important differences we noticed between us and the majority of the fleet.

We sailed flat, especially when the pressure was in its "up" phase. We also concluded that having the board pulled almost all the way back was fast in these conditions. We sailed with a tight out-haul. There should be a bit of a shelf there at all times. In the really light air races we raised our forestay pin one hole.

When this happens I also pointed the boat more upwind, constantly stalling the inside tick. At the same time, we would trim the jib very hard. As long as the water was reasonably flat, we could trim very hard and point high and sail flat. Note to skippers: this does not feel good as you will have almost no helm however with a little practice it becomes very efficient. I would also recommend pinning the tiller to your side instead of holding it like a microphone.



L-r: Dave Kerr and Lee Sackett with HCIA championship trophy.

also adjusting the pole height a fair
(Continued on page 11)

(Continued from page 9)

area who do not have boats or are looking for a larger, faster, more comfortable boat, might now consider the Highlander when they are looking to make a purchase and join a fleet. In this way, regatta travel not only supports the Highlander Class, it supports the local fleet sponsoring that event.

Another advantage to regatta travel is that you have the opportunity to meet

other people that not only share your interest in sailing, but more specifically, enjoy sailing Highlanders. Many friendships have been forged as a result of sailing at regattas.

We have met many people and have friends at a lot of clubs across the country that we look forward to seeing at regattas when we travel to places from Edgewater Yacht Club on Lake Erie to Western Carolina Sailing Club in Anderson, South Carolina and every where in between. John and Steve, our two sons, have friends from Maine to California that they met as a result of Highlander sailing.

Another more subtle advantage to traveling is that you have the opportunity to see how other Highlander sailors rig and sail their boats, and learn about how others maintain and

repair their boats and their club facilities.

There are a lot of advantages to regatta attendance, and there are also a lot of advantages to "local fleet development." But there needs to be a balance between the two.

For regattas to be successful, there is a need for strong host fleets and regattas that can be an opportunity to involve everyone in the fleet to have input, to contribute, to put on a first class event making the local fleet even stronger.

The local fleet members work together to provide an event which is both fun and relaxing for everyone, competitive for the top of the fleet sailors and challenging for the new or less experienced sailor.

So, whether you are a fleet sailor racing in the club's weekend or week night series, or the avid traveling regatta sailor, our common bond is that we all sail Highlanders.

We must maintain the balance. Regattas need fleets and fleets need regattas. We all must help each other in order to remain strong. Whether you chose to sail your boat at the local club or travel to a regatta this weekend, I'll look forward to seeing you on the water.



Team Spengeman at past Berlin event. Rumor has it that Ed and Erin are slowly prepping son, Ben, for the race circuit.



2013 Highlander National Championship Results

Table with 9 columns: Pos, Skipper, boat, R1, R2, R3, R4, R5, R6, pts. Lists 18 participants and their race results.

HCIA 2013 Junior Championship

Table with 6 columns: Pos, Skipper, Boat #, R1, R2, R3, Pts. Lists 2 junior participants.

HCIA 2013 Women's Championship

Table with 6 columns: Pos, Skipper, Boat #, R1, R2, R3, Pts. Lists 3 women's participants.

HCIA 2013 Masters Championship

Table with 6 columns: Pos, Skipper, boat #, R1, R2, R3, Pts. Lists 6 masters participants.

HCIA Special Awards

Table listing special awards: McLeod Trophy, Piglet Trophy, Chapin Trophy, Sail A Gair, Corpus Christi Trophy, Bahama Mama Trophy, Larry Klein Trophy, Grand Prix.

(Continued from page 10) amount; raising it in the puffs and lowering it in the lulls, trying to keep the spinnaker's vertical center seam perpendicular to the horizon.

Tactically, we tried to just keep the boat on the tack that is pointed closer to the mark while also trying to sail towards the pressure. I know this sounds simple but you'd be amazed how often you can find yourself not following this principle.



Photo by Gayle Kaufholz

A little bit of a squeeze during North Cape Nationals.

By Ellie McClean

Four years ago I went to Nationals at North Cape Yacht Club as a fourth man for Jamey and Tanya Carey's boat, MOJO 1002. I had no idea what I was doing and had only been sailing for a short time.

Sailing with the MOJO team, taught me how fun sailing Highlanders can be. Since then I've gone to nationals every year to race with my dad, Jon, and his long-time crew, Boyd Barnwell.

Each year I learn something new.

