

REBEL RABBLE

OFFICIAL PUBLICATION OF THE NATIONAL REBEL CLASS ASSOCIATION

December 1, 2001



2002 Nationals

The Lake Fenton Sailing Club invites you to the 2002 Rebel Nationals. Lake Fenton is a deep, clear water glacier carved lake. We are located about 10 miles south of Flint and 50 miles north northwest of Detroit. We are just east of US23 between exits 80 and 84. July winds are generally from the southwest to west (subject to change without notice). We have 345' of lake front with a sandy beach and protected swimming area. We have ample dock space as well as a new hoist and a launching ramp. Our club house is large and freshly repainted. Our club is located in the center of the action. It is NEVER a long sail to the race! You can see 90-100% of the races from the grounds. We will also have a new committee boat and safety boat.

This event will be set up for family fun! The junior races will be directly in front of the club. In 1997 there were cheering sections for the junior competitors.

This event will be organized by Marianne and Kevin Nickels with help from the whole Nickels family and many friends. Our intent is to have a very good time! **Please come and join the fun!!**

**A very happy holiday season to each and everyone as we celebrate together the diversity that is America!
- Bill Blaine, Editor**

Tentative Schedule:

July 13	12:00 PM	- 5:00 PM Measuring
July 14	9:00 AM	- 4:00 PM Measuring
	1:00 PM	Junior Racing
	6:00 PM	Welcoming Party at LFSC
July 15	Last Measuring - Cut-Off - 9:30AM	
	9:30 AM	Junior Racing
	1:00 PM	Sr Nationals - Races 1 & 2
July 16	10:00 AM	Race 3
	1:00 PM	Races 4 & 5
	6:30 PM	Steak Fry and Entertainment
July 17	10:00 AM	Race 6
	1:00 PM	Races 7 & 8
	7:30 PM	Whirly Ball
July 18	10:00 AM	Race 9
	5:00 PM	Banquet

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REBEL FLEET 23
2001 ANNUAL REPORT
DES PLAINES PARK DISTRICT YACHT CLUB, Inc
LAKE OPEKA, DES PLAINES, IL
by Mark Quiniff, Fleet Captain

Fleet 23 had another great year. With nine active families and the addition of two boat purchasers during the season and another recently ordering a new boat, fleet development is going well. Hosting the 2001 Nationals in Springfield, IL was a main focus of the fleet's energy this year. In addition to the difficulty of sponsoring a regatta 225 miles from home, the fleet dealt with the issue of evaluating and implementing changes in the format with little direction and no consensus from the Board or membership. Under the capable leadership of John Vanden Brink, with the invaluable assistance of Association members Duane and Pat Slater of Springfield and the staff of the Island Bay Yacht Club, a very enjoyable and successful Nationals was held.

As far as the racing was concerned, the fleet did very well. Seven boats competed and new member Steve Leach crewed for Neil Robb of the Clark Lake, MI fleet, finishing 5th. Other highlights included Jim Quiniff and Mike Stoodley winning the Junior Nationals, Jim Leeney with a best-ever 6th place and the fleet winning the first place team trophy.

Back home, members participated in every series and regatta, which at the DPYC is a lot. Eleven boats participated in our 31st Annual Invitational Regatta. Four Rebels qualified for the Lake Championship Regatta. Juniors Jim Quiniff and Mike Stoodley raced in several different classes throughout the season, but spent most of their time in Rebels, winning the Spring Series and competing in the Lake Championship.

Another area where fleet members continued to excel was in service to our sport, the Association and our club. Bill Blaine continued to organize and instruct in the club's "Intermediate Sail" program, designed to provide additional training to sailors with only limited experience. It should be noted that several of our members have come through this program. Several members assisted in the annual "Sail a Sailboat Day", an open house for the public to find out how to become involved in our sport. John Vanden Brink is now National Commodore and is working energetically on class development. Joan Leeney is now the National Secretary. Jim Leeney and Mark Quiniff have completed their two-year terms as Directors and Mark has been elected to the Measurement Committee. Bill Blaine continues as the *Rebel Rabble* Editor. At the DPYC, Tim Kupczyk has completed his term as a Director and Wayne Rathbun been elected as a Director. Mark Quiniff continues as the newsletter publisher.

The fleet looks to continue building on the momentum developed in recent years. Tim Kupczyk has been elected Fleet Captain for next season. The fleet will continue to play an integral role in growth initiatives and is planning on assisting at the Nickels Boat Works booth at the upcoming "Strictly Sail" boat show in Chicago.

COMMODORE'S CORNER



Thanks to everyone who completed the survey questionnaire and sent it in. We received 36 responses out of the 134 active members we have which is a good representation and a statistically valid response from which we can draw some valid conclusions. The results of the survey are elsewhere in the Rabble and I would urge everyone to review the results. It may confirm what you already believe about the Association or it may challenge some of your assumptions. That is the value of a survey and will help us all to better direct our own actions in support of the Association.

Certainly, the level of response confirms one of my beliefs that there is a core group of people within the Association who care about the Rebel sailing class and each other which is what it takes to sustain and grow the NRCA.

In follow-up to the survey and Class Development plan which I presented in the last Rabble, specific actions for Class Development have been proposed. These include renewing the Harken ad, attending the Strictly Sail show in Chicago, development of a brochure for solicitation of Associate members that includes fleet contact information, acquiring a new permanent telephone number and mailing address, and enhancing the design of the Rabble and WEB site.

Some of the initiative for these actions was created by the commitment of Nate Palmer to work with Nickels Boat Works and the Association as a "back yard" boat dealer, a formula which has worked in the past to build the fleets and the Association and a frequent recommendation in the survey for promoting fleet development. Information on Nate is elsewhere in the Rabble.

