

REBEL RABBLE

OFFICIAL PUBLICATION OF THE NATIONAL REBEL CLASS ASSOCIATION

March 15, 2002



Michigan State Sailing Team Members.
Mary Vorel (left)

Rebel Tuning Guide Now On-Line

North Sails has announced that it is putting its' famous tuning guide on line for interested Rebel Sailors. This could be especially helpful for those sailors who need a quick review from time to time about how to make a sail go fast!

This guide will help every sailor with some of the critical settings that make the difference between a Rebel and a racing Rebel. The guide identifies several of the key adjustments that a serious racing sailor needs to consider. Rebel Sailors can access this guide on line at:

<http://www.northsailsod.com/class/rebel/rebel-tuning.html>

The tuning guide includes suggestions on these subjects and many more. Check it out:

On-Shore Adjustments

- ✓ Mast Rake
- ✓ Diamond Tension
- ✓ Jib leads
- ✓ Centerboard
- ✓ Rudder shaping/angle
- ✓ Traveller/Bridle

Sailing Adjustments

- ✓ Main and Jib Cunningham
- ✓ Outhaul
- ✓ Jib Sheet Trim
- ✓ Mainsheet/Traveller
- ✓ Boomvang

Sounding Off

By Mary Vorel

At some point in all of our sailing, we had no boats to our disposal, we had to borrow. I am still at this point. We would have never fallen in love with the Rebel or any other boat if we had never had experience sailing it. You just do not make such a large investment without test-driving it, or at least should not. The #1 way to increase our membership is to allow others access to your boats. I know some of you have had people crew on your vessels in order to find out what the boat is all about, but how many of you have just said, "Here's my tiller, have fun!" to members interested in the Rebel? Of those of you who have done so, would you be willing to do the same for a youth? One you had not known previously? At the Rebel Association meetings in early March, there was mention of people bringing juniors in from various sailing schools in the Midwest to sail at our Junior Nationals. I know that I have brought it up to my sailing school the option to have kids attend, and I would like to know who would be willing to come early to the nationals and loan out their boats to these youngsters? Not all of us have junior sailors in our areas, and this would be a way for you to help the class and get more juniors in attendance at the regatta. I have run into this problem with the sailing team at Michigan State... people wanting new members to join, but are not willing to hand off their gear for them to try it out. We were all in those shoes at some point, and sometimes people need the opportunity to understand how wonderful our class is before they jump into expensive money game.

REBEL RABBLE

Official Publication of the
NATIONAL REBEL CLASS ASSOCIATION

Commodore John Vanden Brink
847/692 5482 vandenbrinks@attbi.com

Vice Commodore Scott Wright
616/293 6137 swright@riverview.net

Rear Commodore Karel Vorel
616/784 7144 vklvet@prodigy.net

Secretary Joan Leeney
540/387 5005 joanleeney@hotmail.com

Treasurer Clarence Metzger
419/893 0509 camsl@attglobal.net

Rebel Rabble Editor Bill Blaine
847/255 8410 billmac23@attbi.com

Past Commodore Bruce Nowak
517/787 5557 b1n@juno.com

One Year Directors

Sue Gerber 801/363 5400 susan.gerber@worldnet.att.net
Bill Ryan 216/291 9486 WJRyan@lakeland.cc.oh.us
Tony Solana 973/835 3013 solana@intac.com
Mary Vorel 616/784 7144 _natazia_@yahoo.com

Two Year Directors

Hugh Harris 517/522 3689 hharris@voyager.net

Fleet Captains

Fleet 1 Toledo, OH
Clarence Metzger
419/893 0509 camsl@attglobal.net

Fleet 2 Clark Lake, MI
Hugh Harris 517/522 3689 hharris@voyager.net

Fleet 5 Springfield, IL
Duane Slater 217/529 1434

Fleet 7 Grand Rapids, MI
Karel Vorel 616/784 7144 vklvet@prodigy.net

Fleet 19
Hueston Woods, OH Eddy Hair 513/221 1997

Fleet 21 Greenwood Lake, NJ
George Vurno 914/986 8852 vurno@warwick.net

Fleet 23 Des Plaines, IL
Tim Kupczyk 847/255 6506 tkupczyk@corporatemicro.com

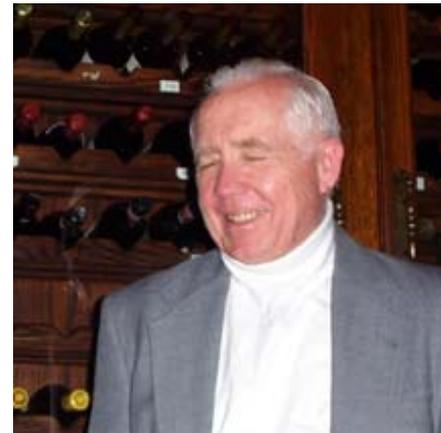
Fleet 24 Dallas, TX
Paul Heidgerd 972 669 9639 heidgerd@flash.net

Fleet 26 Coldwater Lake, MI
Bob Connors 517/238-5374 rpconnors@cbpu.com

Fleet 27 Roanoke VA
Lee Shaffer 540/345 0722 leeshaffer@webtv.net

Official Builder Nickels Boat Works Fenton, MI
810/750 1866 nickelsboatworks@juno.com

Rebel Website Webmaster Chris Fromme
412/492 0837 rebelsailor@msn.com



MUSSELMAN AWARD WINNER 2002

At the Spring Meeting, held in Mt. Prospect, IL on March 9th, Rebel Rabble Editor, Past Commodore, and member of Des Plaines Fleet 23

Bill Blaine

was named MUSSELMAN AWARD WINNER for 2002. This award is awarded based on a secret ballot taken at the Spring Meeting. It is awarded to an individual for outstanding service to the National Rebel Class Association.

When interviewed, all Bill could say was "Aw shucks."

#####

National Rebel Class Assn Clarence Metzger, Treasurer

Dear Mr. Metzger:

Thank you for your recent pledge of \$100 to the Blue Ridge Mountains Council, Boy Scouts of America. Your support is greatly appreciated. A pledge reminder will be sent to you as you have requested if necessary.

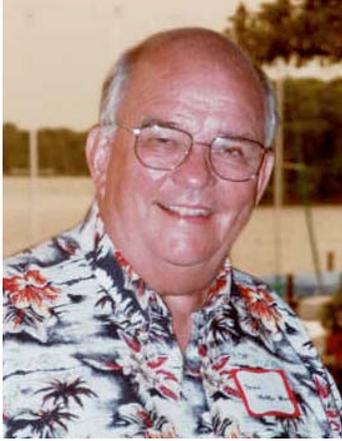
Each week thousands of boys, throughout the Blue Ridge Mountains Council participate in den pack or troop meetings, or outdoor activities where they learn. how and exciting skills that will impact their lives forever. Your gift enables our Council to continue supporting the hundreds of volunteers who meet weekly with these boys and ensure that a quality program is offered

Again. thank you for your belief in Scouting. Please accept the enclosed, static sticker as our "Thank You" for your support. We hope you will proudly display it. Should you have any questions please contact me at (540) 265 0656 or e-mail edh@bsa-brmc.org

Sincerely,
Edward E. Harriman, Jr.
Director of Development Boy Scouts of America
Blue Ridge. Mountains Council

Visit the Rebel Website:
<http://www.rebelsailor.com>

COMMODORE'S CORNER



Commodore's Column

Are you starting to get “the itch” yet? It’s spring and it won’t be long now until we are sailing again.