The boat comes more natural to me now and new things click every time out. I've started to understand what makes a boat fast and efficient.

This year for the 2013 Nationals I was not expecting to race, I had just been at camp for six weeks, and as much as I wanted to attend, I had lots of school work to catch up on. I was dreading that chore and a boring summer ahead.

But just after camp, in the airport on the way home, I got a call from my mom saying I would be going to nationals after all. I got home, unpacked one bag and re-

(Continued on page 12)

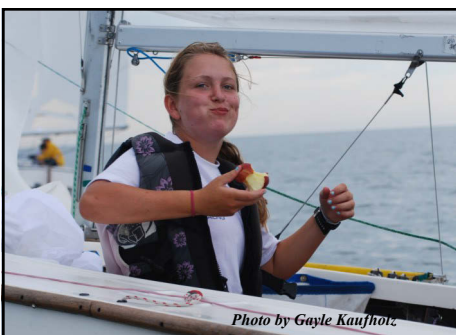


Photo by Gayle Kaufholz

Apple time! Photo "opp" with Ellie.



(Continued from page 11)

packed another and left for North Cape.

But this time around was different from other my MOJO experience. Boyd was unable to crew this year and it would be just my dad and me, two-manning the boat.

I was excited but nervous because when there are only two of you, you have to do the same amount of work that three (and even four) people do. There is never a dull moment and no sitting back to watch other people do things. There is no blame and no responsibility but your own. This both scared and excited me. I knew that however my dad and I fin-

tionals at North Cape Yacht Club with Jeff Eiber and Sarah Paisley, I quickly responded "Very interested!"

It was a fantastic opportunity to sail with great people on a great boat at one of my favorite destinations in the country. Nobody works harder for a regatta than the volunteers and staff at the North Cape Yacht



Photo by Gayle Kaufholz

L-r: the Steinbach and Chrusicel crews in tight quarters.



Photo by Gayle Kaufholz

Jeff Eiber, Sarah Paisley (hidden), and Greg Griffin teamed up for three bullets and a great series at HCIA's 2014 Nationals.

ished, I would have a huge say in why we raced how we did.

Arriving at North Cape and seeing my dad for the first time after weeks, surrounded by sailboats, I knew that we were in our happy place. We were home and there was racing to be done.

After lots of hard work (and lots of shouting), we pulled through and came in fourth and I couldn't have been happier. Aside from the results, I gained so much more and felt for the first time like an accomplished sailor.

I can't wait to see what my future in sailing will be, and am so grateful that some of my first sailing memories are with the Highlander class.

By Greg Griffin

I have been hearing about what a great boat the Highlander is for many years now. So when I received a text from Skip Dieball asking if I had any interest in chartering his boat for the Na-

Club. That level of effort was exactly why the opportunity had even arisen as Skip wanted to be available to chip in wherever necessary at his home club.

Upon arriving, I immediately felt welcome as I ran into regatta Co-chairs and friends from the Thistle Class, Doug and Cindy Fisher. I also ran into a number of

other families and friends including the Bauers, Busbeys, Springs, and Dr. Shultz. It was actually Kirk Shultz's son, Tanner, that had first told me about the Highlander and what a great sailing boat it was.

That premise was certainly confirmed as we sailed the practice race on Sunday in 6-8 knots of breeze. The boat was surprisingly powerful, requiring full-on hiking in those conditions, yet the hiking pants that I had left ashore were not even needed since the deck was quite comfortable to hike from.

We learned after day one from Karl Felger and his team on Steve Bauer's boat that the jib could really be trimmed tight and the boat would still go fast in that flat water.

(Continued on page 13)



Photo by Gayle Kaufholz

Kirk Shultz, Mac McNeill, and Kevin Gulbranson, in the action at North Cape nats.



(Continued from page 12)

Keven Eiber and her team of volunteers did a great job of getting quality races completed in what turned out to be a challenging week.

The meals, social time and entertainment were top notch just as I have come to expect from our friends at NCYC. We want to congratulate the Sackets and Dave Kerr on an incredibly consistent series in becoming the 2013 Highlander National Champions.

By Jon McClean

The HCIA National Championship at North Cape Yacht Club was well run, and despite the poor attendance was considered a big success. Many people made this happen, however the Dieball family, and the PRO, Keven Eiber, did a great job; and on behalf the Class we thank you. Congratulations to Lee Sackett, Tod Sackett, and Dave Kerr. This was a tough, top end and you sailed consistently to win the regatta.

