

REBEL RABBLE

OFFICIAL PUBLICATION OF THE NATIONAL REBEL CLASS ASSOCIATION

September 1, 2002

KEVIN NICKELS MAKES GRAND SWEEP AT NATIONALS

Kevin Nickels Overwhelmingly Voted Pierson Award Winner

A smile, always a helping hand, a good sportsman and competitor on the course, and serving the National Rebel Class Association above and beyond are some of the thoughts that come to mind regarding Kevin Nickels. Kevin was the overwhelming vote getter for the Rex Pierson Sportsmanship Award. Established in 1991 by Marie Pierson, the award is presented annually at the National Regatta. The recipient is selected by his or her fellow competitors, both skippers and crews. This year, the 10th time the Award has been presented, the recipient was the obvious overwhelming choice of the sailors. Throughout the six day regatta, Kevin helped move boats, found mooring accommodations for sailors with special needs, secured louder horns for the Race Committee in the middle of the night (24-hour Meier's), sailed Rebel 4167 (Russ Brandt must have been happy) with owner Steve Cummings to a first place finish, coached and coaxed junior sailors, cooked steaks and served food and always met competitors with a smile. His performance on water and on land make Kevin Nickels an outstanding winner of the 10th Pierson Sportsmanship Award, 2002.

Kevin Nickels wins 2002 Nationals assisted by Steve Cummings as Crew

With finesse, patience, and consistency, Kevin Nickels won his first Rebel Nationals at the nationals hosted by the Lake Fenton Sailing Club on Lake Fenton in July. With a score of 30 points he outdistanced his teacher and father, Dave and 25 other skippers and crews who participated in the 2002 Nationals.



Kevin Nickels, John VandenBrink, Kevin's daughter

Kevin skippered 4167 owned by Steve Cummins who crewed for him. This was a special treat for Steve also who has crewed many times in Nationals but never was quite able to claim that he was part of the championship team.

Congratulations! (see Kevin's story of the races inside)

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NATIONAL REBEL CLASS ASSOCIATION

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2002 Juniors (L to R): Evan Osland, Emelia Osland, James Quiniff, Mike Stoodley, Randy Bower, Glenn Graham, Tim Quirsfeld, Kristen Rathbun

July 14, 2002

Clarence Metzger
1420 Old Trail Rd.
Maumee, Ohio 43537

Dear Clarence:

The National Rebel Class Association wishes to express its warm appreciation for your years of dedicated, outstanding service to the Association beginning with serving in the Commodore positions in 1987 and serving as Treasurer from 1990 to the present as well as hosting the 1990 Nationals.

Your efforts to increase revenues and reduce costs have kept the Association financially viable. Your thorough and effective management of membership renewals and new membership have helped to maintain our membership at a constant level. Your willingness to take on extra tasks outside normal Treasurer responsibilities as they were required to better the organization and your guidance and direction have provided continuity and stability for the NRCA.

You leave us with a sound organization which provides a good platform for sustained activity and growth. This is due in large part to the many and significant contributions you have made in many ways over the years. We collectively thank you for your gift of time, talent and commitment you have given to us. Your contribution is a shining example for those who follow.

Thank you for all you have done for us and our best wishes to you and Sally.

With kind regards,

John Vanden Brink
Commodore 2001-2002
National Rebel Class Association

Visit the Rebel Website:

<http://www.rebelsailor.com>



COMMODORE'S CORNER

I would like to take this opportunity, for myself and on behalf of the National Rebel Class Association, to express my appreciation for the folks who put on the Invitational and National regattas for us. These clubs (and sometimes individuals) deserve our support and thanks for a big job well done. These enthusiastic people are organizing events that bring together sailors from remote fleets and help to maintain the tight-knit character of our national association. For me these events are not only an opportunity to greet and be reacquainted with old friends (some even say, "family"), but an opportunity to actually RACE. Most of my sailing is done alone, or with someone who is not inclined to race. While my three year old son is beginning to ask to come along, our adventures together are limited to not-so-windy days and bound by the constraints of nap-time. As I do not yet belong to a sailing/yacht club, the five or so starts on the weekend at the invitationals and the seven or eight starts at a National Regatta are the only racing I do each summer. I look forward to each and every one of them. The excitement and fun of competition and the sense of satisfaction as my results slowly improve makes the long road trips and the difficult Monday mornings worthwhile. My greatest fear is that these events might oneday be cancelled due to lack of participation. I urge everyone of you to support the Rebel class events as often as possible. Go to the Nationals. Go to the Invitationals. Fleet captains, work your summer and fall series schedules so that those weekends are open. Perhaps you could award a bonus point for attendance at remote events. The rigors of travelling with a boat can seem daunting, but with practice and a little forethought, it gets easier.

Scott Wright

Old Salt Says:

Hello Rebel Society

The Rebel mast is designed to pivot with the boom thereby improving airflow around the mast. This would have the mast pivot to windward as the boom travels out to leeward.

Recently while sailing I noticed that my mast was severely pivoting on the mount ball to the leeward position. I thought that maybe the mast was holding up due to friction between the mount ball and the mast butt socket. When I went forward to try and twist the mast back into a proper position I found that there was tremendous resistance. It appeared as if the boom gooseneck was actually trying to kick the back of the mast windward (Causing the mast to face leeward). When I released my vang tension the mast returned to a normal position.

Did I have too much vang tension? If so, how do you know how much is too much?

Bob Brennan Hull #1241 "Old Dog"

P.S. Does the Rebel class have an email address that general questions can be sent to so I don't have to keep bothering you guys? (Ed. Yes: Chris Fromme Rebelsailor@yahoo.com)

P.S. to Bill; Has anyone considered putting a "Lessons Learned" column in the Rabble. This is a program we have in the Navy where you pretty much document a mistake that you made to save others from making the same mistake.

Bob,

How is your vang attached at the base of the mast? And what sort of gooseneck are you using?

I have observed this phenomenon and suspected it had to do with a sliding gooseneck. With a fixed gooseneck, and a setup whereby the vang actually pulls from a point that is a few inches aft of the base of the mast, I have not observed this behavior. To get the vang attachment aft of the mast, I use a u-shaped or parabolic shaped bail bolted through the base of the mast. Ive also seen rigid aluminum (or stainless) extensions incorporated into the mast-butt.

Also, the mast doesn't usually rotate quite as far as you show. Consider the complex geometry and forces that the headstay & shrouds apply to the mast when heavily loaded. They have a tendency to return the mast to its fore and aft position even at rest, depending on how much rig tension you have. When the apparent wind angle gets as large as you indicate in your drawing, the mast will reach a point where the stays will not allow it to rotate any more.

We expect that we will eventually start an Ask the expert or Dr. Rebel page on our web-site. I like your Lessons Learned idea. I wonder if we can get the average sailor to be as forthcoming with the embarrassing details as the Navy would expect their people to be.

Regards,

Scott Wright, Commodore

Anchors Away, My Boy:

A Father & Son's Storied Return to Rebel Racing

by Doug Hall

During this summer's 2002 Rebel Nationals at Lake Fenton Sailing Club, a fairly new Rebel skipper asked, "How long have you been racing Rebels?" With my father, skipper Mac Hall, we must have looked like an impressive and experienced team.

"My dad and I started racing 21 years ago," I replied. "The problem is that we stopped 17 years ago." My father and I last raced in 1985 shortly after I graduated from Miami University and before my parents moved out of state from their Ohio home a few furlongs upstream from the Perrysburg Boat Club on the Maumee River. Once they moved away from an active fleet, it seemed our Rebel racing days were over.



Earlier this year, Dad called me up and asked if I'd crew for him again in the 2002 Rebel Nationals. The dates of this year's regatta followed a scheduled family reunion where we would celebrate my parents' 50th anniversary. I happily agreed. The reunion trip to Hueston Woods State Park in Ohio afforded us the opportunity to sail on Acton Lake, confirming that our boat "Annie's Song" (#4055) still floated and that we could still get around and pull the right ropes in correct succession. We had an absolutely wonderful time, with Dad in his glory, taking his four children, their spouses, and his 12 grandchildren on sailboat rides nearly every morning and afternoon.

When arriving in Fenton on Sunday night of race week, we heard that Clarence Metzger (retiring National Rebel Class Association Treasurer and a longtime Perrysburg Boat Club member) nearly fell off his chair when he saw Dad's name on the registration list and watched a van pull in with Georgia license plates. "That can't be THE Mac Hall from Perrysburg!"