The Board has voted to convene electronically to consider the additional expenditures involved in this proposed program since the funding will have to be available prior to the Board meeting in March. This will amount to \$1700 above projected revenues if we decide to fund these new initiatives.

Additionally, we are down to about \$5,000 in reserves which should be around \$7000 to be equivalent

to our annual operating expenses. So we need \$2,000 additional to be where we should be in reserves.

The debate is underway about what we should do and whether what is proposed is appropriate. There is general agreement that we need to do more on Class Development—the question is what. Whatever it is, it will cost more than what we have traditionally budgeted.

Our projected revenues will not cover these additional expenses and, in fact, Clarence is projecting a \$750 deficit in the operating budget (revenues less expenditures). Raising dues is an option but not in the near term and to raise them too high will be counter productive.

To provide adequate reserves for the Association and to provide funding for Class Development, I am issuing a call to our members for year end, tax deductible contributions to the Association with the goal of raising \$4,000.

When you consider what our current dues structure is and the number of years we didn't change it and made every effort to hold down costs, this is a reasonable request. When you consider what the Rebel sailing experience has been for each of us over the years and what part the NRCA has contributed to that experience, the contribution is well deserved. And when you consider that a healthy NRCA and growing membership assures boat value and continuation of the Rebel sailing experience, this is a good investment.

When this issue was raised during the current board meeting, we immediately received pledges from 5 people totaling \$900 so we are already almost a quarter of the way there. If each active member donated just \$25 (a year's dues) we'd have over 80% of the \$4,000 raised.

Just send the donations to Clarence Metzger whose address is on the back cover of the Rabble.

Best wishes for the holiday season and may you have a healthy and happy New Year!

John Vanden Brink.

Hello Rebel Owners!

My name is Nate Palmer and I'm pleased to represent the new line of Rebels manufactured by Hugh Armbruster. Tom Laskowski's (Fleet 23) new Rebel, purchased in September, will be featured in the "Strictly Sail" sailboat show at Navy Pier on February 1st thru 3rd.

John Vandenbrink and I visited Hugh in August both to confirm my company's involvement and see the incredible techniques used to build Rebels and Lightenings at his plant in Michigan.

Palmer Concept Products, LLC (PCP) markets both the Rebel and Bauer sailboats here in the Midwest and hopes you can visit the Rebel and Bauer booths at the Navy Pier sailboat show, "Strictly Sail" in February.

Please give me a ring at 1-800-270-6402-01.



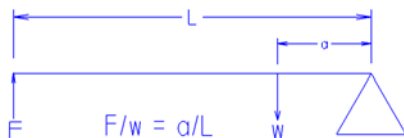
vang (væN). *Naut.* [var. fang sb. 7 a.] One or other of the two ropes used for steadying the gaff of a fore-and-aft sail. **1769 *Falconer Dict. Mar.*** s.v. *Brace*, The mizen-yard is furnished with fangs, or vangs, in the room of braces. **1769 *Falconer Dict. Mar.***, s.v. *Brace*, *Vangs*, a sort of braces to support the mizen gaff, and keep it steady. **1834 *M. Scott Cruise Midge*** (1859) 486 The gaff is violently shaken by the loosened sail; for both vangs and brails are gone. **1851 *Voy. to Mauritius*** i. 35 The orderly officer, seated on the bulwark, and holding on by a vang. **1881 *Clark Russell Ocean Free-Lance*** III. ii. 65 He stood upon the rail with his arm round the vang.

VANG FUNDAMENTALS

By Scott Wright

Most dictionaries seem to omit this word as obsolete. Your computer's spell checker will be placing red squiggles all over it, but this entry from the Oxford English Dictionary, shows a little of the early evolution of the vang. In the days of square rigs, sails were bent to yards and were controlled by two sheets (attached to the sail) and two braces (attached to the spars). Braces oriented the spar to the wind, and then the sail could be sheeted. The only fore and aft sails rigged on spars were usually abaft the main or mizzenmasts, hoisted on a **gaff**, and specialized braces (vangs) were set up to control it. Over time, vangs were also set up to control the larger and larger booms in light air and lumpy seas when it was necessary to trim them out over the rail, or to control the leech of the sail when there was enough wind to lift the boom. It is by this latter application that most of us know the vang, but rigging it to the rail was abandoned when someone hit upon the idea that it could be led to the base of the mast, and thereby jibed without having to undo it. Vangs come in a myriad of shapes and sizes from a simple loop passed over the boom and attached to the toe rail (most sailors would call that a preventer), to multi part cascades and tackle systems incorporating springs and torsion rods to hold the boom up as well as down. The simple 4:1 or 6:1 tackle is probably the most common, and if you own an older Rebel, the one you're most familiar with. How easy is it to trim or ease it while hiking out on a breezy reach? On newer boats the **lever** vang has become *de rigueur*, and it is this powerful and elegantly simple solution that we want on our older boats.

To better understand the dynamics of the lever vang, let's look at the case of a lever that is fixed at one end. We know



from our Machinery's Handbook (you all have one I'm sure) that the force **F** required to lift a weight is the product of the weight **w** and it's distance **a** from the fulcrum, divided by the total length of the lever **L**. Let's apply this relationship to the mast/boom/vang arrangement. The vang is attached to the boom about 30" aft of the mast, and to the mast about 17.5" below the boom. Schematically we can consider this as a triangle whose angles are approximately 30, 60, & 90 degrees and whose legs are related by the ratio **1:√3:2**, in order of length. (Some vang