You’ll be happy to know that the Association has been active during the fall and winter months to promote the Association and Rebel sailing. We had our first ever electronic meeting and in spite of some bumps and bruises, we actually conducted some business. As a result, we helped Hugh Armbruster man the Nickels Boat Works exhibit at Strictly Sail in Chicago, passed out about 100 Rebel brochures identifying local fleets and contacts and registered about 30 contacts interested in either Lightning or Rebel sailing.

Will we get new members? Time and follow-up will tell but it was a positive experience.

We also received an offer from Karel Vorel to use her name and phone number as a contact point for the Association to replace Clarence as the contact point. Nickels Boat Works picked up the total expense of the Strictly Sail boat show and Fleet 23 picked up parking costs. After the smoke cleared, the total cost of expenditures which I had proposed to the board via E-mail shrank from an estimated \$1700 to \$100 which has been budgeted for updating the Rabble design.

The spring meeting was held on March 9 in Mt. Prospect and we made progress on some other issues which are covered in the minutes of the meeting elsewhere in the Rabble.

Several key actions included a reduction of the individual trophies at the Nationals from 15 to 6 and a proposed increase in dues to \$30 for Active Members (boat owners) and \$15 for Associates. We are going to try to move as many members from receiving a printed Rabble to an E-mail version as are willing to do it and find ways to help Chris Fromme with the web site so that accessing the Rabble is easy and convenient to do. The largest line item costs in our budget is the Rebel Rabble printing and postage which costs close to \$2500 annually..

We approved a budget of \$6,375 in revenues and \$6,815 in expenses which results in a deficit of \$440. The deficit for 2001 was \$172. We have \$4,958 in savings and

checking with total liabilities and fund balances of \$6,260 as of December 31, 2001. We received over \$1250+ in contributions from our members last year to help maintain our strong financial position.. Thank you for your generosity

There are several interesting statistics which Clarence provided which are worth noting. One is that in spite of loss of membership to old age and deaths, our membership has remained virtually the same over a number of years. In 1992,our Active membership was 140; in 2001,it was 139. Our Associate membership went from 36 in ‘92 to 38 in 2001. Total membership including those who join after Nationals was 209 in ‘92 and 206 in 2001.

What this tells me is that we’ve been able to bring in new members at a rate equal to our losses which is a remarkable accomplishment considering that many Class Associations have disappeared over the last ten years and most have experienced declining membership. It also suggests to me that if we can grow our net membership by 2 or 3 members a year, it would be an ambitious objective based on past experience but will assure a continuing strong Association..

Under Clarence’s stewardship, our balance sheet totals have grown from \$2,700 in ‘91 to \$6,260 in ‘01 with nearly \$4500 available in unrestricted funds so our financial position has improved considerably. We’re in good shape if we continue to receive contributions from our members, increase our dues, reduce costs wherever possible and expand our class development activities.

In summary, we have, in my opinion, a good small Class Association which has managed to hold its own over the years and can grow as we are willing to commit time and effort to make it do so. The Association and the Rebel have a great legacy that we can build on. Sometimes I think we are too hard on ourselves—certainly, the sky is not falling.

Some things you can do to maintain and build the Association is to make sure we have the Rebel brochure which promotes our Association in marine stores, local boat shows and similar venues in your area. We passed out quantities of these to fleet representatives at the spring meeting. If you need some please let me know by calling(847) 692-5482 or by E-mail (vandenbrinks@atbi.com).

Another thing you can do is to invite someone interested in sailing to sail with you and share the Rebel experience.

And finally, if at all possible, plan to participate in the Nationals at Lake Fenton the 13th to 18th of July. The Nickels are great hosts and it will be a fun time. Don’t be concerned about your performance level—you’ll learn a lot, get a full week of sailing and meet some great new friends. There will be a lot of laughin’ and scratchin’.

Hope you are sailing soon.

John Vanden Brink

John Vanden Brink



Please accept my personal invitation to the 2002 Rebel Nationals at Lake Fenton, MI.

Marianne Nickels

Schedule Of Events

- 7/13 Saturday 12:00 -5:00PM Register & Measure
- 7/14 Sunday 9:00- 4:00PM Register & Measure
- 10:00AM Practice Race for all**
- 1:00PM Junior Races Begin
- 6:00 PM Welcoming Party
- 7/15 Monday **8:00-9:30AM Last Measurement**
- 9:30AM Junior Racing
- 11:15-12:30PM Lunch
- 12:30PM Skippers Meeting followed by senior races 1&2
- Free Night**
- 7/16 Tuesday 10:00AM Race 3
- 1:00PM Races 4 & 5
- 6:30 PM Steak Fry & Entertainment
- 7/17 Wednesday 10:00AM Race 6
- 1:00PM Races 7 & 8
- 7:00-10:00PM Whirly Ball
- 7/18 Thursday 10:00AM Race 9
- 5:00PM Banquet
- (Banquet at Holiday Inn Gateway Center)

There will be a **continental breakfast** each morning and lunches Sunday through Thursday.

Hotels & Motels

(all within easy reach of Lake Fenton.)

- Best Western Fenton,MI 810-750-1711
US 23 - Exit 78 Owen Rd
- Comfort Inn 810-232-4222 800-228-5150
I 75 - Exit 117 Miller Rd
- Courtyard by Marriott 810-232-3500
US 23 - Exit 90 Hill Rd
- Holiday Inn Express 810-714-7171
US 23 - Exit 78 Owen Rd
- Holiday Inn - Gateway Centre 810-232-5300
US 23 - Exit 90 Hill Rd
(Location of Banquet)
- Howard Johnson Lodge 810-733-5910
I 75 - Exit 117 Miller Rd
- Motel 6 810-767-7100
I 75 - Exit 117 Miller Rd
- Red Roof Inns 800-733-7663 810-733 1660
I 75 - Exit 117 Miller Rd

Bill Blaine
Editor,
Rebel Rabble

(We have a need)... for two sailing instructors for summer camp. We use a Rebel as one of our sailing boats for instruction. Our camp runs for eight weeks, June 23 - August 10. We provide salary, food, and lodging and great summer fun. Ages of instructors 18 + male or female, experienced or not. Call or write for a video or leaders guide, ronv@bsa-brmc.org or 540-265-0656.