So, how'd we do? Buckle your hiking straps and hang on to your jib sheet. The first race day, Monday, was a

refresher course, a chance to learn the new starting signals. In race one, we realized we didn't yet understand the flag system after noticing all the other boats going the *other* way, across the line toward the first mark. We finished 25th of 25 boats. In race two, we thought we had the signals figured out and had a great start, ahead of almost everyone else – just one minute too early! We tacked back into the pack, played "dodge the starboard boats" and crossed the line to restart. While successfully restarting, we jibed in front of the race committee boat and Dad slipped onto the tiller, snapping it off. With disappointment, we accepted a tow rope from the support boat and headed back to the dock, earning our lone "did not finish" (DNF).

The Regatta staff (Rebel Builder Dave Nickels' brother) kindly helped us with our rudder assembly, quickly repairing it in the back of a van. We received cheers from the race committee boat when getting back out and registering for the third race. With the signals now understood, we got a reasonable start and led a few boats on one or two legs – quite exciting! – but still crossed the line last. Because John Hudak,

Jr. and his son Gage capsized and turtled (and DNF), and two others did not start (DNS), we earned only 22 points, so I guess you could say we were improving.

On Tuesday, I was able to report in our family e-mail update that we tied for first place that day. We won't mention that despite sailing out twice for postponed races, they were never started and were eventually called off due to the hot day's light and inconsistent winds. Instead we got to practice our "launch" for two brief pleasure sails amidst lots of sitting around and napping in the shade.

That evening at the steak fry, we had great fun meeting other Rebel sailors and families. Even though we bought three arm-lengths of raffle tickets, we didn't win a thing. It mattered not. Racing sailboats again together, this father and son team wouldn't have been

happier winning the PowerBall jackpot! Meeting 83 year-old Ben Hassell (who was leading us by two points) gave Dad inspiration to return to the Nationals in future years. As soon as Dad recovered from his disappointment of not winning the senior trophy anytime soon, he began pricing new racing-equipped Rebels. Others began a rumor that my folks, interested in moving back to the Midwest, were buying a place on Michigan's Coldwater Lake to join its growing Rebel fleet.

With Wednesday's cooler temperatures and improved winds, we finished all four races without mishap. At one time we were ahead of as many as ten boats on the second leg, including the winner of the previous race. But somehow they all snuck past us on the southern leg and "nosed us out." My father jokingly suggested that we toss some extra "D" ring fasteners into the passing boats as a tactic to distract them and slow them down while they looked for loose hardware! After lunch, we tightened our sidestays (wrapping tape around *our* D rings) and seemed to be faster in the afternoon, finishing only 10 minutes behind the winner (instead of 12). In the final races on Thursday, we could really tell we had improved: we finished 21st in each race. Never mind that 3-4 boats left early

and didn't start. By the final race, we finished within 45 seconds of six other boats.

So overall, we earned a solid last place finish. We took some pleasure knowing the two boats we *did* beat were the newest Rebel (Wayne Rathbun's #4198...after his traveler broke), and our dear Rebel Rabble editor (thanks, Bill – we nominated you for the good sportsmanship award).

Finishing last does have its advantages. We enjoyed the greatest number of minutes of racing time of any boat, getting the most for our money. We surely had the most picturesque views of the majestic Rebel fleet. And, as Mom commented, it's better than being in last place in a horse race! We got to bring home the elegant "Anchor Award" which, we've noticed, has the names of some very good sailors, several who went on to win it all in later Nationals. Dad also won a real sweet prize: a jar of peach preserves for preserving the Rebel spirit so well and for so many years in Georgia.

The silver bowl we won holds many wonderful memories, representing so much more than our finish place. It will look nice on a shelf in the new home my parents recently bought in Mishawaka, Indiana, just a few furlongs from Clark Lake – the site of the 2003 Nationals. Yes, we'll be back. Next year we hope to win the "Best Finish for a Parent-Child Team" trophy and the "Most Improved" trophy – for which we have a great starting position!



We are proud to have competed, finishing all but one race and without getting wet, too sore, or losing anything (except, perhaps, a few D rings). Most importantly, we shared an incredible father-son experience as we relearned the ropes together after such a long hiatus from the sport. We honed our communication skills in tense situations, and fine-tuned our relationship. I recalled and applied many of the valuable little life lessons my father has taught me over the years. I remembered that it's more polite to say "I think we're getting a header" than "you're pinching too close."

Our time at the 2002 Rebel Nationals showed us that the Rebel truly is a wonderful, family-oriented one-design class. Thanks, everyone – we couldn't have had more fun. See you again next year!

EDITORIAL NOTES:

By Bill Blaine

The question came up during the Nationals:

"What is a Corinthian sailor, and what does it mean in a competitive environment like the Nationals?"

Maybe in the current environment, we could call a Corinthian Sailor, and Ethical Sailor. We define a Corinthian sailor as one who knows the rules and follows them.

This means follow whether someone is looking over your shoulder or not. When you went around the mark, with no other boats anywhere near did you hit it? What did you do is the test?

Did you and another boat come into contact? If you were at fault what did you do? If the other person was at fault, what did that skipper do? Did it matter to you whether or not you or the other skipper yelled "protest"? Should it have? What is the rule?

Can you take the position that the contact didn't cause any damage and therefor "I won't protest because it didn't matter?" Did you consider damage in the competitive scoring sense to others by not acting? Should you?

If you are a skipper who observes a rule violation by others, perhaps a contact between boats, and you observe no response from either party? What, as a Corinthian sailor, is your responsibility? Did you execute that responsibility? And if you didn't?

What do you think about these responses?

Clarence Metzger is giving up his position as Treasurer after many years of providing yeoman service. Clarence has sent out membership notices and cards, fielded telephone calls for help from members and unknown Rebel owners, kept track of membership details, prepared budgets, been a consistent financial watchdog, and a great friend to us all. We will miss his presence when he hands over the reins of the treasurer's job to **Wayne Rathbun**, January 1, 2003. Wayne is from the Des Plaines Yacht Club, and is currently Fleet Captain.

Scott Wright was elected Commodore, **Karel Vorel** Vice Commodore, **Nick Tanis** Rear Commodore and **Joan Leoney** Secretary. These will be our principal officers through Nationals 2003. Add John VandenBrink, Past Commodore, Bill Blaine Rebel Rabble Editor, and Fleet Captains and you have our executive officers for the year.

Ben Hassell has been the Dean of the Regatta, the oldest skipper, for several years. Turning 80 in just a short time, Ben has found it increasingly difficult to move about the boat. But, just to show he still has the old sailing ability, Ben took a second place race number 4 in the 2002 Nationals. Ben and Erna moved to Texas, near Houston, the end of July to be closer to members of their family. This was probably the last Nationals for Ben. He has added much to the NRCA over his many years of participation. We will miss you a lot Ben. Keep in touch.

By-Laws – The by-laws are being updated and will be posted on the Website. If you want a hard copy, please contact Treasurer Clarence Metzger.

2002 Nationals

by Kevin Nickels

I walked to the top of the hill on Saturday at Lake Fenton to greet Steve Cummings, and a funny feeling came over me. “Funny” because as I scanned over the boat, my eye caught the **3** on the window of his van. Wearing my **24** hat, I shook Steve’s hand, and wondered how the week would go? The **3** and the **24** got along like “oil and water” on the weekends at the race track... and this would be a whole week!

As I had perused the boat, I noticed a critical item missing. Russ never used a hiking strap, so I had to add one Monday morning. When we finally hit the water on Monday afternoon I wondered if I was prepared, but at that point I always figure “If I don’t have it, I won’t need it”. Unfortunately that saying only works for “stuff”, my state of mind is another issue. Sailing around waiting for the sequence, Steve looked toward me and said, “Okay Kevin, let’s not mess around, let’s go do it”. I think at that moment any jitters I had went away, and I mentally prepared for the course and the race.

Race 1 produced a 2-boat breakaway, Mark Quiniff and us. We battled the whole race, lead most of the time only to come up a little short at the end. We settled for 2nd

Place. While leading the race instilled confidence, finishing 2nd to Mark brought back memories of the 1998 Nationals. 1998... when I finished 2nd overall to Mark, when the time limit expired 20 yards from the finish! But I settled quickly, in fact Steve and I joked about the **3** and **24** thing. In my mind I was pleased, but 2nd wasn’t good enough.