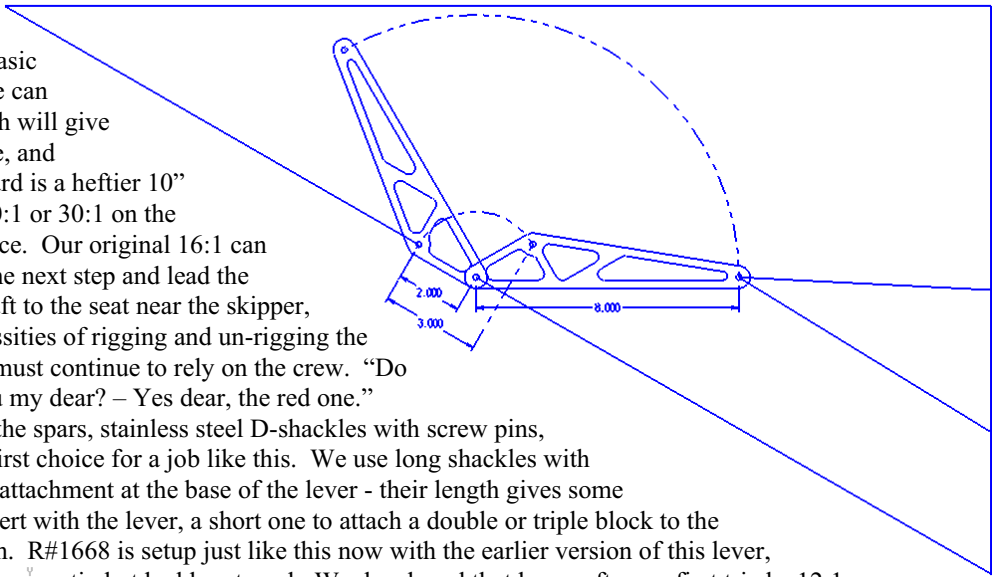
might be setup in a 45, 45, 90 configuration, in which case the legs would be related as **1:1:√2**.) Suppose the leech of our mainsail is applying a modest 10 lb pull at the end of our 136" boom. The force transmitted to our vang is: $2F \cdot L/a = 2 \cdot 10 \cdot 136/30 = 90.6$ lbs! If we neglect to cleat our 4:1 vang before bearing off around the weather mark, we'll have to brace our feet and pull with both hands to haul that weight in. Indeed, to be able to sit in stately dignity and pull the string with one hand, we'd need to increase the mechanical advantage of our vang three fold, and when the wind increases, even that won't be enough. It should be clear from this just how strong our attachment points and the components of the vang have to be. We use a 3/8" diameter stainless steel U-shaped bail bolted through the base of the mast, though we might try a 1/4" diameter bail if one could be found. The difference in weight between 12" long pieces of 3/8" and 1/4" stainless rod is 3.3oz. - just in case you're counting. The boom attachment should lay in the direction of pull, and wrap around the sides so that three fasteners on each side can be lined up with the load. If we consider the larger loads that might be seen by our vang - say an **F** value of 100lbs - $2F \cdot L/a$ exceeds 906lbs. While it seems unlikely that our boom section would retain its linearity after that much abuse, we think it is prudent to consider this the "max working load" our vang should be built to withstand, so we'll look for about 1600-1800 lbs breaking strength on all of the components. What is not as clear perhaps is how much loading the gooseneck receives from all this. The vertical component of the vang's load, $F \cdot L/a$, is holding the outer end of the boom down, by pulling downward on the gooseneck. The horizontal component, $\sqrt{3} \cdot F \cdot L/a$, is trying to drive the boom into the mast - to the tune of 1.7 times whatever force is being applied downward. Your gooseneck should be firmly attached to the mast. If it's on a sliding track make sure it can be locked while sailing. Both of our old Rebel goosenecks have been replaced during our experiments with more powerful vang.



Our lever is machined from 6062 Aluminum. The lever's shape is based on the triangle described by its attachment points, with support segments connecting the legs creating a strong structure. We don't have any FEA data available, but we haven't been able to break one yet and it only weighs 2oz. The end of the lever arm is attached to a relatively light tackle that can pull it toward the mast. In its upright position, the attachment points are 2" apart. When we rotate the lever through 120

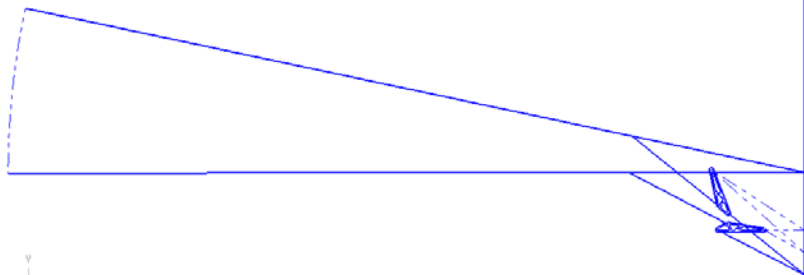
degrees, the attachment points move in such a way as to effectively shorten the length of the vang by 3". The mechanical advantage of this lever, L/a , is 8":2" or 4:1. Currently we use small ball bearing blocks, and 3/16" rope to make a 4:1 double-ended tackle that is led to the deck, and then to cleats on the forward cockpit coaming within reach of the crew. The product of the two ratios gives us a total of 16:1, which under all but the most extreme circumstances seems to give the best tradeoff

between the amount of line you have to pull and the desired amount of trim. This basic configuration is so versatile, we can make the 4:1 tackle a 6:1, which will give us a 24:1 mechanical advantage, and languishing on the drawing board is a heftier 10" long, 5:1 lever that promises 20:1 or 30:1 on the vang, but will require more space. Our original 16:1 can be doubled to 32:1 if we take the next step and lead the controls through the deck and aft to the seat near the skipper, but as a concession to the necessities of rigging and un-rigging the boat each time we use her, we must continue to rely on the crew. "Do please trim the vang, won't you my dear? - Yes dear, the red one."