I had the pleasure of sailing with my daughter, Ellie, and she has written a short article later in the magazine. She is becoming a dedicated sailor in her own right, and it's the Highlander family that got her hooked.

This year, I was struck by many aspects of the North Cape regatta: the professionalism and dedication of people like Bruce Busbey, Chief Measurer, who will make the class better, not just measure the same. The AGM produced some heated debate, as always, and I was struck by the amount of passion that class stalwarts such as Harold Bauer have for the class. The decision not to split the fleet wasn't an easy one, but the right one.

We look forward to the 2014 Nationals at Pymatuning and anticipate two large fleets and an excellent regatta. We can do things better however, for example, we need to have daily updates online so that those who can't join us can see the progress and the 'snakes and ladders' moves being played out. For 2015 Bruce Busby and the Kafsky family are working on the Nationals, and in 2016 we have had an approach from the Rhode Island team with an interesting proposal. It's good to have these events mapped out in advance. The fall Board Meeting will be held, as usual, in November in Dayton. The notice of the meeting is out and I would like to invite any members to join us. We are open to ideas for growth and initiatives to get more Highlanders sailing. It has been a long, hot summer and many of us had to deal with dropping water levels. From a professional perspective, I can tell you that this trend is set to continue and even accelerate.



The Busbey crew with lots to do heading for the downwind mark.

(Continued on page 15)



Photo by Gayle Kaufholz

Adam Coker and crew in 1007 taking a short break between races, enjoying a great competitive series among the Highlander crowd.



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At Atwood 2013

Felger "Moons 'em!"

By Karl Felger

There is something magical about making the annual trek to the Harvest Moon Regatta each year. The first weekend after Labor Day means that Atwood Yacht Club hosts the unofficial welcoming party to the fall sailing season; serving as a gathering place for all of our friends and family to celebrate.

Cruising through the rolling hills of eastern Ohio with the windows down and the sounds of September baseball on the radio, the anticipation begins to build as the drive unfolds into the autumn night. Arriving at the yacht club, there are cold drinks and warm familiar smiles greeting sailors at every turn and the festivities continue well into the evening.

As dawn breaks over the tree tops around Atwood Lake Park, the true beauty of the region is revealed. Atwood Yacht Club is a wood, lodge-style building that rests upon a bluff overlooking the lake and sailors on shore can take in the view as the thick fog slowly burns away.

While the flags hang listlessly from the yard arm out in front of the club, sailors enjoyed a complimentary hot breakfast on the front porch before heading to the parking lot to rig and launch their boats.

The regatta PRO, Harold Bauer, wisely flew the postponement flag waiting for the breeze to build. The air finally filled in and the regatta got underway



Photo by Harold Bauer

L-r, 'moonies' Norris Bourdow, Carl Berger and Bill Price.

shortly with a seven-boat Highlander fleet taking to the race course.

Since it was a multi-class event, the Highlander fleet had the "advantage" of watching the Thistles work their way up the first beat of each race. We saw a wind direction that would shift 45 degrees at the drop of a hat and experience velocity changes from 2 to 7 knots without any visible indicators on the water.

My crew Gillian Bauer, and I caught ourselves watching the fleet starting ahead of us not for the tactical advantages, but purely for the entertainment value of seeing who would round the mark in first place.

This further fortified a strategy I learned about sailing on Atwood Lake a long time ago, which is just go fast, keep calm and sail on... and the rest will eventually fall into place. This approach was no more evident than in the four races we sailed under the warm afternoon sunshine.

It was not uncommon for our team to be found in first through last position at some point or another in any of the races on Saturday. But we kept calm and sailed on, just focusing on staying within "striking distance" of the boats around us so we could capitalize on the advantages as they presented themselves... and I'll be damned if it didn't work.

We sailed four races on Saturday and were able to win every single one, mainly due to excellent crew work.

I can't say enough

about how much of a pleasure it was to sail with Gillian Bauer. She is a blast to sail with and has a great competitive drive unmatched by many others. She was spot on at calling puffs upwind and flawless flying the spinnaker downwind. And by the way, that Saturday was Gillian's second day, 'ever,' flying a spinnaker.

Our boat was consistently able to sail faster and lower downwind and we passed Highlanders and Thistles alike as if they were glued to the water.

Leading at the cocktail party, in first place with four points, ahead of a second place tie between Gary Steinbach and John Bauer with 12 points, we were definitely where we wanted to be at the Har-



Photo by Harold Bauer

In 925, Karl and Gillian tracking down their competitors.

vest Moon.