Race 2 we had a so-so start, good speed but not so good position (but Mark was there too, so it wasn’t so bad). The wind was strong in the lake, but I felt it was lifting inside, I had to get to the north side of the course. We had speed, tacked and cleared several starboard boats, tacked over to port... It was our “Get-out-of-Jail” tack. We moved to the front and never looked back. Winning race 2 put us in the lead of the regatta. We sailed in to the hoist thinking we were done for the day. But there was a race 3 on Monday.

We had an okay start in race 3, but just never got it together. We finished 8th, which turned out to be our worst race. But we were still leading the regatta. Steve and I both commented that we didn’t feel mentally prepared for Race 3, thinking 2 was all that was scheduled. But the Race Committee knew what they were doing.

Tuesday nothing happened. Fine by us. The committee tried, but the wind would not cooperate. I recommended they set two “weather” marks 1 and 5, start at 3 and sailors could choose their mark to sail to. The committee didn’t take me up on it. Thoughts of 1998 returned, only this time I was the “leader in the clubhouse”, not Mark.

Wednesday was busy, 4 races. It was time to get to work. I decided that “one thing at a time” was the way to approach the day. 1st thing, get on the starting line and get moving. Just as in Race 2, a fast start can allow options for one to correct their position. If you get buried on the start, there are not nearly as many options.

The four races seem a bit of a blur now. Three things stand out in my memory though: 1) Steve went to put up the pole, but the end broke. Fortunately we had taken a spare pole. But the spare pole fell, detached and went in the lake! Steve made an incredible grab, and caught the pole underwater! That move probably saved more positions than anything I did with the tiller that race. 2) I think it was the 1st race after lunch (Race 6) when there was a huge malay at the 1st weather mark. I was approaching on Starboard tack, not that there was anywhere to go... But then a hole started to open between 2 of the 7 tangled boats. Steve’s eyes were as big as pie plates as I headed for the “hole”. We squeaked through, not more than 2 inches on either side, but we never touched a thing, set the pole and checked out! 3) Winning the last race (Race 7).

I knew Thursday was the moment of truth. As before, I determined that getting on the starting line was the single

most important thing I could do. We needed one good race to maintain control. We got it by winning the 1st race (race 8). Race 9 was not a cruise, but with a 16-point lead we only needed a decent finish (top 10), we came in 7th, and in process had picked up Elliot Hillsinger’s pole on the last leg of the race. We sailed in, a little dazed I think as the reality set in. But we came out of it when we were tossed in the lake!

With 9 races, and 25 boats, a large number of possibilities can occur. One can never let their guard down for long, as we found in Race 3. We won one race each day, and cut our losses when we were beaten. Steve and I worked well together, even though there were a few times when things weren’t going as planned, and I had say to Steve, “We *both* have to just settle a little, and *sail*”, then things would start to get better. Sailing the home water added a little confidence, but frankly some of the races I got beaten in were races when I “Did the things you are supposed to do on Lake Fenton”. On a small lake with 25 boats, anything can happen and usually does, and the “playbook” doesn’t always hold true. Good crew is always important, and Steve was the best I have ever had in a Rebel (thanks to Russ).

The Nationals is a special event for any class of boat, and none do it better than the Rebel Class. We see people from all over, people we may only see that *one* time a year. Large events tend to bring out the best sailing, and spark competition to its highest level. In some respects I feel a little redemption for 1998. Mostly I am just happy and proud to join my father’s ranks, and be the 2002 Rebel National Champion.



Right - Kevin Nickels
Left - Steve Cummings

My Rebel Championship Experience

By Glenn Graham

The day before the Rebel Championships on Fenton Lake, my friend Randy and I had just gotten back from Boy Scout camp. We were both pretty tired, so we didn't want to go at first. Our first plan was not to go. But then, we decided that we were going to sail on Sunday anyway, so we decided to go to the Rebel championships instead.

It was the day of the regatta. My friend Randy and I were going to sail a rebel today. We had to get up early just as we had done at Summer Camp.

We were both tired that morning. I actually fell asleep in the truck on the way up, and I never fall asleep in vehicles.

When we got there, we had lunch. We also met some of our competition. They were the defending champs from last year. They were brothers who look very much alike. One was just shorter than the other because he was younger.

After lunch, we got the boat ready and went out for the first race. Randy was the skipper the first race. He had never driven a boat during a race before, and he got third out of four. There were only four teams racing in the National Junior Championship.

I was skippering the second race, and won. There was very little wind, and I got a big puff no one else got. When we returned, we got a lot of attention. My dad told us not to brag.



Glenn Graham and Randy Bower

Randy drove the third and last race of the day and got third place again. But tomorrow, there would be two more races. After we put the boat away, we went swimming.

After swimming for a while, we had dinner. After dinner, we put our tent up. We were the only ones camping out over night. The Christmas lights the people living on the lake put up were cool. We also looked at the different boats they had at the yacht club. We liked the catamarans. We went to bed around ten thirty.

The next day, my Aunt Karel got us pancakes from McDonalds for breakfast. That was a good breakfast. After breakfast, we got our boat ready and went out. Randy wanted me to be the skipper for both races that day because he wanted to win as much as I did.

We won the first race of the day. Three of the boats were tied for first. The last place boat was just a rookie. They were from Illinois. During the last race, I was nervous. The wind was stronger now than yesterday. However, the course was small and the wind wasn't too strong. I won that race

with no problems at all. We were happy that we won. Randy was a great crew. He told me when to head up and fall off during the race. We cheered the other boats to finish as we went back to the yacht club.

All the sailors had their pictures taken. Then, because we won, Randy and I were thrown into the lake. That was fun. We left the boat out because my Aunt Karel and Uncle Al needed it for the Adult Championships later that day.



We had lunch after the races. We sat down with the second place skipper and crew, the kids we met during yesterday's lunch. They were pretty nice kids.

After lunch, we went swimming. The third place skipper showed up and went swimming with us. He was from the Fenton Lake Yacht Club, which was the yacht club we were at. We talked about the races a lot. We were swimming for about three hours.

At about three in the afternoon, we had to get out of the water. It was time to go. We said goodbye to the kid from Fenton Lake. On our way back, we were very tired. I slept in the truck again. Randy was dropped off at his house. My dad and I then went back to our house. I was glad we won. My mom was excited about our victory. She wanted to know everything that happened. I had a great weekend racing. We will probably try to win again next year.

Junior Nationals 2002



Evan Osland, Emelia Osland

Our First Nationals By Jack Sanderson

My wife Karen bought me a new Rebel for Christmas 2000. We live in Columbus, OH and weekend with my Mom on Coldwater Lake, MI. I think our Coldwater friends put Karen up to it. John Hudak Sr, Jr, and son Gage; Bob Connors and Bob Huntley; Carter, Peggy, and Katie Neff; and Elliott and Carol Hilsinger are all good Rebel sailors and thought it would be a wonderful idea for me to have one. My Dad raced a Hobie 16 on Coldwater and won the club championship



Kevin Nickels about to be thrown in the drink after winning the 2002 Nationals.

several times back in the 70's and 80's. Mom was his usual crew, but Dad recruited me when the wind was blowing hard because she didn't like to hang out on the trapeze. Nothing like walking a catamaran rail while screaming along in 15+. I look back with fondness to the days sailing with my Dad. Guess I got hooked on sailing then, but it took me until recently to get a new boat. I had started sailing again a few years before getting our Rebel, on an MC Scow I got from John Jr. Anyway, Karen and I are planning to retire soon, spend summers on Coldwater, and needed another activity to share (right!?).

Karen and I took a trip to Nickels Boat works in winter 2001, checked out the factory, picked the colors, accessories, and scheduled the building to be complete in late spring. Hugh, Dave, and Marianne gave us the grand tour and helped us order all the right stuff. Meantime, John Hudak Jr had cooked up a scheme. During the time that our boat 4193 was being built, John Jr got John Sr to stop by Fenton on a pretext. They were admiring a beautiful, new Rebel recently completed. John Sr presumed it was mine. Little did he know that Jr had this one built for him! The factory staff gathered together as Jr presented Sr with his birthday card and new boat present. Gotcha! Yes, admitted John Sr with a smile. This explains why the name "Surprise" is on the transom of 4194. The beginning of the 2001 Coldwater Lake sailing season saw the debut of two new Rebels!