(We)...could use another rebel class boat for our scouting program. If anyone has or knows of an available boat for donation, we would be pleased to write a letter for the IRS tax-deductable donation. I will make plans to pickup the boat if before June 10.

Thanks Ron Vance
Director
Blue Ridge Mountains Council,
Boy Scouts of America
Roanoke, VA.



Hugh Armbruster
Nickels Boat Works

US SAILING CALENDAR

and how to make it work for your Class!

By Jerelyn Biehl

US SAILING has an incredible on-line calendar that is user-friendly and a great way to market your Class and your regatta. **All for Free!**

This powerful database can be sorted by date, class, area, age, etc., by anyone with access to a computer.

Encourage your fleet captains, district representatives and race organizers to input their regattas complete with name, date, website link and contact information. Put in as little or as much information as you please.

Go To:

<http://www.ussailing.org/calendar>

to input your first regatta!

Jerelyn Biehl is the executive director of the Snipe Class and serves on the Executive Committee of the One-Design Class Council.

News about other Rebel Sailors

From Bruce and Sharon Nowak in an e-mail message to the Leeneys:

Hey Jim & Joan,

Ashley skated great during the "short" program in the 12th slot, which meant that the judges had to "leave room" for the other nine teams. So ended up 8th that night.

After the long program the next day, the team's standing did not change - but 8 out of 21 in the world is still pretty darn good.

A day's rest has done wonders, hope the meeting went well

Thanks for your support

Bruce & Sharon

#####

To: Clarence Metzger

Subject: Gus Loehr

Dear Mr.Metger,

Forgive me for not responding sooner to your message. My dad, Gus Loehr, passed away on December 23,2001. He was 88, and had been getting increasingly sicker with prostate cancer that had metastasized to his bones. So his death was a relief from pain and suffering at that point. He did, however, sail his Rebel last summer, and sailed it right in to the dock on October 20 to come in for winter! Guess you can't ask for much more than that! He had a long and good life, and I'm sure is now sailing in better waters. His Rebel and the association meant a great deal to him. He had just this summer sold the boat to a good friend of ours, who bought it with the stipulation that Gus would have free use of it whenever he wished and provide sailing lessons to the new owner. That was a good deal. Thanks very much for the pleasure your association provided my Dad all those years.

Sincerely,

Johanna Connelly

“We can continue suffering the periodic hells that our ignorance produces...or we can start by allowing that it might be possible to make an enlightened society.” - Robert Thurman

E-MAIL MEETING EXECUTIVE BOARD December 2001

The Executive Board of the National Rebel Association was convened for the purposes of acting on business that required action prior to the normally scheduled Spring Meeting. The meeting was convened and conducted via e-mail and blackboard discussion as agreed upon by the majority of the Executive Board.

The following were in attendance:

Bruce Nowak, Scott Wright, Karel Vorel, Mary Vorel, Clarence Metzger, Joan Leeney, Sue Gerber, Bill Ryan, Tony Solano, Hugh Harris, Bill Blaine, Hugh Armbruster, Chris Fromme, David Nickels and Commodore John Vanden Brink. People who did not respond initially by e-mail were contacted by telephone by the Commodore John Vanden Brink. In addition, the Commodore called for donations from the Executive Board to offset some of these expenses. (A total of \$900 was pledged for Class Development.)

The motion proposed on 12/13/01 is: That the National Rebel Class Association provide the funding for the following activities as described in detail in the proposal made 11/14/01 by the Commodore and to be voted on by individual item:

1. Harken Ad \$710 (a new price)
2. Strictly Sail Boat Show participation: \$500 loan (to be repaid after the sale of the first new Rebel)
3. Brochure Insert and Labels for Pre-existing brochures: \$400
4. Transferable 866 Telephone Number: not to exceed \$325
5. Transferable Address: not to exceed \$300
6. Face Lift for Rabble: \$100

On 12/16/01, Bill Blaine moved that we vote separately on each of the several items as proposed in the above motion, that voting take place on 12/17-18/01, and a report be made by the Commodore on 12/19/01. Karel Vorel seconded the motion on 12/16/01.

To expedite boat show participation and brochure development, Des Plaines Fleet 23 unanimously decided to fund these items from excess funds derived from the 2001 Nationals, which amounted to \$775. Therefore, item numbers 2 and 3 were withdrawn from the motion. (Subsequently item number 2 was not necessary as Hugh Armbruster invited the National Rebel Class Association to promote sailing and the Association from his booth at the Strictly Sail Show as his guests.)

On 12/16/01, Bruce Nowak submitted the following 3 part motion: (1) That the 2001 budget expense for the Harken ad be

paid as directed by the Board of Governors' who set that budget, and (2) That any vote on the 2002 budget be delayed until the Spring Meeting except, (3) That the expense recommended for the Strictly Sail Show and the Rabble be considered in separate motions. Since the first motion was already seconded, this did not receive a second, and was withdrawn.



Joan Leeney, Secretary

The ballot was presented as follows with YES or NO responses indicated, and with a minimum of 5 votes necessary to have a valid vote:

1. Harken Ad
\$710
2. Transferable 866 Phone
\$325
3. Transferable Address
\$300
4. Face Lift for Rabble
\$100

Much discussion took place regarding Point of Order with the deletion of two items on the original motion and seconded motion. Bruce Nowak recommended that the above motion be withdrawn and proposed a new motion, Bruce points out that the above motion violates Article XI (2)

that states that the "purpose thereof must be stated in such form as to permit voting by mail and no other business can be transacted." Nowak continues that the proposals do not conform to Robert's Rules of Order.

While this discussion took place, the Board was in process voting. The following are the results of the voting that took place on the motion:

1. Harken Ad	YES	9	NO	2
2. Transferable 866	YES	4	NO	7
3. Transferable Address	YES	6	NO	5
4. Rabble Face-Lift	YES	9	NO	2

With respect to the numbers two and three above, Karel Vorel, who is Rear Commodore has agreed to provide support and be a contact for the next two to three years for the National Rebel Class Association. Both these issues can be revisited at the Spring Meeting or at a later date.

The Commodore gave special thanks to Bill Ryan of Cleveland for setting up the Blackboard for the use of the National Rebel Class Association.

The Commodore also reminded participants that the National Rebel Class Association is looking for a Treasurer, as Clarence Metzger wishes to step down from that position after many years of faithful service.

The e-mail meeting was adjourned on 12/19/01.

Respectfully submitted
Joan Leeney
Secretary

Minutes of the
**Spring Meeting of the Board of Directors of
The National Rebel Class Association**
Trinity United Methodist Church, Mt. Prospect, IL
March 8, 2002

The Spring 2002 meeting of the Board of Directors of the National Rebel Class Association was called to order by Commodore John Vanden Brink at 3:42 PM. In addition to the Commodore, the following were present: Vice Commodore Scott Wright, Rear Commodore Karel Vorel, Secretary Joan Leeney, *Rebel Rabble* Editor Bill Blaine, Directors Mary Vorel, Measurement Committee Tim Hoover, Builder Hugh Armbruster, Builder David Nickels, Clearwater Fleet Member John Hudak, Des Plaines Fleet Members Ellie Vanden Brink and Mark Quiniff, and Tokiko Blaine. Nancy Armbruster, Ricki Hoover and Peg Quiniff were present for brief parts of the meeting.

