



Beautiful Greenwood Lake is

the place to be July 9-14. Fleet # 21 has done their homework and we are ready for your arrival. Regatta chairman Bill Selick has again organized and reorganized all details --I think!! Don't know what could possibly slip thru the cracks but as we all know, anything is possible. All sorts of information such as entry forms, schedules, meal plans, lodging, directions, maps and more is available on the website-selick.com/rebel. In case there is a question Bill Selick's e-mail is there or call him (646 715 6680) or George Vurno or even me at 973-728-1321

It would be very helpful if the fleet captains could let Bill Selick know what their preliminary or best estimate of the number of boats planning to come would be. This would help in planning the boat mooring and the food plans. Thanks for your help.

And speaking of food plans you can see by the schedule that we have a really great meal plan in place all catered by world famous (maybe not world famous but at the least New Jersey famous) Vickie's Kitchen- another great reason to come to Greenwood Lake!! There will be some "mystery skippers" at this regatta - -who will for now go unnamed but I can tell you they are definitely not new to Rebel sailing. So there you are, all the plans are made, details attended too and all that's left to do is for you to hook up your trailer and come east. I look forward to seeing old friends again and meeting new friends and so does all of our sailors. Welcome to beautiful Greenwood Lake

See you soon

Jack Schuchardt

What Happened?!? July 2011



This shows how the sheave was installed in the masthead, except the main halyard ran over the sheave instead of under it.

Kenneth Zelnick of Russellville, AR recently wrote: "My son recently bought a 1970 Rebel 16, and we need some information, specifically regarding rigging hardware. I know absolutely nothing about boats, so please excuse my incorrect use of terms. I know the mainsail halyard block / sheave (the pulley thing at the top of the mast used to hoist the mainsail) has been replaced with an incorrect ...

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The jib halyard is using a Ronstan RF185 sheave. I'm not sure this is the correct part



...This will be my last column as Commodore of the National Rebel Class Association. I want to sincerely thank everyone who has helped me to navigate these last two years. It has been both an honor and privilege to work with such a group of intelligent and dedicated individuals. This summer, I will be turning over the helm to Bruce Nowak. We all know Bruce as a resourceful and tireless contributor to the Rebel cause. I am very confident I leave the association in good hands.

John



The 2011 sailing season is now fully underway. Hopefully by the time you are reading this, everyone has had their Rebel out on the water several times. The Des Plaines fleet has had a challenging early season. The generally pleasant, spring, weather seemed to always get out of whack, on race days. Our winds, off the airport, were either non-existent or blowing the white off the sails.

I just spoke with some of our Rebel sailors recently returning from the Rockhall Regatta, on Chesapeake Bay. Regrettably life has gotten in the way, making me unable to join them this year. It is a shame because this is truly a premier one-design regatta, with a long standing tradition. In all, there were five Rebels, in attendance, making us once again the second largest fleet, in this large multiclass regatta. Like last year, the Rebels performed admirably among the large variety of crafts showing up for the, long distance, race down the Chester River. The results and pictures of the sailing action should be available for viewing very shortly at www.rockhallyachtclub.org. Check them out, and start making your plans for next year.

The *Awosting Yacht Squadron* is busily making preparations for this month's Rebel National Championship Regatta, at Greenwood Lake. This will be their second turn at hosting the championship, on this large, nine mile, lake, straddling New York and New Jersey. I heard there will be some surprise mystery skippers, but couldn't get Regatta chairman, Bill Selick to spill the beans. This year's Nationals are back to the full week schedule July 9 -14. Be sure to arrive early enough to attend the long distance, Portsmouth Race on Saturday. If you are planning to arrive Friday, please contact Bill to be sure some one will be there to meet you, and direct you to your slip. It should be a fun and unique event that will provide some much needed tune up time for those of us who haven't logged many sailing hours this season. Please let our hosts know if you plan to attend so they have an accurate head count to work with. They are working with some, top notch, catering services, and the food for this event promises to be outstanding. Also, if you are able, they still could use any items you might donate for the raffle. ...

Thanks John, although I'm not so sure of the good hands accolade. The last we sailed Greenwood, my dad and I were fortunate enough to sail Queen Vic - clearly enjoying the visit. Our plan is to enjoy the hospitality of our friends to the East, as long as they will have us at least! For a summary of my view I've included a 2008 rant (next page) that while historically accurate, offers little in what needs doing next.