We learned to sail our Rebel on Coldwater last year and early this year. I studied the rules. We sailed. I made mistakes. We kept trying. My sailing "buddies" regularly cleaned our clock. So, afterwards we'd sip a beer. They

would tell us what went wrong and improvements to make. Friends are like that. Rebel sailors are like that too. I read several books on racing and the articles on the Rebel internet site. The best book for me was Jobson's and Whidden's *Championship Tactics*¹ that I bought on the internet from Sailriteⁱⁱ. Sailrite is also a source of do-it-yourself sails and inexpensive lines and fittings. Jobson and Whidden explained many of the terms and tactics I've come to better understand with experience. Besides getting as much "tiller time" as possible, things that helped me improve the most as a new skipper were:

- exchanging boats,
- marking the sheets and lines with a magic marker, and
- putting on lots of jib telltales.

I like to exchange boats with a buddy who is going faster or pointing higher. Try to figure out how his boat is tuned and set-up. Where does he have his sheets, traveler, jib fairlead, jib luff, main luff (cunningham /downhaul), outhaul, vang, etc? How much tension does he use in differing conditions? See if you can duplicate his better performance side by side on the same tack, him in your boat and you in his. Almost invariably for me, it wasn't the boat that made the difference. It was the way he trimmed or sailed my boat. Trade back. Note where he set your controls. How did he sail your boat? Was the boat flatter, was he more forward, was he better able to anticipate and take advantage of the puffs, was the sail flatter/fuller, less wrinkles, etc? You can also do this one-on-one analysis while racing. Don't try to sail against all boats. Pick out one boat with a good skipper. Sail parallel, watch like a hawk, and try to figure out why he is doing better.

When I felt like our boat was going fast, I marked the control settings with a magic marker, especially the jib and main sheets. Marking gives me confidence that I can consistently duplicate good practices quickly while racing. The jib sheet isn't easy to mark because of differing fairlead positions. So, I made reference marks on the deck where the center of the jib foot should be when close-hauled. Of course, the starboard and port marks are the same distance from the deck centerline. This mark also helps Karen quickly and consistently set the jib when tacking. We like to have the jib



Karen and Jack Sanderson with John VandenBrink

set on the mark with the foot just brushing the deck and cupped to windward. In lighter air, she backs off the jib a couple of inches from the mark. In very light air, she sets it

about even with the outboard edge of the deck. I trim the main with reference to the jib, making sure that its luff isn't backwinded. Mark the main sheet position in light, medium and heavy air. At the Nationals this year, Kevin Nickels told me that he does the same thing, except he uses top of the split traveler lines as a reference. He has adjusted his split traveler lines so that the main sheet is cleated correctly in heavier air when the split is at the bottom of the rear block. He never allows the split traveler splice (where the two traveler lines attach to the single main sheet) to go past it. This has the further advantage of prolonging the life of the splice (because it doesn't wear as a consequence of passing above the block). When I found out what he does, I adjusted mine the same way – an example of the invaluable hints that Rebel sailors share with each other at the Nationals.

Telltails on the jib are my key to sailing upwind. I put on three sets, at the bottom, middle, and top, about 8 inches back from the luff. For me to be going fast, all leeward ribbons should be fully streaming when close-hauled. The windward ones are slightly stalled when pointing and streaming back when footing. The bottom and top set will indicate when the fairlead is positioned correctly for the wind velocity. Generally, I have found the fairlead should be farther aft for stronger wind. When too far back, the bottom leeward and top windward ribbons do not stream with the middle ones. When too far forward, the bottom windward and upper leeward do not. With the correct fairlead position for wind strength, all telltails should behave the same. Mark the appropriate holes in the fairlead track for light, medium, and strong winds.

Our clock is not quite so clean because now my buddies don't always finish ahead of us. We are still learning and helping each other get better. They talked us into going to the Nationals with them. This year representing Coldwater Lake were four Rebels: Elliott Hilsinger in 4188, John Hudak Sr and Dave Wallace in 4194, John Hudak Jr and his son Gage in 4190, and us Sandersons in 4193. Elliott is a former national champion. Turns out that we were glad we went along.

I restudied the rules before the Nationals. On the US Sailing internet site is a good, one-page summary called *Rules in Brief*ⁱⁱ. There are lots of other sailing resources at the US Sailing site, including the current, full Rule Book with Appendices. To a new sailor, the rules may appear formidable. Understanding them is much easier using this summary and only referencing the full rules as necessary. Knowing the rules is a first step, but here's no substitute for knowing how to apply them at a moment's notice. The guys from the Des Plaines club said that sailing on "Pond" Opeka is an especially good place to practice the rules. On about 30 acres of water, interesting situations come hot and heavy.

The National Regatta is another good place to learn how to apply the rules. I would encourage any Rebelers who haven't come to the Nationals yet to make it next year. This year with 25 boats in a competitive situation, the rules routinely come into play. After sailing hard, discussing the encounters of the day gave us a chance to further understand what happened on the water. My worst foul of this year's Nationals was hitting Ron Reading and his crew (and daughter) CeCe Smith when they were on starboard and we

were on port. Karen warned me that a starboard boat was approaching, but I saw a second boat further behind and not Ron. It was almost a T-bone, but I finally saw him at the last second and was able to bear off enough to hit a glancing blow. All Ron said at the time was that we needed to do a 720. So, afterwards we sipped a beer. He was also very nice about it on shore. I really felt really bad and apologized. He offered me some good advice about how to better handle tight situations in the future. He said no one was hurt and no serious damage -- it's just part of racing to him. Ron is typical of the Rebel sailors we met at the Nationals. All sail hard, but what happens while racing causes no lingering hard feelings. At least, CeCe got another idea for a special award at the banquet. She presented me with a large bottle of Accuvision!

Karen and I heartily recommend that all Rebelers should come to the 2003 National Regatta on Clark Lake, MI. The Nationals are fun. Rebel sailors are friendly and always willing to help. We not only enjoyed the company and sailing, but the Rebel Class has a long list of wonderful traditions. You will be amazed. Karen and I were fortunate enough to receive the Kelly Trophy, awarded to the crew who did the best at their first Nationals. John Hudak Sr and Dave Wallace got it last year. Perhaps you will get the Kelley Trophy next year. If not, you will surely make new friends, have a good time, and learn much about sailing.

ⁱ *Championship Tactics: How Anyone Can Sail Faster, Smarter and Win Races*; Jobson and Whidden, Aug 1990, ISBN 0312042787

ⁱⁱ <http://www.sailrite.com>

ⁱⁱⁱ <http://www.ussailing.org/rules/RulesInBrief.htm>

Junior Nationals 2002

By Kristen Rathbun

This Rebel Nationals was great. I sailed in Junior Nationals for the first time. On the way to Lake Fenton I was still hoping that I would be able to crew in Junior Nationals. On the morning that the Junior Nationals was going to start I heard that a skipper needed a crew. I was hoping that I would be able to be the crew. I soon found out that the skipper was our friend, Tim Quirsfeld. It was Tim's first time being a skipper. I think that we did really well for the first time sailing together. On the first day we raced, there were a lot of motorboats on Lake Fenton. It was so wavy. The second day was much better. It was Monday and there were hardly any motorboats on the lake. We got fourth out of four boats each race but it was still really fun. We made some mistakes but that was okay. We sailed the Quirsfeld's boat, which is called "Black Magic." The boat was rigged a little differently than our boat but it was easy to crew. It was great sailing with Tim. He was funny and I had a lot of fun.

Shiver Me Rebels!

A Few Words from Junior Rebel Captain
Tim Quirsfeld

The Junior Nationals. The name says it all, right? By saying this to myself over and over again during the five masterfully plotted race-courses, I discovered not only that I was incredibly wrong, but I knew then and there that I was about to embark on one of the most fierce, wild, and unpredictable expeditions of my entire rebel-sailing career.

When my family and I arrived at the Lake Fenton Sailing Club, otherwise known to the locals as LFSC, I had planned to calmly relax on the docks and in the club house watching the guns racing their parent's rebels in what is called the Rebel Junior Nationals.

While attempting to tide myself over with a hearty breakfast of sprinkled doughnuts, I decided I might give the races a whirl, just for old times sake, or in this case, for new times sake. Besides, I didn't want to be bored out of my mind in the hot, mid-day sun. As any other high school teen would tell you, I wanted some competitive sailing action.

Anyway, one problem stood between me and my dad's rebel, A CREW! I knew not to ask my sister, Courtney. She had said on the way up to Lake Fenton that she was not interested. I knew I had to act fast, because the races would be starting in just a couple of hours, and the time to sign up was to expire. When everyone passing by our breakfast table heard I wanted to be the next contender, they supported me to an extent that is not usually reached by adoring fellow sailors. Not wanting to disappoint my fans, and desperately wanting to make a name for myself among the seamen, I searched for a crew. As soon as I walked up to the registration booth, Mrs. Nichols shared a piece of information with me that would enable me to race. She unraveled the tale of how young Kristin Rathbun was searching high and low for a skipper at last year's Nationals, without any luck. I seized the opportunity, found the sorrowful youth, and took her under my wing.