On a motion by Mark Quiniff, seconded by Tim Hoover, the reading of the minutes of the 2001 Annual Meeting of the Board of Directors was waived and the minutes were approved as published in the *Rebel Rabble*.

Mark Quiniff presented the Treasurer's report on behalf of Clarence Metzger. The financial report is to be published in the *Rebel Rabble*. Two notes: (1) Active membership remains stable, and (2) Significant contributions were made during the 2001 calendar year to the benefit of the Association. A motion was made by Bill Blaine and seconded by Karel Vorel to accept the Treasurer's report. It passed unanimously.

Next, a motion was made by Bill Blaine and seconded by Tim Hoover to pay the miscellaneous expenses incurred by Clarence in his position as Treasurer in the amount of \$125.08. This passed unanimously.

The 2002 Budget was then presented as prepared by Clarence Metzger and modified slightly by the Administrative Committee. Expected revenues are anticipated to be \$6375 and expected 2002 expenses are listed at \$6815. It was moved by Bill Blaine and seconded by Dave Nickels that we accept this budget. Discussion followed indicating that as the budget developed and as changes in the budget are needed, the Executive Committee can adjust the budget accordingly. This motion passed unanimously.

The Audit Committee, consisting of Al Vorel and Scott Wright, will be conducting the audit of the books in May or as soon as possible as is mutually agreeable, with Clarence Metzger.

The Board unanimously expressed their appreciation for all the work that Clarence does on behalf of the organization and directed the Commodore to send him a letter indicating our appreciation and thanks for his outstanding contributions. A motion was made by Bill Blaine and seconded by Karel Vorel that this be a formal letter sent by the Commodore.

Nationals

In the Committee reports, Scott Wright reported that the sailing instructions for 2002 at Lake Fenton have been updated for both Seniors and Juniors to conform to the new rule book. Nine races are scheduled, two for Monday, three for Tuesday and three for Wednesday and one for Thursday.

Registration fees for the Nationals, which will take place from Saturday, July 13, 2002 to Thursday, July 18, 2002 at Lake Fenton, Michigan, will be: \$95 for early registration prior to June 15, 2002. The cost for registration will be \$110 after June 15, 2002. Bill Blaine moved and Karel Vorel seconded that this fee structure be accepted. The motion was unanimously approved. Discussion took place indicating that Fenton is more reasonable than some other places and thus the fee structure. It was also considered by the Race Committee that if future weather conditions proved unfavorable for racing, the National Race Committee might wish to consider adding up to one extra race the previous day. This is open for discussion and at the discretion of the National Race Committee. The Senior Race Official and National Race Committee were also reminded that most inland lakes, on which the Rebels race, do not allow racing in conditions where lightning is visible.



Jim Leeney

There is currently no bid to host the 2003 National Rebel Association Nationals. Mark Quiniff and Tim Hoover were asked to explore the question with several fleets, contacting Greenwood Lake, Clark Lake, VISA and others. One plan discussed was to have the Nationals sponsored by different fleets each year, but at the same location.

The Association has received a letter from Hank Hodgson requesting approval of modifications for Rebel 4004. Tim Hoover moved, and Bill Blaine seconded, a motion to send a letter to Hank Hodgson denying the changes requested to the interior of 4004, as referred to in the Commodore's letter of 2/8/02. Discussion followed the motion, with many clarifications called for in regards to the modifications of older boats. Karel Vorel then moved the question to a vote, which unanimously agreed with the motion. Tim Hoover will send a

letter to Hank Hodgson on behalf of the Measurement and Weighing Committee indicating the decision.

The Board also instructed the Measurement and Weighing Committee to review Article X.

Trophies:

Karel Vorel moved, and Tim Hoover seconded the Administrative Committee's recommendation to decrease the total number of individual trophies to the first six places and to distribute the Perpetual trophies for the first through the fifteen position, as well as the Commodore's trophies. This was unanimously passed.

It was recommended for presentation at the General



Peg Quiniff, DPYC, Tim Hoover, Ricki Hoover CLYC

\$30 for adults and families and \$15 for Associates. In addition, we will ask all members if they would like to save the Association money, save a tree, and save their own recycling of paper by downloading the Rebel (in full color) from their computer rather than receiving it in hard copy. The Association will continue to send hard copies of the Rebel Rabble to those members who desire it as such, but will offer the on-line download alternative to those who prefer the high tech method of communication.

The Board meeting was moved to adjourn at 4:57 PM with a motion by Bill Blaine and a second by Karel Vorel, with unanimous consent.

Committee Reports at the Spring Meeting 3/9/02

Scott Wright and his committee are working on the candidates for next year's slate. Currently, Scott Wright (current Vice Commodore) will stand for Commodore, Karel Vorel, current Rear Commodore will stand for Vice Commodore, a Rear Commodore is open with several suggestions given to the committee, Joan Leeney will continue as Secretary, We need a Treasurer and several fleet representatives. Bill Blaine would like to pass the editor's position on to someone new, but will wait until all the web connections are in place.

Respectfully submitted
Joan Leeney
Secretary

**Minutes of the
Spring Membership Meeting of the
National Rebel Class Association**

March 9, 2002

Trinity United Methodist Church, Mt. Prospect, IL

The Spring 2002 membership meeting of the National Rebel Class Association was called to order by Commodore John Vanden Brink at 4:58 PM. A quorum was present.

All present at the Board meeting were also present at the General Meeting.

Mark Quiniff moved and Karel Vorel seconded that the reading of the minutes of the 2001 Annual Meeting be waived and the minutes be approved as published in the *Rebel Rabble*. The motion was unanimously accepted.

John Vanden Brink announced that the 2002 recipient of the Musselman Award is Bill Blaine. Bill is a loyal member of the Association and has served in many roles, including Commodore and *Rebel Rabble* Editor. Bill is a member of the Des Plaines Yacht Club. Congratulations to Bill.

It was announced that Grand Rapids plans to host an invitational on June 8-9 and everyone is to participate.

There being no further business, Mark Quiniff moved and Tim Hoover seconded that we adjourn the meeting at 5:05 PM. Unanimously approved.

Dinner followed at The Palm Court, as arranged by the Vanden Brinks.