To attach the vang to the spars, stainless steel D-shackles with screw pins, and 2.5mm 7x19 wire are our first choice for a job like this. We use long shackles with 3/16" (5mm) diameter pins for attachment at the base of the lever - their length gives some clearance as they rotate in concert with the lever, a short one to attach a double or triple block to the lever arm, and one for the boom. R#1668 is setup just like this now with the earlier version of this lever, which featured an adjustable power ratio but had less travel. We developed that lever, after we first tried a 12:1 double cascade system that, being made up of 1/8" diameter wire, heavy blocks, and a medium sized (too big) 3 part tackle, outweighed the boom. R#3982 has the new 120° lever, 5/32" (4mm) shackles, and uses Samson Tech12, an un-covered technora single plait rope, instead of wire. Tech12 is replacing wire in halyards, outhauls, and vang components because of its comparable stretch and strength properties, and its weight is measured in ounces per 100' rather than pounds. A short loop of shock cord holds the lever up near the boom, and we now have a beautifully simple, very powerful, lightweight, and space efficient vang that will allow us to have precise control of mainsail twist when reaching and running in moderately heavy air. Dynamically adjusting the vang will allow us to spill wind in the puffs, and trim it like a throttle for more power when needed.

If you can find a vang lever in the catalogs, its cryptic warning: "very powerful, but limited adjustment", and a quick look at the picture would give us the impression that they've never used one, and they don't really think it's all that useful anyway. We've shown that considerable mechanical power can be gained through use of the lever vang, but just how much "adjustment" does it have? Let's consider another schematic model of our particular vang showing the boom in position, just below horizontal, when the vang has been trimmed to its shortest length. When the vang is released, the boom rotates up approximately 12 degrees. The length of the arc described by the tip of the boom is 28.5"! It is hard to see how this could be considered "limited adjustment". If you let your mainsail go that much on a run, it would wrap itself around the side stays and spreaders and be flying out ahead of the mast. Constructing our schematic this way does not account for the bendiness of the boom, which would inevitably add to the amount of "slack" in the mainsail leech. Nor does it account for the "power curve" of the lever, which changes as the lever travels along its circular path, making the last few degrees of trim more difficult to get. This highlights another caveat of the lever. The resultant force applied by the trimming tackle on the lever arm should be 10 or so degrees below horizontal in relation to the fully trimmed lever arm. In other words, if your tackle isn't pulling in the general direction of the mast attachment point, it will become almost impossible to get the last half-inch out of the vang's travel.



If your boat's vang needs to be upgraded, you can fit her with a new lever. Be the first kid in your fleet to have the coolest lever ever. Contact us at swright@mail.riverview.net, and we'll talk more about all things vanged.

Scott Wright is a Precision Mold Maker by trade, and is currently the CAD/CAM/IS Manager for a Metal Stamping Die Manufacture in Grand Rapids, MI, and is Vice-Commodore of the National Rebel Class Assoc.

Reflections of a Middle Aged Rookie

By John Cibrowski

It's about this time every year that I go through the homeowner's ritual of winterizing the backyard. Basically putting away the patio furniture, flowerpots, tiki torches and the occasional forgotten tube of mosquito repellent. This ritual can usually not be successfully completed without finding some artifact from the past summer; a scrap of a water balloon, a twist top from a bottle of Corona or a wrapper from a cigar that was enjoyed on a warm Saturday afternoon when all the chores were done (and for good measure, maybe even the Cubs game on the radio). Well you just can't help but lean back on the rake and think what a great summer you just had and how you can't wait for next summer. This year that feeling takes on a new significance.

It all started last November. A catalog for adult continuing education classes arrived in the mail. To be blunt, I was 52, bored, consumed by work, but not inspired by it and my wife was wondering where the fun guy that she married 26 years ago had gone, (frankly I was wondering too). I had always wanted to learn to sail a boat, but there was always something just a little more important to do and I figured I'd do it next year. I had more "Wait until next years" than the Chicago Cubs. There in the catalog were two classes, Basic Boating Skills and Fundamentals of Sailing. This was the year!

I signed up for both classes and then went to the library and took out any and every book that I could find about sailing. I think I found the missing piece of the puzzle I was looking for. In the span of a few weeks, this became more than a hobby. It was an obsession. I was always the geeky kid in school that sat in the front row and raised his hand to answer the teacher's questions. Sadly, I hadn't changed. I breezed through both classes and got the official approval from the U.S. Coast Guard to go out and sail a boat. The only problem was I had never been in a sailboat. I knew all the theory and technique from the books and classes, but had never touched a tiller. I was like the guy who reads exercise books and can't figure out why he isn't losing weight. Time to get into the water.

During my first private lesson at Lake Opeka, my impression of the Sunfish was how narrow it was and how high the mast was. Can this thing really stay upright in anything but a breeze? Well the first time we caught a breeze and the boat started to sail, I was dumbfounded. HOW COOL IS THIS? The boat is moving! Not being the smooth, knowledgeable and in-control sailor that I am now, anyone



John Cibrowski with Sea Star II ready for the trip to winter storage. John is a member of Des Plaines Yacht Club, Fleet 23.

watching me try to control the boat saw a whirlwind of ropes, knees, elbows and the occasional butt crack.

As intermediate classes continued, I found friends who shared my new obsession. Some were close to my age, most were younger than me, and some, to my chagrin, could sail rings around me and were not yet in high school.

One Saturday morning Bill Blaine asked me if I would be interested in buying a used boat from a D.P. Yacht Club member who had just bought a new one. Enter Tim and Sue Kupczyk and Sea Star II.

On my first meeting with Tim and Sue, I was immediately struck with the way Sue referred to their boat fondly as a "she": "She is such a great boat", "We want to make sure she is with someone who will treat her well".

Yikes! More like adopting a puppy than purchasing a boat, I thought. I had a hard time understanding the attachment. It's only a boat, isn't it?