We handed in our parent-signed permission slips just in the nick of time and joined the fleet. We would be racing in my father's (Dave Quirsfeld's) rebel, The Black Magic, a name that would be feared by our competitors, until the horn sounded, that is.

My father had found someone to replace his old, tattered, still rusting to this day centerboard. A man by the name of Kevin Nickels accompanied my father in what was speculated as whole boat-load of work. Hank Hodgson, the man responsible for installing the darn thing in the first place, told

my father that he would have to make several modifications to our schooner, not to mention a lot of elbow grease.

Working against the clock, they managed to replace the centerboard in half of the estimated time, and no modifications were made to the rebel whatsoever. Not to mention it gave my crew and I a little practice time on the waters.

In the first race, my crew and I literally didn't have an ounce of a clue for what the bells, whistles, horns, and flags signified. So, as I have told many, I just followed the rest of them, it turned out, for a split second, The Black Magic was in first place; the boats behind us were called over-early.

However, our lack of knowledge for what all the committee boat signals meant finally overtook my crew and I. We thought we were over-early also, and went back around the buoy as a result. Shiver me timbers! It really rusts my barnacles to think we could have actually had a splendid finish after all!

To make a long story short, we placed fourth in all five races. Obviously, we didn't challenge and intimidate the rest of the competition as much as we would have liked to, but we sure were



consistent in our finishes. Also, we received so much congratulations and compliments that I am still trying to remember who deserves thanks.

We might not have won the race, but we won in the most popular new contenders category. My crew and I both agreed that we made some wrong tacks here and there, (not to mention jibes) but we are both glad that we didn't have to suffer the anguish and strife that the winners received when they were forced to walk the plank and were both tossed to the sharks by competitor's families.

I may have placed last in the 2002 Junior Nationals, but who's to say that I have to tell my friends exactly how many rebels were involved? Currently, my friends all think I placed fourth out of eleven boats. But, the truth will come sooner or later.

I had a swash-buckling good time racing in the Junior Nationals this year. Hey, I even won another official 2002 LFSC Coffee Mug. I obtained one earlier for signing up for the Junior Regatta. Now, I have a collection of two, but I don't even drink coffee!

I wouldn't trade the fun and thrills I had this year for anything in the world, not even a pegged-leg! Its the pirate's life for me, for I will be anxiously waiting for revenge on my competitors next year at Clark Lake in The Black Magic. So long, mateys!

| Rebel Nationals Lake Fenton Sailing Club 2002 | | | | | | | | | | | | | | | | |
|--|-------------|---------|-------------|----------|--------|-------|------|-----|----|----|----|----|----|----|----|---|
| PLACE | Skipper | | Crew | | Boat # | Total | Race | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 1 | Nickels | Kevin | Cummins | Steve | 4167 | 30 | 2 | 1 | 8 | 5 | 2 | 3 | 1 | 1 | 7 | |
| 2 | Nickels | Dave | Armbruster | Jennifer | 4176 | 40 | 3 | 9 | 2 | 12 | 4 | 2 | 2 | 5 | 1 | |
| 3 | Quiniff | Mark | Quiniff | Peggy | 4179 | 47 | 1 | 11 | 3 | 4 | 3 | 1 | 10 | 12 | 2 | |
| 4 | Vorel | Mary | Vorel | Pat | 4161 | 54 | 5 | 6 | 6 | 11 | 1 | 6 | 11 | 4 | 4 | |
| 5 | Hilsinger | Elliott | Dorer | Robin | 4188 | 56 | 10 | 4 | 4 | 1 | 5 | 4 | 12 | 13 | 3 | |
| 6 | Fromme | Chris | Gerber | Sue | 1657 | 62 | 19 | 2 | 1 | 10 | 6 | 9 | 8 | 2 | 5 | |
| 7 | Vurno | George | Reichenbach | Joan | 4173 | 68.6 | 4 | 7.6 | 5 | 17 | 8 | 5 | 3 | 8 | 11 | |
| 8 | Wright | Scott | Stoodley | Mike | 3982 | 79 | 12 | 3 | 11 | 6 | 18 | 8 | 7 | 6 | 8 | |
| 9 | Robb | Neil | Mavine | Fritz | 4162 | 90 | 6 | 15 | 7 | 7 | 10 | 13 | 13 | 3 | 16 | |
| 10 | Sanderson | Jack | Sanderson | Karen | 4193 | 105 | 11 | 7 | 18 | 9 | 13 | 14 | 6 | 9 | 18 | |
| 11 | Hockenberry | Dan | Dowling | Tim | 4125 | 115 | 9 | 8 | 15 | 19 | 19 | 7 | 9 | 14 | 15 | |
| 12 | Woodruff | Woody | Penn | Brian | 4077 | 118 | 15 | 18 | 10 | 15 | 9 | 17 | 5 | 17 | 12 | |
| 13 | Leeney | Jim | Stoodley | Joe | 4186 | 124 | 26 | 10 | 9 | 18 | 17 | 16 | 15 | 7 | 6 | |
| 14 | Vorel | Allan | Vorel | Karel | 3914 | 124 | 7 | 12 | 13 | 16 | 12 | 12 | 18 | 15 | 19 | |
| 15 | Faulkner | Phil | Block | Irene | 4195 | 132 | 8 | 13 | 14 | 3 | 15 | 11 | 16 | 26 | 26 | |
| 16 | Reading | Ron | Smith | Cece | 4171 | 135 | 22 | 16 | 17 | 14 | 11 | 10 | 14 | 18 | 13 | |
| 17 | Blaine | Bill | Quiniff | James | 4072 | 143 | 18 | 14 | 12 | 21 | 14 | 21 | 4 | 22 | 17 | |
| 18 | Hudak, Jr. | John | Hudak | Gage | 4190 | 145 | 16 | 5 | 26 | 8 | 16 | 15 | 17 | 16 | 26 | |
| 19 | Russell | Dave | Russell | Jean | 4150 | 152 | 14 | 6 | 16 | 20 | 7 | 18 | 19 | 26 | 26 | |
| 20 | Hassell | Ben | Tanis | Nick | 4180 | 160 | 23 | 22 | 26 | 2 | 22 | 26 | 20 | 10 | 9 | |
| 21 | Hudak | John | Wallace | Dave | 4194 | 173 | 13 | 17 | 26 | 22 | 23 | 19 | 23 | 20 | 10 | |
| 22 | VandenBrink | John | Carlson | Dick | 4196 | 174 | 17 | 21 | 20 | 13 | 21 | 22 | 21 | 19 | 20 | |
| 23 | Rathbun | Wayne | Rathbun | Renee | 4198 | 177 | 21 | 19 | 19 | 23 | 20 | 24 | 26 | 11 | 14 | |
| 24 | Quirsfeld | Dave | Quirsfeld | Tim | 4087 | 203 | 20 | 20 | 21 | 24 | 24 | 20 | 22 | 26 | 26 | |
| 25 | Hall | Mac | Hall | Doug | 4055 | 211 | 24 | 26 | 22 | 25 | 25 | 23 | 24 | 21 | 21 | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | 2 | 3 | 4 | 5 | | | | |
| 1 | Graham | Glenn | Bower | Randy | 3914 | 9 | 3 | 1 | 3 | 1 | 1 | | | | | |
| 2 | Quiniff | James | Stoodley | Mike | 4179 | 10 | 2 | 3 | 1 | 2 | 2 | | | | | |
| 3 | Oslund | Evan | Oslund | Emelia | 4176 | 11 | 1 | 2 | 2 | 3 | 3 | | | | | |
| 4 | Quirsfeld | Tim | Rathbun | Kristen | 4087 | 20 | 4 | 4 | 4 | 4 | 4 | | | | | |
| Page 11 | | | | | | | | | | | | | | | | |