Respectfully submitted.
Joan Leeney
Secretary



Dave Nickels, Lake Fenton YC
Tokiko Blaine, DPYC, Scott Wright,
GRYC, Vice Commodore

2002 REBEL JUNIOR NATIONALS
ENTRY FORM
LAKE FENTON SAILING CLUB
FENTON, MICHIGAN
Sponsored by
LAKE FENTON SAILING CLUB
FENTON, MICHIGAN

Skipper _____ Date of Birth _____
Address _____
Crew _____ Date of Birth _____
Address _____
Crew _____ Date of Birth _____
Address _____
Sail Number _____ Hull Color _____ Deck Color _____

WAIVER OF LIABILITY: By participating in this regatta, I understand that I voluntarily assume and am knowledgeable of the risks of sailing and I agree to hold harmless and free of any liability the National Rebel Class Association, Lake Fenton Sailing Club, or members of these organizations and employees or individuals appointed of volunteering for this regatta, for any damage or injury, material or personal, suffered by me during racing or other activities related to this regatta.

Date: _____
SIGNATURE
(Parent/Guardian of Junior Skipper)

Date: _____
SIGNATURE
(Parent/Guardian of Junior Skipper)

Date: _____
SIGNATURE
(Parent/Guardian of Junior Skipper)

ELIGIBILITY: Juniors- must not reach their 18th birthday by July 1st, 2002. Skipper must not have skippered a Rebel in a previous National Championship Regatta (Senior Nationals).

Skipper must be a member of a family that holds a regular membership in the National Rebel Class Association, or a regular crew during the current sailing season for a regular member of the National Rebel Class Association, or a member of an organization that uses the Rebel sailboat in its program. Any youth sponsored by a regular member of the association will also be eligible to skipper in the Junior Nationals within the specified age parameters.

**2002 Rebel Nationals
Lake Fenton
Registration**

Name _____ **Boat No** _____
Address _____
City _____ **State** _____ **Zip** _____
Crew _____

Early Registration \$ 95.00
After June 15th \$ 110.00

Lunches				Qty	
Sun	@	\$	4.50	_____	_____
Mon	@	\$	4.50	_____	_____
Tues	@	\$	4.50	_____	_____
Wed	@	\$	4.50	_____	_____
Thur	@	\$	4.50	_____	_____

Steak Fry	\$	12.00	_____	_____
Under 12	\$	6.00	_____	_____

Whirly Ball including dinner				
Family Night				
Seniors	\$	12.00	_____	_____
Juniors		Free		

Banquet	\$	25.00	_____	_____
Under 12		?	_____	_____

\$ _____

Make Checks Payable to:
 Lake Fenton Sailing Club

Send To: Marianne Nickels
 6455 Lahring Rd
 Holly, MI 48442

To: The National Rebel Class Association Board of Governors and the General Membership

From: Bruce L. Nowak, Past-Commodore and Membership Chair

Date: March 3, 2002

Subject: Membership Survey

If this report is being read to you, I apologize for my non-attendance.

Using information provided by Clarence Metzger, this survey included former members whom were members in 2000 (group A) and 1999 (group B).

Of the 46 in group A, ten did not have working telephone numbers, five were "children" that moved out of the home and five were members who stated their reasons for leaving prior to the survey. Of the 26 remaining in group A, thirty-five percent (9) completed the survey.

Of the 29 in group B, twelve were not connected for the lack of numbers or I recognized them for their child-adult status, five others had non-working numbers and one refused to answer any questions. Of the 11 remaining in group B, twenty-seven percent (3) completed the survey.

Validity:

- 1) Given that the sampling was "random" and that 16% of all non-members responded, the responses are statistically representative of the non-responding group per way-to-complicated-statistical theory.
- 2) The questionnaire design was non-prejudicial. That is, in question one the "assumed" or "presumed" reason for leaving was the third of four responses. (Typically, people responding to phone surveys will usually use the first close-ended answer.) In question two, the "assumed" or "presumed" solution was omitted completely. (That two was omitted, provides greater strength to that solution than had it been included.)
- 3) Questions three and four were included as search engines.

Results:

Fifty percent (50%) of our membership loss is to larger boats means that the Rebel Association and the boat it self are **excellent** training vehicles and might be marketed as such. Thirty-four percent (34%) of our loss is related to non-racers who still have their boat but do not receive (perceive) a benefit from the NRCA.

A clear majority (67%) indicated that nothing could or would entice them into returning. These are the same people who have moved on to bigger boats or have other reasons for leaving. The remaining third have different reasons for returning, but the most significant is the desire for information about boat restoration, repair, parts or go-slows for the day-sailor.

The search engine for local fleet development landed on gem in the name of Steve Godfrey who sails on two lakes in his area. There are no fleets or even other Rebels he is aware of, but liked the idea of building one. (He claims he sent his \$15.00 membership dues in and was not aware of an increase

to \$20.00.) Steve did give us permission to pass his name along.

That 58% of those surveyed had not visited our website is an interesting number as most were not aware that we even had one. The low average on the "ease of using" our website is too significant. A less than user friendly format is a huge negative when people are "searching" for information. I myself pass on sights that require "too much" guess work in identifying the correct door!

Summary:

Clearly, this survey confirms information provided to us in numerous previous discussions. That is, the NRCA would be able to retain an additional 34% of its membership by providing a concrete benefit to the non-racing Rebel owner.

The primary benefit these members are looking for is how-to information as well as the location of old boat owners with parts and stories to swap.

Humorous non-racing or perhaps even non-sailing stories would appeal to a broader number of people, including those that have purchased larger boats.

The one comment that was repeated a number of times were that the articles in the Rebel Rabble were, at times, unnecessarily "lengthy."

As non-racing members would obtain information from either our Rabble or our website, an effort to improve those components is needed.

Thank you,

Bruce L. Nowak
Membership Chair

**ADVERTISING RATES
and internet listing**

Issues	1	2	3	4
Cost				
Full Page	\$100.00	190.00	270.00	340.00
Half Page	50.0	90.00	135 .00	170.00
1/4 Page	25.00	47.50	67.50	85.00
1/8/page	15.00	28.50	40.50	51.00

Business Card ads for NRCA members will run for four issues and cost only \$25.00. Members only may advertise to sell their boats and sails at no cost. Other items for sale by NRCA members is just \$0.15 per word. Non-NRCA members may also advertise to sell their boats, sails, and boating items at \$0.15 per word.

Advertisements are solicited for placement in the Rebel Rabble according to the rates published from time to time in the Rebel Rabble. Advertisements will be placed on the website for the duration of the Rebel Rabble advertising commitment. Advertisements will be placed on the website when payment and copy is received.

There is no extra charge at this time for the placement on the Rebel Website.

No ads will be placed on the Rebel website without a corresponding advertisement in the Rebel Rabble.