To do next is beyond a doubt sell Rebel 4200. As much as I want another orange boat (and believe me Shannon would love a new orange boat) neither of us are quite willing to part with our reserves. Digging into our Association's reserves has been suggested as an option as well. But what then? That I do not have an answer for either. What I do know is that the Rebel is a brilliantly designed and built boat that deserves an equally brilliant future.

A future that needs all of us to come to her aid once again. Yes, many of you have given it a go, and would like to mosey on. However, what we want and what we need are opposites in these dire economic times. When you are able, give us what you are able to keep this boat moving through the twenty-first century.

Let us all begin by visiting our friends from the Appalachian Mountains to the warm waters of Okinawa. Do not wait for your national organization to lead, tell us where to go in a most positive way. We have had five (5) boats at Rockhall for two years running! We need more places to go — especially for the Spring meeting. More than anything, we need a place to sail for that event. So that is it, beyond selling give us a place to race in Spring 2012! Oh yea ...

Bruce

Sounding Off

Opinions are like onions

By Bruce LJJ Nowak

Once upon a time a comedian remarked that opinions were like certain body parts—some corresponding to the more pleasing aspects of our anatomy and others to the more odorous parts of our bodies. Well at a certain level that may very well be accurate, it seems to me that opinions are more like onions that need to be peeled back to garner their full flavour.

From our discussions at the last board and membership meetings, two broad perspectives of (or perhaps visions for) the future of the National Rebel Class Association (NRCA). Both of these perspectives arise from the understood but not desired reality of dwindling racing membership and market share.

On the one hand there are those who see our future reemergence built with the Mark V. On the other there are those who see our future in promoting the continuity of our class rules that allows a Mark I to compete against a Mark V. The discussion between these two groups was polarized. Those in the first group were dismayed at the favourable comparison being made between the Mark I and Mark V.

To be certain the Mark V is a better boat than the Mark I for any number of reasons with the first and foremost being that they are made with a precision that the earlier experimental days of Ray Greene did not allow. (See the June 2008 Rabble) That precision includes a first class running rigging system that is the best in racing dinghies. Yes, we have a great boat that needs to be built and sold. But are building and selling this great boat really mutually exclusive...

... to promoting the continuity that allows the ones through fives to compete?

I think not. Rather, having very inexpensive starter boats available for racing newbies creates an entry platform not available in other class as most of their old boats are rule changed out or too beat up to compete. Our difficulty lies in the intermediate range of boat prices for those newbies to move up or racing sailors from other classes to jump into. And, the only place those exist is on our ponds, like 4187.

If you go back and study the history of Rebel marketing that is exactly how the class perpetuated itself. Fleets leaders would sell there one or two or three year old boats to newbies moving up or those racers jumping in and get a new boat in short order. The newbies moving up would sell their boats to new newbies and thus a growth pattern was created.

That pattern has long since ceased to function and its recreation may be the key to our and Nickels Boat Works rejuvenation. Since Hugh Armbruster's suggested to me in an e-mail that Rebel 4200 may be the last Rebel built and informed your board that he will only build Rebels in batches of five, I'm not really sure that we will be able to rebuild fleets with out a more proactive marketing plan. I'm left seriously perplexed as waiting for customers is the fastest way out of business and that is not our Association's goal.

And in answer those who have asked, no I'm not quitting as the Rabble Editor. However, **IF** there is some one in our association who believes that they can do more for the class, then they are welcome to the job. Until then I'll keep editing, and sailing anyone of our six for sale Rebels from the original #3 to the Mark V shown below. See you on Greenwood Lake. **R**





Greenwood Lake 2008

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What Happened?!?

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...part, and I suspect this is the case with the jib as well. Is there someone in your group who could tell me what the correct parts would be and where I can get them?"



With help from Hugh Armbruster, Dan Hockenberry, Dave Nickels and Bill Rohlin via the e-mail, Ken and son replied

"Thanks much to all.

Yes, Bruce, that's probably what my mast head should look like, only mine doesn't have the round turney things. ;) Now that I know what I'm looking for, I should be able to order some.

Dan, your assessment of the needed sheaves agrees with what Hugh told me. Sounds like everybody is on track here.

BTW, I got confused on my description of my "Masthead" picture. I said the front of the mast was toward the top of the picture, when actually it's the rear. You guys probably figured that out by now. I'm still a nub, don't know my mast head from my stern. ;)

Again, thank you very much for the help.

Ken"

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Nick Tanis

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Rebel Nationals July 11 to 14, 2011

Awosting Yacht Squadron, Greenwood Lake, New Jersey