

Glenda Libby's Rebel Fever

January 2011

For some it won't take much to imagine a cold blustery day watching the snow fall huddling over your computer trying to recapture that that makes for great sailing copy. Fuzzy like the bumbling weather swirling about; the mind races from one bad wind shift to the next until a little window pops up exclaiming REBEL FEVER. Dazed like a lit deer, Glenda Libby says "I am now the PROUD OWNER of ANOTHER REBEL!!! I bought her today for \$200 and think I may



name her "LOST CAUSE"... since my friends don't want her, my REBEL FEVER has become attached to her so I think I'm going to slowly work on restoring her like I did my beloved "QT"..." slowly take hold." Yes, that's right elsewhere the universe is not a snow covered tundra whose weather is bluntly embittered by climate change. Elsewhere might just be the place, couldn't make the US Sailing One-Design Symposium in San Diego so may be this ...

... is just the cure. In her Mark 1.5 Quiet Time above, Glenda has acquired a Mark 2 that had traveled into obscurity and asked: "Can any of you tell me what year she might be? The man that sold her said she came from a family who owned her a long, long time and she had been passed through to a sister, then finally to a brother who sold her to this man in St. Pete, FL. ... He said they told him she was a 1969 but she is designed COMPLETELY different than QT who is supposedly a 1972 Rebel!" A quick look at the Quiniff article "Rebel Models over the Years" should confirm that QT was built prior to 1963 and Lost Cause built thereafter in 1969 as her owner suggested.

Adding 10 years to a Ray Greene boat is like adding years to a fine scotch, it just gets better. And by the looks of Glenda's many sailing adventures, QT ...

[continued next page]



... Spent 4 days last weekend with my friend Mel pulling the centerboard out of QT and it is amazing what he did to refinish it! We also did my rudder and I plan to put together some photos and a little account of the work...they look BRAND NEW!!! I'll share when I get it put together but am heading out Wed after work to join a group of 24 folks for a Thanksgiving Dinner at Cabbage Key, then sail the rest of the weekend so no time to work on a "refurbishing story" now! LOL! And she now has an "antique vessel" decal on her! whoohooooo! She's special!

I think it would be FUN to have some Rebels come to our mid-winters....I might even learn how to rig her mainsheet correctly. I have mentioned it to Ray Laguna who is on the board and I crew at times w/him on his Flying Scot so hopefully he'll pass the idea forward. If not, we have our club Christmas party next weekend and I'll talk it up then! GREAT IDEA!

Am packing to head south so will be back in touch when I get back...we have 26 planning to enjoy Turkey on the great screened porch of Cabbage Key! Also plan to tour the museum on Useppa the next day, then off to explore and sail! WHOOOHOOO!

...is still providing those sips of sweet sailing.

Glenda also wrote to advise: "Just read your coverage on the masthead pillow and then saw you had me labeled as the "de-signer"... sorry, but that is incorrect. I saw the pillows that our sailors at LESC (FL) were using and borrowed one to make a pattern for myself at a much cheaper price. Then I passed on the pattern to Commodore June to share w/ anyone else who wanted to make one. It is really an easy design to make and sew.

I've been doing a LOT of sailing since I saw you; dinghy adventures with my Rebel with the WCTSS (<http://ftp.ij.net/wctss/wctss/gallery.htm>) and I think the Rebel folks are planning to share some of that info on their site also. Rebels are not common here...in fact, I've never seen another one, just my beloved QT!

Sailed from Cape Coral to Everglades City (FL) in October and spent 10 days exploring the coastline including Marco Island, Everglades City, Panther Key, Naples, and then up to Fort Myers Beach. It was a WONDERFUL adventure!!!!



We had a board meeting today and we are keeping it just Wayfarers and MC's., They could come for the Geo Washington Regatta and have their own start, If they have 5 boats. I am thinking that the Lake Eustis SC's George Washington's Birthday Regatta may only run two days two weeks later but it would get the Rebels (those whose emails I know are copied) a foot in the door at LESC. From there a Midwinters could

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COMMODORE'S CORNER

Somehow as the daylight becomes shortest and everything is snow covered and frozen solid, it is hard to imagine that soon we will be planning for the 2011 sailing season. It seems just a few weeks ago, we cleaned up our boat and placed it in its winter storage spot. This time of year like many sailors, we take some time to reflect on the past season. We play back our mental hard drives, to look once more at our great races, and also those woulda, coulda, shouldas, we all seem to hang onto. Hopefully, there were more of the former than latter.