Mary Vorel
Mark Quiniff

Balance Sheet
National Rebel Class Association
December 31, 2001

Assets	
Cash	\$4958.60
Other Assets:	
Decals	298.38
Patches	81.00
Prepaid Items	922.00
Total Other Assets	<u>\$1,301.38</u>
Total Assets	<u>\$6,259.98</u>
Liabilities	
Payables and Unearned Income	394.33
Fund Equity	
Fund Equity – Unrestricted	4453.39
Fund Equity –Temp Restricted	
Scholarship	459.73
Regatta Seed	800.18
Class Development	<u>152.35</u>
Total Fund Equity	<u>5,865.65</u>
Total Liabilities and Fund Equity	<u>\$6,259.98</u>

Statement of Income and Expenses
National Rebel Class Association
Year ended December 31, 2001

Income	
Dues – Active Members	\$3,475.00
Dues – Associate Members	475.00
Contributions-Unrestricted	617.50
Class Development	897.35
Advertising Revenues	292.15
Royalties – Sail and Boat	250.00
Trophy Fees – Nationals	475.00
Interest Income	<u>108.57</u>
Total Income	\$6,590.57
Expenses	
Donations to Junior Sailing	\$ 300.00
Rebel Rabble – Postage	317.22
Rebel Rabble – Printing	2,197.31
Rebel Rabble – Editor Expenses	638.40
Members’ Roster – Printing	147.50
Nationals – Trophy Expense	1,084.63
Nationals – Juniors Expense	187.50
Postage – Treasurer	223.79
Printing & Supplies – Treasurer	46.97
Telephone – Treasurer	19.34
Rebel Decals – Expense	97.12
Dues to US Sailing	75.00
Class Development	<u>745.00</u>
Total Expenses	<u>6,468.87</u>
Net Income	<u>\$ 121.70</u>

HOT TOPICS:

Springboard for a discussion of sailing issues

A commentary by Scott Wright

A crime has been perpetrated in the National Rebel Class Association! It would seem that R#4004 has had modifications made to her hull, deck, and/or tanks in contravention of Article X.1.a of the NRCA bylaws, which says, "Effective July 9, 1989, no hull, deck, or tank modifications will be made to existing Rebels without written approval of the Measurement Committee."

In a classic case of the horse before the cart, the modifications were made before "approval" was sought. This places our unlucky owner in a difficult position. Either put it back the way it was, or be banned from competition forever. When faced with this dilemma, our independent minded owner will most likely tell the NRCA to take a flying leap, and another member will be lost. "Too bad," say the hard-liners, "he broke the rules."

Fair enough, rules are rules, so with this precedent in hand the NRCA Measurement Committee can now seek out all the other scofflaws and rule breakers who have made undocumented modifications and ban those boats too. How can the NRCA in good conscience prosecute one for an act committed by many? At a time when the influx of new members is only just keeping pace with members lost to old boats being retired, old owners being retired (or moving on to that "far, far better place"), or just simple apathy, perhaps we should be looking for ways to be inclusive of owners of older boats.

At the 2002 Spring Meeting of the Board of Directors a proposal was introduced that would change the language of Article X.1.a as follows: "As of July 9, 1989, hull, deck, or tank modifications made to existing Rebels will be examined by the Measurement Committee at the time the boat is officially weighed and measured to ensure that the modifications have neither changed the fundamental hull shape nor compromised the strength of the structure so as to make it unsafe. Such boats will otherwise comply with Article X.2." It never came to a vote.

When Nickles Boat Works was made the official builder, the Association decided to allow the boat to be upgraded to the current Mark V configuration. The

purpose being to begin building a better boat so that people would be motivated to trade in their older models for the new one. Everybody wins. The Rebel becomes a better boat, and the builder generates some cash flow - a strategy borne out by the number of owners who have upgraded.

The fundamental flaw in this plan is that we are no longer a "level" class. Forty-year-old Mark I's are raced as "one design" against the latest & greatest and everything in between, with predictable results. The naysayers will try to tell us "There is little or no performance difference between the Mark V's and the older boats." Anyone who says that traded in their Mark

I's and their Spindrifts a long time ago, and if you believe it, I've got a bridge I'd like to sell you.

The fact is, the Mark V is a demonstrably better boat, and David Nickles could make it even better if we wanted him to. I think that he should do it and figure out a way to retrofit the existing Mark V's. "But that would obsolete the older boats!" you cry. Well, yes it would. That's what the Measurement Committee really wants anyway. They would rather we all bought new boats than fix up old ones. The new Rebel could be improved so that there would be absolutely no point in

attempting to rehabilitate an old one except for use as a daysailer. Then those that want to compete and could afford it would all buy new Rebels and we'd have a level class.

Finding some old gem out in the back corner of the boat yard and fixing her up on a shoestring budget is part of the fun for some owners. No owner could know in advance just what he might be getting into when removal of soaked foam from under a cockpit floor begins. Efforts to remove excess weight and the addition of safety features such as Elvstrom type bailers, bailer flaps on the transom, or flotation tanks to Mark IV and older Rebels should be left up to individual owners as long as the hull shape remains unchanged and the boat is still strong and safe.

Finally, in defense of our adventurous and unlucky owner, the vague language of Article X.1.a does not apply to R#4004 as no modifications were made to hull, deck, or air tanks, but to the cockpit. The Board of Directors should re-visit this issue and perhaps suspend the disqualification of R#4004 until a more equitable version of Article X.1.a can be written.



Scott Wright



**STRICTLY
SAILING**

Jim Leeney, DPYC, Nate Palmer,
Tim Kupczyk, DPYC

PLAN YOUR START

(From Spring 82 Rebel Rabble)

by Greg Fisher

An excellent start usually leads to an excellent finish. When your start breaks down, usually the cause is a poorly organized, unplanned approach. It is important that you develop a concrete, consistent approach you can use in every start. What follows is a model outline of the approach you may use in starting your Rebel whether it's at Clark Lake or in Dallas!

BEFORE THE 10 MINUTE GUN:

- 1) Know your rules! You don't want to be a "sea lawyer", but you also don't want to be taken advantage of.
- 2) Get out early.
- (a) Sail upwind, watching for shifts and new wind, using your compass, determine if there is a pattern, Record what you find.
- (b) Check for any current that may affect your positioning on the line.
- (c) Plot the course to the first mark and check if the first leg is square to the wind or is lopsided.
- (d) Set up a tentative save plan for your start and first leg based on wind shifts, current, course to the first mark, etc. Involve your crew in setting up the game plan so they can help you stick to it later.

10 MINUTES BEFORE THE START:

- 1) Check the line to determine the favored end. Head into the wind while on the line; the end your bow is pointing closer to is the favored end. Start closer to that end to gain an advantage
- 2) Check your boat to avoid possible last minute breakdowns. For instance, check your hiking straps and ring dings or clevis pins that are important. Check your basic sail settings and boat tuning.
- 3) Again, sail upwind, checking for shifts and new wind. Is there any pattern? Has the pattern changed?

5 MINUTES BEFORE THE START:

- 1) Again check for the favored end of the line.
- 2) Sail upwind just long enough to again check for wind shifts or changes in velocity.
- 3) Discuss your approach alternatives with your crew. Communication is extremely important. Starting is a team function - it takes both people on the boat.