Well now I understand. The attachment of a boat owner to their first boat (my first boat) is a bond that I certainly did not expect, but one that I have enjoyed more than I could have imagined. I also understand that "she", (Sea Star II) is not an inanimate object. She seems to have a personality and soul that she communicates to you as you both glide along. Between mid-July and now, Sea-Star

II and I have bonded. We have shared the lake with Tim Kupczyk, Bill Blaine, Tom Laskowski, Gail Gammel, (Alex, I promise we'll go out next year) and my wife Judy (who is trying not to be jealous of all the time I spend with this new female).

But now that October is almost over, Sea Star II needs to be tucked away for the winter, and I find myself rubbing her hull and saying things like, "We really had a good time this summer didn't we". Of course when I do this, mothers pull their children in a little closer as they walk by, and I can count on a quick visit from the bicycle police to check my ID.

So this year, finding a cigar wrapper in the backyard and knowing what a great summer it has been, includes the great fun, adventures and friends that I found at Lake Opeka. It seems that when everyone has a common obsession, it is very easy to make friends and feel like you belong.

Dave and Bill, thanks for all the time you devoted to teaching us rookies how to have fun and how to continue to learn by just getting out there and sailing.

Tom and Gail and Judy, thanks for sailing with me.

Tim and Sue, thanks for introducing me to Sea Star II. I promise I'll take care of her.

Survey Results

There were 36 responses to the survey from the active fleet areas and a few from outside these areas most notably in the upper northeast. As with any survey of this type, a question is what do those who didn't respond think? Nonetheless, a response of 36 is a statistically valid sample and represents about 15% of those who could respond.

Respondents ranged in membership years in NRCA from less than a year to over 40. Average years of membership in the NRCA among those responding was a little over 15 years.

Following is a summary of the results.

Please indicate by a check mark to what extent you agree or disagree with the following statements:

	(1) Very Much Agree	(2) Somewhat Agree	(3) Neither Agree or Disagree	(4) Somewhat Disagree	(5) Very Much Disagree	Avg.
1.) NRCA is doing fine now. I don't think we need to make any special fleet development efforts	0	4	7	9	16	4.03
2.) The \$25 membership fee to join NRCA is about the right price for membership and should not be increased.	15	7	2	7	5	2.44
3.)The value to me of membership in NRCA is about right for the fee I pay.	11	10	7	7	1	2.08
4.)There are some things we could and should be doing to increase the value of NRCA membership and to promote the class	17	10	9	0	0	1.77

Observation: About one third believe we are doing well enough that we don't need to make special fleet development efforts with over one third believing we need to. Most felt there were things we could and should be doing to increase membership value and to increase the value of the class.

Most feel the \$25 membership fee is about right and should not be changed and most believe they are getting a fair value for the fee. About one third believe the fee is too low and should be increased and over 20% believe they are not getting a value for their membership.

There may be some room to raise the membership fees to improve the solvency of the Association and increase the budget for promoting the fleet and boat but not much and probably not enough to address these issues. Some may drop their membership if the fees are raised.

What should we be doing this next year, in your opinion, to increase the value of NRCA membership, grow the membership and promote the Rebel class?

There were suggestions of many flavors and sizes. Some wrote one or two page addendums to the questionnaire. Following is a synopsis of responses by category and sequenced by number of mentions.

Promote the boat-15 mentions Build the perception in the sailing community that the Rebel is a highly desirable boat. Stress comfort, 2 person boat (husband and wife) with room for the kids and that it is stable, self rescuing, fast and responsive; a family boat and good for teaching kids.. Sell new and good used Rebels, get people in the boat, get them racing ,advertise the boat in the Sailing magazines and collaborate with other boating organizations like CG. Provide sources for parts , technical advice and sailing tips

Develop NRCA and the fleets-13 mentions Increase the fleet size of existing fleets and create new fleets. Promote higher participation at Nationals, offer incentives for first time participants, promote new boat sales, retire older boats, replace "orphan" boats with Rebel to build fleet, recognize existing fleets, e.g., fleet 26 in Coldwater with 9 boats and smaller groups that might become fleets, identify fleet "spark plug" and support , promote open houses, survey drop-outs, increase dues for more active sailors, develop a more robust advertising budget, encourage yearly plan from each fleet to promote membership and the class, communicate plan to the NRCA and post on the WEB. Promote the Association.

Issues: Some parts of the country have no fleets nearby, no other boats and as a result, no market for new or used boats yet there is an interest in how a fleet might be developed.

Address people's needs-9 mentions What do people want? Offer programs beyond sailing, build a new environment e.g. ,mention of development of a horse carriage society developed from a sailing group, increase social activities, develop skill games with sails, find people looking for a sport and guide them to sailing, takes a particular mind set, need to guide and nurture people coming into the sport, get families sailing

Issue: Kids dictate leisure time and there are many competitive activities.

Web and Rebel Rabble-9 mentions An older couple who used to come to Nationals enjoys reading the Rabble—keeps them up to date on what's happening, web site needs to be updated more frequently, put Rabble in pdf format, eventually eliminate paper newsletter, improve website, review other sailing websites, e.g. Canadian Wayfarer site

Nationals-8 mentions Survey to find out why members don't come to Nationals, do 7-9 races; otherwise make a week-end event, youngsters racing in evening would be too tired if race with adults during day, have more races shorter in length to keep fleet together, need to entice members to travel to Nationals, need more national exposure, Maryland was going to sponsor a Nationals but fell through for some reason.

Issue: Travel distance and times-multiple mentions

Juniors-5 mentions Find ways to get younger sailors and families involved, interest young people in sailing a Rebel, Juniors must not be an afterthought, increase of numbers of younger people critical, encourage use of Rebels and provide boats for classes and week-end races.