Now that we have left it astern, it seems the Rebel 2010 season had a good measure of adventures and milestones. We introduced our class to racing on Chesapeake Bay at the Rock Hall Regatta. It gave us a chance to sail among racers unfamiliar with the Rebel. Also it gave us a taste of something other than around-the-buoys racing, in their down river race. Everyone agreed it was unique and challenging experience, that we may consider doing more of.

It was encouraging to see so many first time competitors at the highly attended 2010 Nationals, hosted by Grand Rapids Yacht Club. It seems the experiment with the weekend RNCR schedule certainly has a place in our toolbox. Our friends at Awosting Yacht Squadron are busy making plans for next year's Nationals at Greenwood Lake. We look forward to, once again, sailing on this beautiful lake in the shadow of the Appalachians.

For some of us the season was capped off with another great weekend, at the Tim Dowling Memorial Regatta.

... For those of you who have never been, Clark Lake Yacht Club puts on first rate event. With two days of racing, great food and live entertainment, what's not to like? Okay maybe it was a little cold and rainy. Even so, our nine Rebels were the largest fleet, of the thirty boats racing. Uncle Al left his Wayfarer at home, to show us how it is done. Sailing in a Rebel, and taking firsts in all five races. Meanwhile, Dave Nickels humbled us all, single handing in a breeze that gave pause to most of us with crews. It is really something to see.

Soon the holidays will be behind us and there are several upcoming events to help jump start the new season. The, sailboats only, Strictly Sail show will be at Chicago's Navy Pier January 27-30. There will be plenty of boats and equipment on display, as well as instructional and go-fast seminars.

Also in Chicago April 2-3, US Sailing will hold its Yacht Club Symposium at the luxurious Fairmont hotel. It will feature many presentations and workshops to help us manage our local clubs, plus a dinner featuring no less than Ted Turner as keynote speaker. Network with fellow club officers; learn new techniques, and current best practices to strengthen sailing, at the grass roots level.

If these onshore events don't float your boat, our Wayfarer friends have invited us to join them Feb 19-20, at Lake Eustis Sailing Club's, 41st. Washington's Birthday Regatta. Located North of Orlando this well run club is becoming the go to destination for many popular one design classes' winter events.

Lastly the NRCA Spring, Board and General meeting will be at GRYC on February 19, 2011 @ 10:00AM. We have a group of dedicated officers, acting as spark plugs, to keep our programs going. Some new spark plugs could help things run even better. Consider stepping up for one of the soon to be open slots for officers or board members. Remember it is your Association.

Judy and I send our best to all, hoping that your Christmas and New Year were as wonderful as ours. We also extend our deepest sympathies to the Robb and Stebing families as the sudden departure of Jeff Stebing has beleaguered our friends from Clark Lake.

See you in Grand Rapids. John

R

REBEL RABBLE
 Official publication of the
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Member Boats and Parts

Pictures & Parts List on the Web at

www.rebelsailor.com

If you wish to list your boat in 2011, please let us know by electronic or regular mail.

Next Issues and Deadlines:

<u>Issue</u>	<u>Deadline</u>
January 1	December 1
April 1	March 15
July 1	May 25
September 1	August 15

Fleet 2 ... and CLYC have an ambitious 2011 schedule planned. Saturday club races have been combined, creating a multiple weekend invitational. Portsmouth scoring will be used and the awards will be presented at our fall regatta. The entry fee for non-CLYC-members is a sixty dollars for races dates of May 28, July 2, August 6, September 3, 10 & 17, start at 11:00 am. Competitors need to sail 50% of the races sailed in order to qualify. Bring your own lunches and pick up your free 50th t-shirt with entry fee. Extra shirts are ten each. The Sail-O-Rama on July 31 is a separate event and does not have an entry fee. Ryan Haslett has started his US Sailing certification process to become a level one and two instructor. CLYC plans to offer US Sailing courses this summer in addition to their fun sail on Thursday evenings. 2010 club racing went to the final Sunday before a summer championship was secured. Woody Woodruff, our dean of 37 national regattas, held both Bruce Nowak and Neil Robb in check to win 13, 14 and 14, respectively. Dan Hockenberry, our spring series champion was 2 back at 16. All four boats had at least 3 firsts and 1 second. Woody won with 5 seconds and 3 firsts. The 2010 overall champion was Bruce Nowak by virtue of being second in both series.