NON SAILING AWARDS

2002

| | | |
|--|--|---|
| NATIONAL OUTGOING COMMODORE AWARD- HOST CLUB TROPHY - PRINCIPAL RACE OFFICER TROPHY- | | John Vanden Brink Lake Fenton Sailing Club Colin Parks |
| 1 ST TEAM TROPHY - (combined lowest score of three boats from one club) | | Des Plaines Yacht Club (DPYC) |
| 2ND TEAM TROPHY - (combined 2nd lowest score of three boats from one club) | | Clark Lake Yacht Club (CLYC) |
| CLUB WITH THE LARGEST NUMBER OF BOATS IN ATTENDANCE- (host club is excluded, perpetual trophy number of boats: 8) | | Des Plaines Yacht Club |
| BEST PERFORMANCE AT FIRST NATIONALS (DAN KELLY MEMORIAL TROPHY)- MOST PROMISING YOUNG SKIPPER (Dr Mahan Memorial Trophy)- | | Jack Sanderson Glenn Graham |
| MOST IMPROVED SKIPPER (Best finish previously 19 th -16 th 2002) (Best Finish previously 11 th - 8 th 2002) | | Ron Reading Scott Wright |
| BEST PERFORMANCE HUSBAND & WIFE (Mowbray Perpetual Trophy)- | | Mark and Peggy Quiniff |
| 2ND PLACE HUSBAND & WIFE (Holcomb perpetual trophy)- BEST PERFORMANCE PARENT & CHILD (Bennie Miller Perpetual Trophy) BEST PERFORMANCE 2ND DAY OF NATIONALS- (Ray Greene Races, Whitney Perpetual Bowl) | | Al and Karel Vorel Ron Reading/ CeCe Smith Elliot Hilsinger |
| BEST OHIO SKIPPER (Corning award)- BEST MICHIGAN SKIPPER (Russ Brant Trophy)- BILL ETHELTON HOSPITALITY AWARD (MINT BUCKET)- | | Elliot Hilsinger Kevin Nickels Marianne Nickels |
| DEAN OF REGATTA - BEN HASSELL PERPETUAL TROPHY- (Senior skipper in age) | | Ben Hassel |
| YOUNGEST SKIPPER- YOUNGEST CREW- | | Mary Vorel Gage Hudak |
| CHARLES TOBERMAN AWARD (anchorman of the championsip fleet)- | | Mack Hall |
| PICKLE BOAT AWARD (last place, started and finished every race) - | | John Vanden Brink |
| LONGEST DISTANCE TRAVELED (NUMBER OF MILES) | | Mack Hall-Georgia George Vurno- New Jersey |
| REX PEIRSON AWARD- | | Kevin Nickels |

REBEL CLASS JUNIOR NATIONAL TROPHIES

| | | |
|--|--|-----------------------------|
| REBEL JUNIOR NATIONAL CHAMPION (Mabel Wolford Perpetual Trophy) - CREW 1ST PLACE- | | Glenn Graham Randy Bowen |
| SKIPPER 2nd PLACE- Jim Quiniff CREW –2nd PLACE- | | Mike Stoodley |
| SKIPPER 3rd PLACE- Evan Oslund CREW – 3rd PLACE- | | Emelia Oslund |
| SKIPPER- 4th Place Tim Quirsfeld CREW- 3rd Place | | Kristen Rathbun |

REBEL NATIONAL CHAMPIONSHIP TROPHIES (2002)

| | |
|--|--------------------------------------|
| REBEL CLASS NATIONAL CHAMPION – (Libby Owens Ford Perpetual Trophy, Chevrons) | Kevin Nickels |
| CREW - 1ST PLACE - (Capt. Ibbetson Perpetual Trophy) | Steve Cummings |
| SKIPPER - 2ND PLACE (BLEIMEISTER PERPETUAL TROPHY)- CREW - 2ND PLACE- | David Nickels Jennifer Armbruster |
| SKIPPER - 3RD PLACE (Ray Greene Perpetual Bowl)- CREW - 3RD PLACE- | Mark Quiniff Peggy Quiniff |
| SKIPPER - 4TH PLACE (Robert Christ Perpetual Trophy)- CREW - 4TH PLACE- | Mary Vorel Pat Vorel |
| SKIPPER - 5TH PLACE (Ed Fromme Perpetual Trophy) CREW - 5TH PLACE- | Elliot Hilsinger Robin Dorer |
| SKIPPER - 6TH PLAC (Perpetual Revere Bowl) - CREW - 6TH PLACE- | Chris Fromme Sue Gerber |
| SKIPPER - 7TH PLACE (Perpetual Revere Bowl)- CREW - 7TH PLACE- | George Vurno Joan Reichenbach |
| SKIPPER - 8TH PLACE (Perpetual Revere Bowl) - CREW - 8TH PLACE- | Scott Wright Mike Stoodley |
| SKIPPER - 9TH PLACE (Perpetual Revere Bowl)- CREW - 9TH PLACE- | Neil Robb Fritz Marin |
| SKIPPER - 10TH PLACE (Perpetual Revere Bowl)-Jack Sanderson CREW - 10TH PLACE- | Karen Sanderson |
| SKIPPER - 11TH PLACE (Chris Patton Perpetual Revere Bowl) - CREW - 1 11th PLACE: (No Trophy)- | Dan Hockenberry Tim Dowling |
| SKIPPER - 12TH PLACE - (Duane Slater Perpetual Revere Bowl) CREW - 12TH PLACE (No Trophy)- | John(Woody) Woodruff Brian Penn |
| SKIPPER - 13TH PLACE (Kessler Family Perpetual Revere Bowl)- CREW- 13TH PLACE (No Trophy)- | Jim Leeney Joe Stoodley |
| SKIPPER - 14TH PLACE (Herndon Family Perpetual Revere Bowl) - CREW - 14TH PLACE (No Trophy)- | Allan Vorel Karel Vorel |
| SKIPPER - 15TH PLACE (Mary & Peasie Herndon Perpetual Revere Bowl) - CREW - 15TH PLACE (No Trophy)- | Phil Faulkner Irene Block |
| SKIPPER - 1 ST PLACE COMMODORE'S FLIGHT- | Allan Vorel |
| SKIPPER - 2ND PLACE COMMODORE'S FLIGHT- | Phil Faulkner |

This balance sheet/Income and Expense was originally printed in the March 15th, 2002 Rebel Rabble.
This is a corrected copy of that earlier printed balance sheet for the year ended 12/31/01.

Balance Sheet
National Rebel Class Association
December 31, 2001

| Assets | |
|---------------------------------------|-----------------------|
| Cash | \$4958.60 |
| Other Assets: | |
| Decals | 298.38 |
| Patches | 81.00 |
| Prepaid Items | <u>922.00</u> |
| 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 | <u>\$6,590.57</u> |
| 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 | 326.59 |
| Postage – Treasurer | 223.79 |
| Printing & Supplies – Treasurer | 46.97 |
| Telephone – Treasurer | 19.34 |
| Rebel Decals – Expense | 97.12 |
| Dues to US Sailing | 75.00 |
| Ray Greene Memorial | <u>250.00</u> |
| Class Development | <u>745.00</u> |
| Total Expenses | <u>6,468.87</u> |
| Net Income | <u>\$ 121.70</u> |

**National Rebel Class Association
2003 Approved Budget**

HEARD ON THE BEACH

Epilogue to the 2002 Nationals.
Friday, July 19

Income:

| | |
|----------------------------|--------------------|
| Dues-active members@30 | \$ 4,170.00 |
| Dues-associate members@15 | \$ 570.00 |
| Advertising revenues | \$ 300.00 |
| Royalties-sail @ 10 | \$ 150.00 |
| Royalties-boat @ 25 | \$ 125.00 |
| Class promotion by builder | \$ - |
| Sale of patches | \$ - |
| Trophy fees-Nationals | \$ 500.00 |
| Interest income | \$ 50.00 |
| Contributions-members | \$ 750.00 |
| Contributions-fleets | \$ - |
| Total Income | \$ 6,615.00 |

Expenses:

| | |
|---------------------------------|--------------------|
| Scholarships | \$ 300.00 |
| Donations by NRCA | \$ 300.00 |
| Rabble editor expenses | \$ 750.00 |
| Rebel Rabble-postage | \$ 375.00 |
| Rebel Rabble-printing | \$ 2,500.00 |
| History-printing, etc. | \$ - |
| Members roster-printing | \$ 175.00 |
| Class development | \$ 1,500.00 |
| Nationals-trophy expense | \$ 800.00 |
| Junior Nationals-trophies | \$ 200.00 |
| Junior Nationals-other expenses | \$ 100.00 |
| Postage-Treasurer | \$ 270.00 |
| Printing & supplies-Treasurer | \$ 100.00 |
| Telephone-Treasurer | \$ 40.00 |
| Rebel patch expense | \$ - |
| Rebel decal expense | \$ 95.00 |
| Dues to US Sailing | \$ 75.00 |
| Miscellaneous expenses | \$ - |
| Total Expenses | \$ 7,580.00 |

Net Income \$ (965.00)

The 2002 Nationals are now history. Twenty five seniors and four Juniors. This base of racers in the juniors augurs well for the turnout of Juniors in 2003 at Clark Lake, MI to hosted by the CLYC.