Dealers-4 mentions Need "back yard" dealers who will promote the class, help develop fleets and sell boats, promote boat to wholesalers and retailers, get dealers to establish new fleets or reestablish old fleets.

Issue: Tough economic times

Boat Show-2 mentions Like idea of Strictly Sail boat show in Chicago, might work.

Observation: We seem to be more sure of what to do but less sure of how to do it. However, there are some good suggestions from people who have built fleets and promoted the boat. Themes of family boating, getting the youth involved, helping others enjoy the sport, building relationships and sharing the joy and challenge of sailing and inviting participation by newcomers and old timers alike permeate the comments.

We need to constantly work to improve our methods of communication, namely the WEB and the Rabble to make them more attractive, content rich and timely. We need to find ways to better promote the boat and the fleets and their visibility which will require some innovation and new funding which we presently do not have budgeted nor available unless we extensively diminish our reserves or call for contributions.

The issue of travel and the Nationals needs some brainstorming. Maybe we need to set-up Midwest and East Districts and then come together somewhere between the two for Nationals. Maybe that's the same lake each year. We can't really have a Nationals unless we can get better representation from around the country.

Would you be more likely to participate in the Nationals regatta if it was held:

- 8 Juniors - Racing Sunday afternoon, Monday morning; Adult Racing Monday afternoon through Thursday morning (traditional schedule)
- 6 Juniors - Racing Sunday afternoon, Monday morning; Adult Racing Monday afternoon through Wednesday morning (present schedule)
- 4 Juniors Racing pre or post Adult Racing or evenings; Adult Racing Saturday- Monday
- 6 Doesn't make any difference
- 12 Not likely to participate in any event

Observation: There is no clear cut preference. If you add the "doesn't make any difference" category to any of the other options, you would have a majority for any of the options.

However, the most preferred alternative is the traditional schedule. There is a theme throughout the survey that stresses the Juniors program as a fleet development effort of which the Nationals plays an important part.

Those who would not attend in any event cite distance as an issue. Other reasons are age, don't have a boat or no longer sail.

My First Season as a Collegiate Sailor

By Mary Vorel

Last fall when I was looking at colleges to attend, my number one requirement for each college was that they had to have a sailing team. The list got narrowed down the University of Wisconsin-Madison and Michigan State University. For financial reasons, I chose Michigan State University. I knew the team had jumped off a cliff since its days of having Dawn Riley as racing captain, but I was determined to go to State and turn the team around again. Collegiate sailing has long been known as the breeding ground for professional and world-class amateur sailors, and I could not wait to join in on the experience.

As soon as school started this past August, I truly hoped that the team was still alive and was going to be at the meeting that was scheduled on their website. Fortunately, people did show up to the first meeting of the season, and there was a Michigan State sailing team among population of over 40,000 students here. We all know that the sailing world is a close-knit family and quite the small world after all. Keeping with that story, there in the meeting room was a guy from my own club, and another I had not seen since my young butterfly sailing days. The commodore of the club immediately stood up and discussed the list of regattas we were scheduled to attend this fall. The season went from the weekend following Labor Day to the Timme Angsten Memorial regatta held in Chicago over Thanksgiving Day weekend. From the lack of enthusiasm and knowledge of the regattas, I knew that I was going to end up sailing almost every weekend this fall since there was not enough to fill up the four spots required to make a team each weekend.

I could not have been more right, I was almost instantly asked to go to the first regatta with nearly no knowledge of my racing ability. For the most part, the regattas have a fun pattern to them, but each team has their own way of hosting that makes certain ones better than others. Somewhere in the afternoon or evening Friday's, the team drove through the night to the host welcoming party for only sailors. Every weekend was a reunion for me, whether they were sailors from my childhood or from regattas already this season, it was always amazing to see who came to sail. Regattas have always been like that for the Rebel class, but collegiate sailing sends it to a whole new level. There are people from all backgrounds of sailing that appear to compete. Since I have so many different one design classes, and I went from sailing in Grand Rapids to Delavan, WI, it was almost difficult to not find someone I knew.

At about 8 AM, we all somehow found the will to wake up and go sailing Saturday. Housing was always provided except for when we went to Notre Dame, and usually the hosts were already awake and making their way out the door as well. The host team provided all the boats, usually Flying Juniors or 420's, except when certain teams were asked to bring a boat or two. We would race from approximately 9 AM to somewhere close to sunset. Two sailors from each team race in the A division for two races, then the other two sailors sail for the B division for another two races, and then the cycle starts all over again until racing is done for the day. They were usually quick courses of modified triangles,

windward-leewards, or olympic courses. We would try to get in enough races over the weekend so that each team sailed in every boat once, this could mean 18 races in a weekend. There was usually dinner with another team or all teams on Saturday, and then another party. The wake-up call would come again about 8 AM Sunday, and the racing cycle would start all over again until 1 PM. The host teams always had a creative way of making trophies. Some have various drinking glasses such as at Indiana University's Hoosier Daddy Invitational, while others like Ohio State made framed wooden sailboats with a liquid glass cover.

Michigan State qualified this year for the Timme Angsten Memorial Regatta in Chicago over Thanksgiving weekend. This was the largest collegiate regatta for the Midwest Collegiate Sailing Association which governs collegiate sailing for schools in the Midwest. Teams from all over the country came to sail in this regatta. The University of Rhode Island, Boston College, University of California-Berkeley, and South Florida were among some of the attendees, and teams such as the University of Wisconsin-Madison, University of Michigan, Miami of Ohio, and Western Michigan University represented the Midwest. Housing and Thanksgiving dinner was provided by Chicago Yacht Club members if a team needed family for the weekend. Michigan State did not do well at all, but we learned so much about sailing 420's and what it takes to sail at this level. The best sailors of the top teams sailed at this regatta, and for being only a freshman, I thought it was a privilege just to be there.