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 Includes Internet Listing

Issues	1	2	3	4
<u>Cost</u>				
Full Page	\$100.00	190.	270.	340.
Half Page	50.00	90.	135.	170.
1/4 Page	25.00	47.	67.5	85.
1/8 Page	15.00	28.	40.5	51.

Business Cards Ads for NRCA members will be placed in four issues at a cost of \$25.00. NRCA members only may advertise to sell their boats and sails at no cost. Other items for sale by NRCA members is \$0.15 per word. Non-NRCA members may also advertise their boats, sails and other boating items at a cost of \$0.25 per word.

Advertisements are solicited for placement according to the rates published in the Rabble.

Advertisements will be run and placed on the internet when payment and copy is received.

No Advertisements will be placed on the Rebel website, <http://www.rebelsailor.com>, without a corresponding ad in the Rebel Rabble. *Visit our advertisers, buy a new boat.*

Rebel Fever continued from page 2

likely be developed with the right kind of schmoozing? Perhaps you and the other Rebel sailors could discuss this matter, possibly in time for 2011? Who knows, maybe some isolated, fleetless Rebels might in this way be enticed out of the woodwork - if you don't mind the termite metaphor???"



February 19th and 20th is the 41st Washington's Birthday Regatta at Lake Eustis Sailing Club's. LESC is located north of Orlando and this well run club is becoming the go to destination for many popular one design classes' winter events. If we can get 5 boats there, Rebels would have their own start and awards. As it took us a couple years to gather the momentum to arrive in Rock Hall, I doubt we can rally that fast. Especially since our 2011 Spring Meeting is currently scheduled for the 19th of February at the Grand Rapids Yacht Club. May be next year's Commodore will schedule the 2012 Spring Meeting just north of Orlando in time for the 42nd LESC Washington's Birthday Regatta.

Oh that's right, your editor is scheduled to move up to that chair. Yea, I know it is a long way away, but it should be a lot warmer. Last time I checked, it was ...

... 20 degrees, lightly snowing and my brain is beginning to freeze up just thinking about it. So let us know what you think of traveling to Florida for a meeting that includes racing! And special shout out to Uncle Al and Glenda for getting us the invitation to sail.

Thanks

R

Rock Hall... When I first saw Glenda's pictures, I couldn't help but think of our trip to Rock Hall last season. That was such a great time, that we need to be planning for it now. The 2011 dates are given as June 10, 11 and 12 in the Rock Hall Yacht Club (RHYC) on-line Calendar at <http://www.rockhallyachtclub.org/calendar.htm>. Connie Ranney of RHYC has confirmed those dates for Uncle Al and Bill Selick. On the 24th of December, Bill wrote saying he was planning to attend as are Sharon and I. Besides being a great tune up for our National Regatta in July, you may also want to consider getting your boat there early. Jack Schuchardt and Bill are planning a 9 mile tune-up race for July 9th! Well if the wind cooperates, that is.

Awosting reports... The Greenwood Lake Fleet had an interesting ,exciting ,suspenseful and CLOSE racing season !! The championship was not decided until close to the very end and so I won't hold you in suspense any longer -Bill Selick with crew Jim Labate and Dillon Waltner won it !!!

From the start of the season to the end the lead changed hands just about every other week. Dan Leon came roaring off the start line in the early part of the year with 4 firsts in the first 8 races ! Right behind was Jeff Schuchardt and crew Johnny along with Bill Selick.

All summer long Bill and Jeff traded the # 1 spot back
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Awosting reports... and forth until finally very close to the end of the season Bill pulled it out and is now our Champion sailor for 2010.



The top 3 boats were Bill Selick-Jeff Schuchardt -Dan Leon

Now that Bill has his Championship trophy and all of the above is history lets talk about 2011. As you know Greenwood Lake will be hosting the 2011 Rebel Nationals and I WANT TO SEE EVERY PERSON THERE WHO IS READING THIS. Seriously ,if you don't come you will have missed a great time and a great regatta so mark your calendar and " GO EAST ".

All of us at Greenwood Lake intend to do what ever it takes to host a fine ,fun filled regatta .All of our committee heads are starting the planning process and everyone is excited about hosting the event again. We are building upon our experience from the last time and we hope to make this an even better regatta than last time .