3 MINUTES BEFORE THE START:

- 1) Plan your approach from various methods:
 - a) The "Port tack approach" is ideal for boats such as the Rebel. Sail slightly under the fleet on port tack during the last one and one-half minutes. Look for gaps in the line where you could tack into. Pick the favored end of the line so you are able to tack into a hole approximately 50-60 seconds before the gun. The Rebel's momentum will help carry you through your tack with speed so after you tack you will retain maneuverability. This approach leaves you flexible and on the offensive. You are the controlling boat and maintain flexibility because of this.
 - b) Sometimes in very heavy or very light winds, the "Starboard luffing approach" is a good alternative to the port tack approach. At one and one-half minutes you should be 3-4 boat lengths from the line, moving very slowly closehauled. You should pick a spot ahead and slightly to weather of where you want to be at the gun. Be conscious of keeping the boat moving, but very high, to hold back the boats who have misjudged their timing and are early, and also to make it more difficult for boats to leeward to luff you.
 - c) You may develop an approach of your own that works well for your boat. The important point is to know the approach you will use at 3 minutes. Stick to your game plan and use it every start it is appropriate. Repetition makes for consistent starting.

2 MINUTES BEFORE THE START:

Begin your approach by gauging the wind conditions. of your approach. If it is heavy wind, you may want to delay the beginning If it is light, you may want to start your approach earlier. Keep constant communication with your crew. Use them as your eyes. Timing is critical!

1 MINUTE BEFORE THE START:

- 1) Begin your positioning on the line. Leave distance (at least 1 Y2 boat lengths for acceleration.)
 - (a) The Ideal position to accelerate from is tucked up close to the boat to weather and a boat length to. weather of the leeward boat. You must defend your hole to leeward.

Editor's Corner

- (b) Work with your crew to keep complete control of boats around you. Don't be afraid to luff the boat to weather. Watch for boats approaching from behind and to leeward. These are the "swoopers" and will try to take your hole to leeward. Discourage them by bearing off slightly with your sails eased. They will probably be looking for an easier "take" and will pass you by. Then luff back up to recreate your hole to leeward. Again, knowing your rules is important. Luffs must be made slowly before the gun.

40-15 SECONDS BEFORE THE START:

- 1) Begin to accelerate.
- (a) Trim in slowly, matching the speed of your trimming with the speed of your acceleration.
- (b) Have your 2 crewman watch the boat to weather so you begin to accelerate at least as quickly. Ideally, you should be sure to pick up speed quicker than he does.
- (c) Be conscious of not pinching at the gun. Remember, the hole to leeward is to drive into the out of with greater speed. Drive at the gun, pick up maximum speed.

AT THE GUN:

- 1) You should be moving at maximum speed.
- 2) Concentrate very hard on boat speed for the first minute after the gun unless you've had a bad start. If this is the case, quickly look at your alternatives and bail out - either drive off or tack to port.
- 3) Tactics come second for this minute after the gun unless you had a bad start. You must break out of the pack.

An organized approach will help you eliminate the last minute decisions and will allow you the time to get your Rebel off the line as quickly as possible.

#####



SPRING MEETING Hugh Armbruster, John Hudak, Mark Quiniff, Jim Leeney, Karel Vorel (back to camera), Mary Vorel, Student at Michigan State

This issue of the Rebel Rabble is already on the www.Rebelsailor.com website, posted as many as two weeks before you received this hard copy. We advise people of the availability of the Rabble on the web via e-mail. If the Rebel Rabble Editor does not yet have your e-mail address, please send it today to Bill Blaine at: Billmac23@attbi.com.

As we gain experience with publishing the Rabble on the web we expect and hope to move the bulk of publishing to that medium. Please send us an e-mail indicating if you are willing to receive the Rabble only in its electronic form. We are not yet ready to make this transition but after a few more issues expect to do so.

We will be updating the History of the soon. The copy has been prepared. We will send an e-mail advising when it is available. The updated version is only being published on the Web. If you do not have access, please consult with your local library, or friend who can download the copy for you.

An advantage to publishing on the web is that pictures will be in color and available to everyone as soon as it is up-loaded. We expect to move increasingly to this media and start to save money through electronic publishing.

The Rabble is only as interesting as the news that is printed in it. We would like to publish information about our several fleets, the editor is dependent upon information that is submitted by each fleet. **Please** send us a copy of your regatta and invitational schedules if you would like to have it published. **In addition**, please take time to up-load that information to the US Sailing Website noted on page 1.

Many people have requested that the Rabble republish articles on boat repair and sailing skills. Mark Quiniff has taken time to review past Rebels for articles that warrant reprinting. Two of those articles are included in this issue of the Rabble. (**Plan your Start**, written by Greg Fisher of North Sails was originally published in 1982, and **Refinishing the Hull** by Dave Lurty when he was a member of DPYC. Dave and wife Nancy now live in Delaware.) These articles will be included with the manuals on boat repair and sailing skills to be published on the web for permanent reference. It is expected that these will only be available to active members of the National Rebel Class Association through a password arrangement.

The 2002 National Regatta will be at Lake Fenton. If you have young skippers in your club, whether or not they are Rebel sailors, please consider bringing them with you, at least for the first few days, so they can participate in the Rebel Junior Nationals. It will be a great experience for the juniors and motivate them to become more interested in sailing. To keep our sport growing, we need to have new sailors. New sailors start as novices. Let's give them a hand.

Bill Blaine,
Editor, Rebel Rabble

REFINISHING THE HULL

by Dave Lurty, Des Plaines, Fleet 23 (published Spring 1982)

I don't think anyone will disagree with me that the fastest Rebel hull is one with a brand new, smooth gelcoat finish, sanded with a 400 weight sandpaper. Eventually, however, we all find that the newness starts to fade and the hull doesn't look or feel as smooth as it used to. I reached that point with our '68 boat and realized it was time to do some major refinishing. I made a lot of mistakes during my project, but learned a lot from them all, and so hope that I can pass on some pointers to make it an easier job for you.

The first thing you should do is survey the hull and locate all the holes; nicks, or scratches you need to fill. In general terms, fiberglass putty is a very good starting point for doing the repairs. It is perfectly suitable for filling in any screw holes or small chips that you have found; it is also good to use as a filler on any large holes you're working on before you apply the fiberglass cloth and resin to them. If you need to cover a deep area that will take a lot of abuse, such as the bow area where it strikes the pier, you should definitely do the two-step approach putty first, then fiberglass cloth and resin.

The type of fiberglass cloth you use is very important, so be sure you shop around until you get the right kind, before you do any work. I found that the tighter woven thicker cloth I bought at a sailboat marine store was much easier to work with than the thinner cloth I had bought at a power boat marina. The resin you need, however, can be bought, at any auto or marine store. When buying the hardener for the resin, be sure to buy enough. I always ran out at the worst possible times, which only intensified my already difficult task of doing all this work in cooler weather - more on that later.