I live and breathe sailing, and all season I have been surrounded by people who feel the same love for the sport. The boats probably beat the sailors as much as we beat on them during a weekend. We sail hard during the day, and try to take the pain away by enjoying ourselves through the night. I cannot think of a better way to get away from the weekday studies than to travel to these regattas. I have sailed almost every weekend this semester, and have probably been to more regattas than some of the older students on the team. I encourage you all to find out about a collegiate team near you, where they are practicing, how they are doing, whether they need coaching, and where they are headed to next. The websites I have listed below are where you can go to find out about the collegiate schedule and results besides what you might see in Sailing World. If you would like any other information or more updates on what I am doing, please just let me know. I truly appreciate how this class has supported me from the beginning. Thank you all. Happy Holidays!!

For more insights on Collegiate sailing see:

Intercollegiate Yacht Racing Assoc.
www.collegesailing.org

Midwest Collegiate Sailing Assoc.
www.mcsasail.org

An amazing article written about the MSU sailing team
<http://www.statenews.com/article.phtml?pk=7081>

2001 Nationals

by Dave Nickels

I received an e-mail from Bill Blaine on August 7th asking me to put my thoughts together on what it takes to win the nationals. So I sat down at my computer to try to write something that makes sense and people might like to read. Nothing happened! Then an idea came to me, so I called up Word and then the phone rang. It was bad news. My longtime friend, Adrian Irving from Chicago, passed away in the parking lot while preparing his boat for the Lightning North Americans. It was an apparent heart attack in the high heat of this week. Adrian was 60!

It is now two days later and I will try again.

I am what most people call a “seat of the pants” sailor. My father taught me high-tech things such as, keep the boat on the making leg, don’t pinch, and you have to lay the boat off when it’s light! When I was learning to sail the Lightning, he insisted on holding the main sheet. On a very puffy day, he didn’t let the sheet out, and promptly turned us over. He said I didn’t keep the boat on the wind and I insisted that he didn’t let the sheet out! But I don’t feel slighted. Two years later he did the same thing to my brother George!

I generally don’t do much long term preparation. But this year was a bit different. Last year, I finished 4th after a lay-off caused from health problems. I knew I could get back to the top, but it was going to take more work than I normally put forth.

The first order of business was to have a good crew. Jennifer was going to sail with me again, and this was going to be as good as it gets! I require good crew technique. Boat balance, or heel, is very important in acceleration as well as in deceleration, or coasting. I also don’t like to feel the crew moving in the boat. I often kid with the crew when it is appropriate. It helps take the edge off when things seem like they get out of hand.

The second order of business was new sails. I hadn’t had a new suit since 1997. There were many situations in the 2000 Nationals when I just couldn’t match speed with Ed, Hank, or Mary. So I called Bill Fastiggi at Shore Sails in Burlington and asked if he could deliver them to me in St Petersburg. This was October 2000!

As for my sailing technique, it is strictly small lake. I seldom check weather forecasts, because they are

too broad and usually only about 50% accurate. My dad always said, “you have to sail what’s there”.

Small lakes require you to watch the puffs on the water constantly. The puffs indicate direction and approximate wind strength. I think of the weather leg as a box shape where you start at one corner and sail up wind to the opposite corner. But since the wind constantly changes direction and strength, it actually is more like a continuous changing parallelogram. In this case, you generally need to sail on the leg that has the smaller angle to the rum line to the weather mark.

The shore lines control a lot of what the wind may or may not do! The closer the marks are to shore, the more you need to pay attention. High banks and trees stop the wind from getting down to the water. Check how far out the wind line starts from shore in these areas. Points and coves have different effects. The wind is usually lighter on the lee side of a point, so you might stay out in the lake just to be in the wind. There might be wind in the center of a cove area, but you will probably have to pass a point to leave to the next mark. Always watch the land effect of the wind.

My boat tuning is rather crude. I set the mast so that there is about the same amount of turnbuckle thread showing above each barrel. (This obviously is a NICKELS boat). I keep the rig snug, but not so tight that the mast won’t rotate freely. When sailing up wind, I keep the jib sheet at a point so the foot doesn’t fold on the deck. I ease the jib a little in light air. I keep the mainsail trimmed fairly hard, but make sure I don’t hook the upper batten. When we can’t hold the boat down easily, I let the traveler down sooner than most people. This is about the same time I pull the Cunningham down.

This moves the draft down and forward and helps you make the boat sail faster with less effort. My off wind technique is strictly to sail down in the puffs and up when the wind is lighter. I also use the wisker pole when ever possible. I think it gets the most out of the jib when the sails aren’t competing for the same wind. When it is straight down remember to jibe on the lifts!

This has been a light hearted look at the way I learned to sail and the way I tune my boat. The points that I have touched are very basic, but they are the most important! They are the reasons the fleet separates so rapidly. This summer will give you an excellent opportunity to test your skills at Lake Fenton. All of the above mentioned situations will come into play. Use some of these cold weather months to ponder these ideas and good sailing this coming summer!