Yours truly has the task of assigning parking places for all the boats -just like last time .Please be aware there are only a few premium parking places although everybody will be assured of a spot .Should you be interested in one of the premium spots I would suggest you forward your CASH donation (or gift) directly to me as soon as you can-thank you in advance (don't take me seriously, please)

There will be more (a lot more) information coming as we get closer .

Please try to come to our beautiful lake so we can all renew old friendships and make new friends .

See you on the water .

Jack Schuchardt

Lifting Bracket Repair ...

On Aug 1, 2010, at 2:00 PM, Bill Selick wrote:
After our race yesterday, I went to pull my boat out of the water on my hoist, but the rear bracket popped out of the floor. (The bracket fell into the lake)

1. Does anyone know where I can buy one of those tabs
2. What is the best way to anchor the tab back into the hull of the boat? Is this standard fiberglass work, or do I need to know more? Anyone have any hints?

OR

3. Can I add an eye bolt to each corner of the transom (sticking up vertically) and lift the boat from those points safely? Until the Fall when I pull the boat and put it in the garage to work on it...

4. Is it safe to lift the stern using only the top gudgeon?

On August 2, 2010, at 9:18 AM, Bill Selick wrote:
I have had an outpouring of advice from individuals, many of whom did not reply-all, so I thought I would summarize for everyone here.

1. Nickels Boat Works can supply the tab (also known as a Tang). There seems to be a backing plate available as well, and Dave Nickels is recommending that as long as I am replacing it, that I beef it up a bit since I use it every day.

2. The best way to anchor the tang back into the hull is with a combination of epoxy and fiberglass.

3. Putting eyebolts on the corners of the transom is a bad idea. Jack Roe has that on his boat, and his mainsheet gets caught on the bolts during jibes. Also, Dave Nickels points out that the decks of the newer transoms are not supported like the old Rebels, so this is a dangerous idea.

- 4) The biggest variety of answers came from the gudgeon question. They ranged from "don't ever lift from the gudgeon" to "always lift from the gudgeon".