As far as actually working with the cloth, it is a very easy thing to do. Mix a few drops of the hardener with the resin - check the manufacturer's instructions on the resin to be sure you get the exact amount you need. Then get a clean stick you are willing to throw out, or a screwdriver you can clean off right away with a rag when you're done. Stir the resin until the hardener appears mixed, then cover the surface you want to repair with some of the resin mixture. Next, place the cloth over the resin mixture you just put on. It should stick to it. Next put on some additional resin/hardener mixture to make sure the cloth is completely saturated. Make sure you get all the bubbles out before the surface starts to harden. Once you're sure you've put on enough mixture and that all the bubbles are out, clean your brush quickly with the recommended mineral spirits or be prepared to throw it away because the resin dries quickly. I usually ended up throwing the brushes out and eventually started using small rags instead.

Now onto the weather - I did my work in the late fall which presented many, many problems. For example, the first time I

worked with the putty it was 50 degrees outside. It took 4 days for the putty to somewhat dry, and so I finally resorted to using an electric space heater. I hung the heater in front of the hole I was patching and left it there for about 3 hours. This seemed to do the trick, but at this rate it would take me forever to fix all the places I needed to. Some changes in my procedure had to take place so I'd have the boat ready for summer. One thing I discovered was that in cold weather if I pre-heated the surface and got all the moisture out for about 20 minutes before applying the putty or cloth, things went much better. I would

then apply the cloth or putty (depending on how large or small the area to be fixed) and leave the heater on approximately 12 inches away from the surface. You must be able to keep the area you are working on at least 70 degrees the entire drying time. This includes fiber glassing and painting. If you don't do this, it will take forever to dry and it won't be as strong as it could be when it finally does dry. Another thing I discovered (too late, unfortunately), was that if I put wax paper on the surface of the putty or resin and cloth, everything dried much faster, and much smoother. This reduced the sanding needing to be done later.

Once your putty or resin gets hard, don't be afraid of it. Use a rasp if you want, or a file to get it down to a reasonably smooth surface. You can also use an electric sander, but this takes a lot longer initially. I was afraid of the putty the first time I used it and thought it was very delicate. I spent 3 days wet sanding a big glob before someone told me to try a file. What a difference it made! Once you've got the putty or resin down to a pretty smooth surface, you can do hand sanding to get it to the super smooth surface you want. Use industrial grade 200 sandpaper at first. Be sure to pat the dust out of it frequently. Finally, when you're ready to really finish it off, out in a bucket of water. Be certain to get the surface as smooth as possible now, because anything you don't sand completely will show up later when you paint it.

When you finally get ready to paint the hull, clean all the dust off the surface with a brush cleaner, or use the manufacturer's recommended cleaner. You should choose a paint color very similar to the gelcoat color already on the boat so that any chips that may occur later in the paint won't stick out terribly. You probably should choose a topside paint if you dry moor your boat like we do. I picked a single mix paint that was relatively safe to use. Be careful of the fumes of some of the paints and pay careful attention to the instructions. As with the puttying or fiber glassing, do not paint in weather less than 70 degrees, or after 3 hours prior to dusk. You need plenty of light to make sure you aren't putting on too little or too much paint. If you think you are putting on the right amount, then it is probably too thick. That is what happened to me and I ended up with quite a few runs that were too big to sand out. A good clue is drying time - it should not take longer than 2 to 3 hours to dry. Good luck, good sailing, enjoy your new smooth, shiny boat!



Phil Faulkner, Irene Bloch

1989 Nickels Built Boat #4163

Sails, cover, trailer, fully equipped for racing:
\$3500 or best offer
John Vanden Brink 520 S. Crescent, Park Ridge Ill
60068 : 847/692 5482
e-mail: Vandenbrinks@attbi.com

FLEET INFORMATION:

Please send Rabble Editor information about your fleet's schedule of activities for the balance of the year.

Be sure to upload pertinent dates to the Sailing Calendar on line hosted by U.S. Sailing (see page 5 for article)
e-mail Bill Blaine at: billmac23@attbi.com

No Matter Which Way The Wind Blows You Can Always Head North.

Your One-Design team at North Sails is working harder than ever to be your personal sailmaker.

We continue to develop the highest performance designs and use the most accurate production techniques to produce some of the fastest Rebel sails on the water.

We back up every sail with our dedicated customer service to help you get the most out of your boat and your sails.

Join us for the ultimate Rebel adventure and see just how fast you can go!

No. 1 in One Design



North Sails One Design Central *Greg Fisher*
484 East Johnstown Rd. Gahanna, OH 43230
PH: 614-418-9410 FX: 614-418-9411
greg@od.northsails.com

North Sails One Design East *Ched Proctor*
189 Pepe's Farm Rd. • Milford, CT 06460
PH: 203-877-7621 FX: 203-874-6059
ched@od.northsails.com

www.northsailsod.com

June 1, 2002
Edition
REBEL RABBLE
COPY DEADLINE

May 15, 2001

Stories, photos etc. please
to Bill Blaine
billmac23@attbi.com

WANTED

Skippers and Crew

(Juniors and Seniors)

2002 Nationals

July 13th through July 18th

Lake Fenton, Michigan

Near Flint, MI

For information call

Marianne and Dave Nickels

810/750 1866

Group Legal Services

with

Financial Counseling through Ernst & Young, LLP
for Individuals and Small Businesses

Bill Blaine
Ph 847/255 8410

Details on our Web site
www.wildonion.com

e-mail: pmg@wildonion.com

3

1-800 227 0661

The Book Market

NICK TANIS

Field Supervisor

5915 CASEY Drive
Knoxville, TN 37909
Cell: 517.420.4359

Off.: 865.558.8187
Extension 2516
Fax 865.558.6249

4

NATIONAL REBEL CLASS ASSOCIATION

TREASURER:

Clarence Metzger
(419) 893 0509
1420 Old Trail Road
Maumee, OH

Please
Use
correct
postage

RACE, RELAX IN A REBEL

REBEL 4004

Refaired bottom in 2000. All Harkens, North Sails, won 3 races in 2000 national and up dated since then: \$4000

Also: stainless Center Board, \$450., Complete mast (new) older section style, wisker pole and some miscellaneous older Rebel Parts

Hank Hodgson
P.O. Box 118 Manitou Beach MI 49253
Ph. 517 206 7246 e-mail: wind@tc3net.com

**NICKELS BOAT
WORKS**

2426 S. Long Lake road
Fenton, MI 48430
Phone 810/750 1855
e-mail: nickelsboatworks@juno.com
website: <http://www.rebelsailor.com>
Boat Repairs /Parts

REBEL 3772

\$1900

In good condition and ready to sail,
includes trailer.

Wayne and Renee Rathbun
910 Westgate
Mt. Prospect, IL 60056
Phone 847-670-8122 Work 847-391-3215
e-mail: Scuppers1@aol.com



SHORE SAILS

BURLINGTON, VT

FAST SAILS FOR YOUR BOAT

Call: Bill Fastiggi

802-863-6266

WWW.SHORESAILS.COM

P.O. Box 4187

Burlington, VT 05406

1