Another “Nickels” National Champion with Mark, Peggy, and James Quiniff

Fleet 26 Report for 2001 Coldwater Lake, MI

By Bob Connors, Fleet Captain

Rebel Fleet 26 at Coldwater Lake sails as part of the Coldwater Lake Sailing Club. We have 9 boats and 8 members at present, and a couple more serious prospects. Bob Connors (517) 238-5374 rpconnors@CBPU.COM is the Fleet Captain. We have a mix of brand new and older boats. 4 of the boats are kept at the Hudaks, including John Hudak Sr, John Hudak Jr, and Jack Sanderson, all with brand new boats in 2001, and Bob Connors with 1551, formerly Ed Frommes 1969 Championship boat. Elliot Hilsinger has two bright red boats at his cottage, including an older boat in which he was champion twice (which he loans to prospective members), and a newer Nichols boat which he sails to victory a high percentage of the time. Carter Neff has a 12 year old boat that he bought last year to replace his Interlake, and there are two other boats in the fleet that were not sailed in 2001. Rebels are currently the second largest one design class in the CLSC (behind Lasers) and usually have the most boats on the starting line. We sail with the Portsmouth Handicap System and the Rebel does well under this system. We also have E-Scows, Hobies and several other single boats in CLSC. 2001 was not a good sailing season, as we suffered from a severe lack of wind and had to sail make-up races or cancel. We had 4-5 Rebels in each race, and everyone was competitive, with many races decided by a boat length or less. We are looking forward to better winds and maybe some additional members in 2002.

LETTERS TO THE EDITOR:

Hi Rebel sailors:

Many of you know the Fromme family from their long involvement and dedication to the National Rebel Class Association.

Kathy Fromme suffered a severe stroke several weeks ago. She has experienced a miraculous turn around and is expected to fully recover. Maybe her involvement in golf and round dancing reflecting the very active life she and Lud lead has something to do with this.

And from Kathy:

Dear Bill,

I am finally Home from the hos[ital]. Want to than you for getting my bad news out. It is still going to be a while. I have therapy 3 -4 Times a week. Golf id in the far future. Getting all the cars was cheering Kathy



(With an assist from Harry Potter we offer the above picture with the caption. Congratulations Bill and Amy!)

Rachel Erin and Haley Ann beat to windward in a thrilling Ryan family Juniors Nationals, 2015!

Potential Rebel Sailors! Congratulations Bill and Amy

Greetings all and please forgive the mass email. Technology is wonderful in that it allows Amy and myself the opportunity to quickly let you know the wonderful news that Rachael Erin, 19" 6# 2 oz and Haley Ann, 18" 5" 7 oz joined us on Wednesday, November 14, about 4:30 p.m. Herself is doing fine, the wee ones are resting and I am a wrung out but thankful. She had a c-section but the news is good and as I get more news I will let you know. Please keep us all in your hearts and prayers and know how thankful we are to have such a wonderful community of friends! :)bill & amy & xxxx & xxxxxx

SPRING MEETING 2002

Please mark your calendars for March 9th, 2002 for the Spring Meeting. It will be held at the

Trinity United Methodist Church
605 West. Golf Road
Mt. Prospect., IL

This is the same location that we have used when recent meetings have been held in the Chicagoland area.

Located in the northwest suburbs of Chicago, about 10 minutes from O'Hare Airport. More details will be coming to fleet representatives and Board of Directors after the first of the year.

Many critical decisions are going to be made at this meeting. If you are not an "official" representative, we would like to have you come and participate in the discussions. It is a great way to get acquainted with the NRCA and gives you an opportunity to begin involvement which can help us maintain our dynamic and forward looking sailing association.



2001 FLEET 7 REPORT

Grand Rapids Yacht Club

by Karel Vorel, fleet captain

Year end finals for Grand Rapids Rebel Fleet.

- 1st- Ed/Linda Cox
- 2nd- Bob Murray/ Bill Lord
- 3rd- Dave/ Jeanne Russell
- 4th- Pat Vorel/ Dave Hazelswartz

Over the racing season we had 12 boats compete thru the year. Special mention goes to Dave and Jeanne Russell who sailed every weekend we had races. The only weekend they couldn't race was the weekend of our invitational(They had an out of town wedding). The top four racers were the only boats to complete 60% or more races for the season.

The second half of our season saw more of Leanne and Art Daglow and Al and Karel had the yellow Rebel in the water quite a few weekends. We also had a new skipper and crew join the fleet. Ron Heiner and his two children, Jeff and Jennifer. Ron bought Steve and Sue Volkhart's boat. Unfortunately, Steve's back is hurting too much to sail.

Two boats went to the Clark Lake invitational in September -Mary and Pat Vorel took Pat's boat. Leanne dragged Art to the regatta as well. Mary ended up not sailing the first day of the regatta due to illness and even though Leanne and Art finished last in the regatta, they were happy to finish with the other Rebels and not back in the other fleets this year. It's probably because Art was crewing for Leanne this year and not me(karel). Everyone had a great time dancing. We were a little worried about the dip Art gave Leanne dancing, when she ended on the floor. Art also was kind enough to show Mary how to two step.

Over all, this past summer was good. We had an influx of new people and we also had some old regulars come back to sail a few times. Competition is good, even though Ken Nelson and Jack O'Donnell didn't make their 60% they were out giving everyone some really stiff

competition. Al and Karel Vorel also were competing well. Year end results were only separated by a few decimal points, so for the most part, everyone had good races. Now we just have to have the great races that Ed and Linda Cox have, but the other skippers and crew are hot on their stern at this point.

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OCTOBER 16, 2001

NATIONAL REBEL CLASS ASSOCIATION

C/O Mr. Clarence Metzger
1420 Old Trail Road
Maumee, OH 43537

Dear Friends:

It is with great pleasure that we write to acknowledge the very significant Ray Greene memorial gift of \$250.00 to the Western Lake Erie Historical Society.

This gift will be used to continue the society's efforts to document and preserve our local history of recreational boating. As we all know, Ray Greene was a great contributor to this heritage.

As Daniel Spurr's book "Heart of Glass" attests Ray was a true pioneer in the fiberglass boat world. WLEHS aspires to maintain and extend a collection that will enhance this history.

Thank you most sincerely for this wonderful contribution. If we may be of service to your association, please call on us. We will be most happy to assist in any way that we can.

Sincerely,

Ernest W. Weaver, Jr.
Secretary

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