Not only did our team get the pleasure of celebrating our great day on the water at the world famous cocktail party, we had the comfort of knowing we were prepared for anything Atwood Lake could throw at us Sunday morning.

This normally means little to no air, shifty conditions and maybe one race if we were lucky. This is how it played out again this year, as Harold Bauer got one race in. Dan Hopkins took line honors in this fifth and final race, with our team placing second, followed by Gary Steinbach and John Bauer.

It's always sad to drive away from any yacht club on Sunday afternoon, but it's also fun to let the mind wander and start counting down the days until next year. I'll ask for your help now to make an effort to double the turnout in 2014 to get 15-plus boats for the Harvest Moon.

We'll leave the light on.



The Classifieds

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

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

#951, 1983, with TeeNee trailer, cockpit cover, 2 hp Johnson outboard. Two sets of sails; boat, motor, trailer are in good condition and the boat was sailed last summer. **\$3,000**. Robert Hall, Illinois. bearcat6165@gmail.com, 309 333-2039. Photos available.

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

(Continued from page 13)

Texas for example now has 27 towns that have less than 180 days of water left in their aquifers. So this places into perspective any moans about lake levels.

It's no secret that the popularity of recreational sailing in the U.S. is ebbing and has been for decades. US Coast Guard, sailboat registrations have dropped by more than 25% since '99, a trend that began in the '80s. Now barely 2 percent of all registered boats are 'wind powered.' Strangely, in spite of spiraling fuel costs, power boating hasn't seen a similar decline.

So our sport faces challenges that transcend all classes. We can't ignore this trend, however, we need not panic either. Our class offers extra-ordinary



Photo by Pawpaw

Future Highlander sailor, Emma Spengeman, sporting Pawpaw's "Blind Hog" Cap.

value and access to top flight racing for a small fraction of the cost of other classes.

It takes involvement and participation, as well as decisive leadership. I would ask that if you have the enthusiasm and skill to contribute to the Highlander class please step forward.

The decline of the fleet at Geist and the loss of the annual Indy 5 regatta are, in fact, part of the natural process of renewal and regeneration. And we shouldn't overlook our 'new' events like the Drop your Kilts at Cowan and the Springboard at Lake

Hartwell. They've won admirers and will grow each year.

Framing our challenge isn't hard: when new sailors get to know us they seldom leave. Our challenge is getting the exposure in the first place.

"The Highlander" Rate Card

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

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

Ad requirements:

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Format: Page size: 7.5 x 9.25"

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Horizontal format preferred, but any need can be accommodated

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phy like that provided by Anne Hollingsworth and, below, Gayle Kaufholz, among many.

The names of the stalwarts who helped behind the scenes are too numerous to list here, but Mike expressed his sincere appreciation to you all for your writing, fact gathering, and quick responses to any of his requests for details.

Finding Mike's replacement will be on the Nov 9, HCIA board agenda, so, if you have ideas about the publication or the position please contact me as soon as possible at: jon@mcclean.cc.

Below a file shot of Gayle Kaufholz at Cleveland Nats. She was back again at North Cape providing some beautiful coverage. Check sailhighlander.org.

Mike Feldhaus Retiring as Editor

By Jon McClean

After nearly twenty years of service our editor has announced that he will retire from that post in 2014. We owe Mike a tremendous thanks for all that he has done in keeping our publication one of the most interesting one-design publications around.

He will finish out the January issue and will, as needed, be willing to assist his successor in transition.

We are now searching for a willing,

enthusiastic replacement. We urge anyone interested in the position to contact me for details as soon as possible. There is a stipend involved.

Mike wanted to thank the scores of HCIA volunteers who have stepped up to pitch in with written coverage contributions and some beautiful photogra-



Remaining HCIA Regatta Schedule, 2013

| | | | |
|-----------|---------------------------|----------------|--|
| Oct 5/6 | Bluegrass Regatta | Louisville SC | Erin Spengeman, redsailor876@hotmail.com |
| Oct 19/20 | Pipers Regatta | Lake Norman YC | Steve Hesler, shesler@carolina.rr.com |
| Oct 26/27 | Drop Your Kilts Regatta * | Cowan Lake SA | Doug Fisher, tapdoug@aol.com |

*** Always, always email ahead to host fleets to check for schedule changes.

* Not an option for Grand Prix scoring.

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