A special thanks to Marianne Nickels and her team from the Lake Fenton Sailing Club which took care of food preparation, recreation planning, and banquet arrangements.

If you are one of the sailors who is waiting to become a "good skipper" before deciding to journey to the Nationals, make the decision today to join the NRCA Nationals at Clark Lake, MI, July 13 through 17th for the 2003 Nationals. (see Doug Halls story, pg 4)

The five Junior championship races were held on Sunday and Monday. Glenn Graham and Randy Bower, from Grand Rapids sailed Alan and Karel Vorel's 3914; Evan Oslund and Emelia Oslund, from Lake Fenton sailed Dave Nickels 4176; and James Quiniff and Mike Stoodley, from Des Plains Yacht Club, sailed the Quiniff's 4179. The fourth boat was skippered by Tim Quirsfeld. This was Tim's first race as a skipper. Tim, with Kristen Rathbun as crew, both from Des Plaines Yacht Club, did a very creditable job sailing the Quirsfeld's 4087. (Fleet Captains please accept this is a challenge for each Fleet to add two additional boats to the Junior competition next year at Clark Lake, MI. Why not get some of your juniors who are not sailing much started the balance of the this sailing season?)

Not appearing in the race results was a situation in race number 2 in which two boats, Mary Vorel and George Vurno were over early. (OCS: On the Course Side of the line...a new term for some of us.) The protest was resolved with both participants receiving their average scores in the other 8 races as their score in race 2. Nick Tanis, newly elected Rear Commodore, presented Mary Vorel and George Vurno with a very appropriate speciality prize...a long, elastic, bunji type line that they could use as a starting line in the future to avoid the OCS situation.

During dinner tickets were sold for the raffle and as a means of raising money to cover the cost of the Nationals. The 1/2 price Caribbean Cruise, offered by George Vurno was won by Tim Dowling ...for the third time. Astounding.

**Minutes of the Board of Directors
of the
National Rebel Class Association**

Annual Board Meeting - Lake Fenton Sailing Club, Fenton,
MICHIGAN
July 14, 2002

The 2002 annual meeting of the Board of Directors of the National Rebel Class Association was called to order by Commodore John Vanden Brink at 9:15 AM. In addition to the Commodore, the following were present: Scott Wright, Vice Commodore, Karel Vorel, Rear Commodore, Treasurer Clarence Metzger, Wayne Rathbun, Candidate for Treasurer, Rebel Rabble Editor Bill Blaine, Measurement Committee Members Tim Hoover and Mark Quiniff, 2 year directors Sue Gerber, Mary Vorel, and Secretary Joan Leeney.

On motion by Scott Wright, and second by Sue Gerber the reading of the minutes of the 2002 Spring Meeting were accepted as printed in the Rebel Rabble.

TREASURER'S REPORT

Clarence presented the Treasurer's Report. The financial report is printed in the Rebel Rabble. Important items for consideration: The balance sheet shows (1) a slight decline in members, but an increase in associate members. (2) Class promotion percentage given by the builder was awkward to administrate and that promotion will be ended with a final payment. (3) Contributions have been received, some of which are undesignated and some of which have been earmarked for class development and (4) Advertising revenue is down.

A VOLUNTEER OPPORTUNITY: The NRCA needs someone to call the sail companies and a few other potential advertisers for advertising in the Rebel Rabble. This is a low-cost way for these suppliers to reach Rebel sailors who might purchase their equipment.

SCHOLARSHIPS: The NRCA continues to provide scholarships to member's children for sailing instructions and classes. The NRCA is anxious to give out this \$50 per child award.

APPROVAL FOR DISTRIBUTION OF GIFT FUNDS: The board approved distribution of \$100 to Blue Ridge Boy Scout Council, the Circle 10 Council and the Irish Hills Girl Scout Councils. These groups continue to use Rebel sailboats in their programs.

Tim Hoover suggested a Dues Party as a technique for various fleets to successfully get all potentially qualified Rebel sailors to pay dues to the Association. The party, hosted in January or February, enables one person to collect all the possible dues and mail them in one envelope to the Treasurer.

Commodore John Vanden Brink thanked Clarence Metzger for this over 15 years of service to the Association. He has continuously served since he was elected Rear Commodore in 1987 and has continued to serve each year since as an officer of the NRCA. Thank you Clarence from all of us.

NATIONAL RACE COMMITTEE REPORT

Scott Wright reports that there are a couple of changes in the rules for this Nationals. #12 The finish line flag will not be orange, but rather the RC flag. #14 the time limit language has been clarified.

A formal petition was filed as follows: Kevin Nickels requested to be allowed to skipper rebel 4167 in 2002 National Regatta at Lake Fenton. Boat owner Steve Cummins on board as crew, he has previously skippered in 1997, 1998, 2000 Nationals. Current membership in Rebel Skipper Association since 1997. The petition was approved by the Board: 7/14/02

The National Race Committee also considered the possibility of having a substitute skipper for Thursday or the 4th day of the Nationals. This was not accepted. If the skipper is not present as crew or skipper, the boat will be given a DNS.

A motion to accept the Race Committee report was made by Bill Blaine, seconded by Karel Vorel and unanimously passed.

TROPHY COMMITTEE

Since the Board approved perpetual trophies from 1st to 15th place, and skipper and crew trophies to 6th place, as well as the trophies for Juniors, the costs incurred came in significantly below budget. Together the trophies are under \$1000. A motion to accept and pay for these trophies was made with Bill Blaine and seconded by Tim Hoover. Unanimously adopted.

PLEASE bring polished trophies to Karel Vorel at the Lake Fenton Sailing Club or to the Holiday Inn Gateway.

MEASUREMENT COMMITTEE

Tim Hoover, Chairman, read a report, a copy of which has been filed with the Secretary, detailing the issues regarding Rebel 4004. The following is part of the report which contains photographs and other documentation.

"I would like to provide an update on the status of R4004. A severe modification was recently made to the boat and a major violation of Article X, Section 1(a) of the National Rebel Class Association By-Laws occurred as a result. The question as to whether the boat still qualifies as a Rebel One Design was a significant issue in this matter. In an effort to accommodate the boat owner and allow R4004 to compete legally, the measurement committee, after extensive research and soul searching, determined that the boat would be allowed to legally compete, if the following conditions are met:

1. 32 pounds of weight correction shall be permanently affixed to the interior transom;
2. the minimum weight for Rebel 4004, as defined in Article X, Section 3 (c) shall be 732 pounds;
3. A permanent file for Rebel 4004, including suitable documentation and photographs, shall be maintained by the Class Secretary;
4. Since the tank has been in part removed, the safety problem that may have been created must be considered. Proper flotation shall be installed/maintained per association by-laws.

"On May 17, 2002, a letter, signed by the Commodore and the Chair of the Class Measurement Committee, was sent to Hank Hodgson that informed him of this decision.

"In the past, a number of Rebels have had extensive modifications made to them, most prior to the implementation of Article X, Section 1 (a).

“To our knowledge, these boats have been ‘grandfathered’ and/or approved for competition. Extensive modifications such as those that resulted in R4004 being in violation of the by-laws cannot be allowed if we are to maintain the Rebel as a one-design class and encourage fair and equitable competition.

“Many Rebel sailors want to “tinker” with their boat and the article in question was not/is not intended to prevent MINOR “improvements” such as bailers, transom flaps or changes to the corners of the transom in order to prevent the main sheet from being snagged. The written approval of the measurement committee should be sought if there are ANY QUESTIONS about a modification to a Rebel One Design boat.”

(Signed):
 Tim Hoover
 Chair, Measurement Committee

Karel Vorel accepted this report of the Measurement Committee, seconded by Bill Blaine. Discussion followed and the vote was one nay and 8 ayes.

In addition the chairman, Tim Hoover, has suggested that the Association look seriously at the issue of adequate flotation requirements and implementation in existing boats.

BY-LAW PRINTING

The By-Laws are due to be reprinted. It was noted that on page 11, the sentence starting “ On boats manufactured after March 19, 1988, except for the first 20 pounds, the aforementioned weight must be placed at a minimum of 4 1/2 feet aft of the mast.” Since this was rescinded 3/89, it needs to be removed from the By-Laws.

Some discussion followed. The new bylaws will be put on the Web, but Bill Blaine will also put a notice in the Rebel Rabble regarding that if you wish a printed copy, one can be sent to you. Tim Hoover moved, and Scott Wright moved that we publish updated by-laws. This motion unanimously passed.

REBEL RABBLE REPORT

There are now 3 Rebel Rabble issues on the Web. There were some difficulties originally, but it is now working well. The history should be posted by mid summer. By having information on the web, it is timely and accessible. Ultimately, we will have some of the information password protected. Bob Conner and Chris Fromme will be working on the Web site, with assistance from Bill Ryan.

A REMINDER: Fleets are required to send annual reports to the Rebel Rabble editor to maintain their status as a fleet as designated in the Constitution. This has been somewhat lax. Karel Vorel moved and Tim Hoover seconded to have as many fleets represented as possible and to encourage annual reports. Unanimously passed.

NOMINATING COMMITTEE REPORT

The following are the 2002 nominees:

Executive Officers

| | | |
|-----------------|---|---------------|
| Commodore | : | Scott Wright |
| Vice-Commodore: | | Karel Vorel |
| Rear Commodore: | | Nick Tanis |
| Secretary: | | Joan Leeney |
| Treasurer: | | Wayne Rathbun |

Fleet Representatives - Directors

| | | |
|--------------|------|--------------------------------------|
| CLYC | 1 yr | Hugh Harris (continuing) |
| Unattached | 1 yr | Susan Gerber (one additional year) |
| Greenwood Lk | 1 yr | George Vurno (finish unexpired term) |
| VISA | 1 yr | Lee Shaffer (finish unexpired term) |
| GRYC | 2 yr | Mary Vorel |
| DPYC | 2 yr | Phil Faulkner |
| Coldwater | 2 yr | John Hudak |
| Perrysburg | 2 yr | Clarence Metzger |

Measurement Committee:

Neil Robb (new nominee)
 David Nickels (new chair, continuing member)
 Mark Quiniff (chair-elect, continuing member)

OLD BUSINESS

None

NEW BUSINESS

(1) Mark Quiniff of the Des Plaines Yacht Club indicated that due to the generosity of many people, last year’s Nationals yielded a profit of \$853. The fleet used \$158.12 of this to support the Association at the Sail Boat Show, Strictly Sail, in Chicago this past winter. Therefore the Des Plaines Park District Yacht Club voted to give the remainder of \$695.46 to the National Rebel Class Association as unrestricted funds.

(2) The Board of Directors recommends that the dues be increased to \$30 for regular members, and \$15 for Associate Members.

(3) 2003 Budget: Bill Blaine moved and Sue Gerber seconded that we accept the 2003 budget as prepared by Scott Wright and Karel Vorel with some slight corrections.

Class development is an issue that causes some concern and discussion in the proposed 2003 budget. \$1500 has been allocated for Class Development, to cover expenses of exhibits, promotional materials and/or other items for Class Development as designated by the Executive Committee. This budget line item includes \$710 for a Harken ad, and \$35 for website name registration (rebelsailor.com). After discussion, Bill Blaine moved and Scott Wright seconded to approve the 2003 budget as proposed with minor modifications reflecting revenues of \$6615 and expenses of \$7580 with a projected loss of \$965. The motion passed with 2 opposed, and seven approvals.

(4) It was announced that Clark Lake Yacht Club will offer a bid for the 2003 Nationals. It was discussed that we need to encourage other fleets to host the Nationals as well. Certainly members from other fleets can help support smaller fleets. Karel Vorel will put together a Handbook on How to Put on a Nationals.

(5) The audit will be completed on 7/14/02.

The 2001 printed budget had some errors. The final figures were correct, but 2 items were not printed. In an effort to assure that membership has a complete picture of the Association finances, the corrected 2001 budget will be printed in the Rebel Rabble.

The Board of Directors Meeting at the Annual Meeting Time was adjourned at 12:08 PM. The motion was made by Sue Gerber, seconded by Tim Hoover and unanimously passed.

Respectfully submitted

Joan Leeney Secretary

**Minutes of the Annual Meeting
of the
National Rebel Class Association
July 15, 2002
Lake Fenton Sailing Club, Fenton, Michigan**

The Annual Meeting of the National Rebel Class Association (NRCA) was called to order by the Commodore John Vanden Brink at 12:00 P.M.

It was moved by Mark Quiniff, and seconded by Chris Fromme, that the Minutes of the 2001 Annual Meeting be accepted as printed in the Rebel Rabble. The motion carried unanimously.

Joan Leeney read the Board minutes from the July 14, 2002 meeting. A motion to approve the minutes was made by Scott Wright, with a second by Karel Vorel, with unanimous acceptance.

The Treasurers Report was presented by Clarence Metzger and he was recognized for his wonderful service over the years. That report is shown elsewhere in this Rebel Rabble.

Important items that Metzger emphasized include: NRCA should have a volunteer to build up and solicit ad revenue; the NRCA has received a \$500 donation from the builder, Hugh Armbruster; Trophy fees were more than adequate. The class budgeted for 25 boats, and the Nationals had 25 boats competing. Clarence said it is disgraceful that the class can't find six young people who would utilize the scholarship monies that the Association provides yearly. Finally, as of the Nationals, we record 195 members. Mark Quiniff moved, with George Vurno seconding that the Treasurer's Report be accepted as presented. This motion was unanimously approved.

Bill Blaine moved on the Board's recommendation that the yearly dues of the NRCA be increased from \$25 to \$30 for full members, and from \$12.50 to \$15 for Associate Members. The motion was seconded by Karel Vorel. Twenty members voted for the motion, and thirteen voted against the motion. The motion passed.

Neil Robb, on behalf of Clark Lake Yacht Club, bid to host the 2003 Nationals. A motion to graciously accept this bid was made by Mark Quiniff, with a second by George Vurno, with unanimous approval by the attendees.

The Nominating Committee was acknowledged for its work on securing officers for the Board. Scott Wright presented the

slate of nominees. A motion was made by Mark Quiniff that the nominations be closed, seconded by Karel Vorel, and unanimously approved. Mark Quiniff then moved that we accept the slate by acclamation and unanimous approval. This was unanimously accepted.

The elected slate of officers is:

Commodore: Scott Wright
Vice Commodore: Karel Vorel
Rear commodore: Nick Tanis
Secretary: Joan Leeney
Treasurer: Wayne Rathbun

Measurement Committee:

Dave Nickels, Chair
Mark Quiniff and new member Neil Robb

Fleet Representatives

Clark Lake, MI: Hugh Harris (continuing)
Unaffiliated: Sue Gerber (one additional year)
Greenwood Lake, NJ:

George Vurno (finish unexpired term)

Virginia Inland Sailing Association (VISA), VA:

Lee Shaffer (Finish term)

Grand Rapids, MI: Mary Vorel

Des Plaines, IL: Phil Faulkner

Coldwater Lake, MI: John Hudak

Perrysburg, OH: Clarence Metzger

Non elected Member of Board of Directors

Bill Blaine, editor of the Rebel Rabble

John Vanden Brink, Immediate Past Commodore.

AUDIT: Scott Wright reported that the books have been audited and the committee to review the books have found them to be in good order. The report of the Audit Committee was moved to be accepted by Mark Quiniff, with a second by Jim Leeney, and a unanimous vote for acceptance.

Old Business: None

New Business: Wayne Rathbun invited all sailors to the Des Plaines Yacht Club Invitational scheduled for August 17 and 18, 2002.

Mark Quiniff moved, and John Hudak seconded, that we adjourn the meeting at 12:32 P.M. The motion passed unanimously.

Respectfully submitted, Joan Leeney Secretary

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REBEL RABBLE

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September 1, 2002

<http://www.rebelsailor.com/rabblesep02.pdf>

FLEET INFORMATION:

Please send Rabble Editor information about your fleet's schedule of activities for the 2003 if you want it in the Rabble.

Be sure to upload pertinent dates to the Sailing Calendar on line hosted by U.S. Sailing : <http://www.ussailing.org/calendar>
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November 15, 2002

Stories, photos etc. please
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(Juniors and Seniors)

2003 Nationals

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For information call or e-mail

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| 1/4 Page | 25.00 | 47.00 | 67.50 | 85.00 |
| 1/8/page | 15.00 | 28.00 | 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.

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