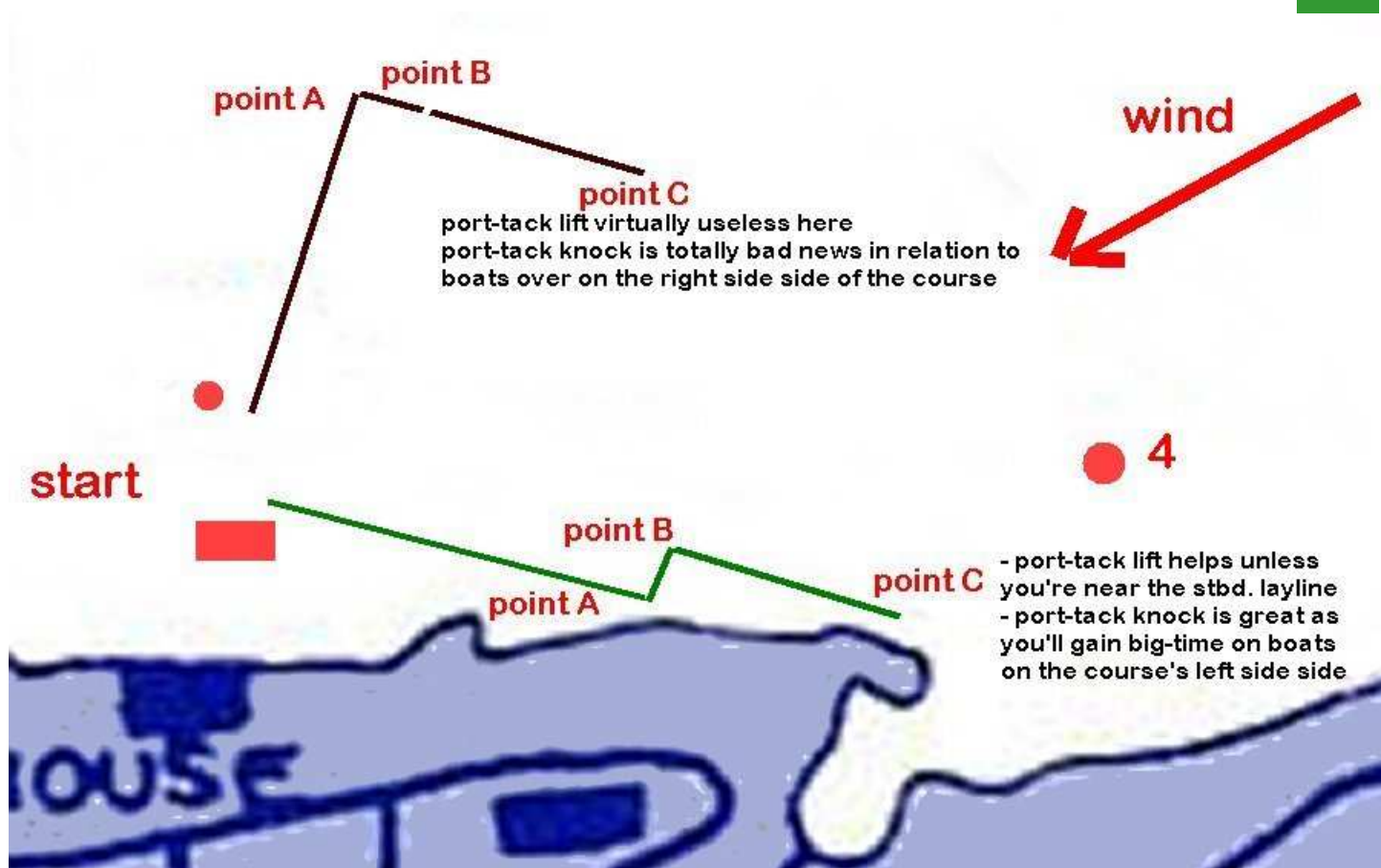
continued next page

Lifting Bracket Repair continued from page 6... I like Hank's answer to this question. He suggested bolting through the gudgeon into the inside of the hull, and using the inside point as a lift point. However, since I will only be lifting the boat through the gudgeon for a few weeks, I will take Dave Nickels' suggestion of tying a rope through both gudgeons and feeding that through the bridle. I will also add a bit of foam as a cushion above the gudgeon to prevent chafing of the line.

As soon as all my parts arrive, I will be having a fiberglass installation party at my place. Beer will be flowing for anyone who wants to join me. For those participating remotely, have a round for me.

Looking forward to seeing everyone next summer and looking forward to your critique of my work. Bill

R



2007 Nationals Revisited (as borrowed from the Awosting web page: <http://www.selick.com/rebel/RebelRegatta2007/default>)

The "you can blame Bill Selick for this because he wants some educational stuff department": Strategically speaking, the main body of the fleet was making a low percentage move by going across the lake first (see black lines in the simplified diagram above). Unless you are virtually certain that you will get better wind strength by sailing the shorter tack first (in this case starboard was much the shorter tack to be sailed in going to the windward mark), you should always sail the longer tack first. This is especially true in shifty conditions such as those that one typically finds on small lakes. In this instance, Dan and I (green line) hugged the east shore on the port tack that let us sail far, far closer to laying the mark than starboard which was mostly across the lake and did very little to move people up the rhumb line (straight line from mark to mark). The only way we could lose was if the other side got better pressure or a port-tack lift that we never saw. Given fairly equal winds across the course on the other hand, we could expect three possible wind direction scenarios, two of which would let us gain while the third would see no one gain or lose.

continued next page

2007 Nationals Revisited continued from page 7...

Picture the boats at points C above where they are still even. If the direction remains constant, no boats will gain or lose. However, if there was a shift, Nickels, Mark Q and Hockenberry sailing the green course along the east shore were bound to gain by having sailed the long tack first. A knock would let us tack and cross the fleet by a ton (given the vast amount of separation between us on the east shore and the fleet on the other side of the lake). Meanwhile, a lift would let us come (even) closer to laying the mark while that same lift would be useless to boats that were already across the lake and laying the mark even before the port-tack lift came along.

One fear we did have was that the wind would veer significantly towards the east and leave us with our breeze partially blocked by the near-by east shore. But if this happened, we were very ready to tack out immediately onto a radically lifted starboard tack which would take us out of the wind shadow of that shore. And even if we did spend a few moments with very little wind, such a shift would spell far more complete disaster for the guys on the west shore who would have reached the port layline (at point C for the black line) and would now find themselves with breeze but facing a dead upwind beat to the windward mark.

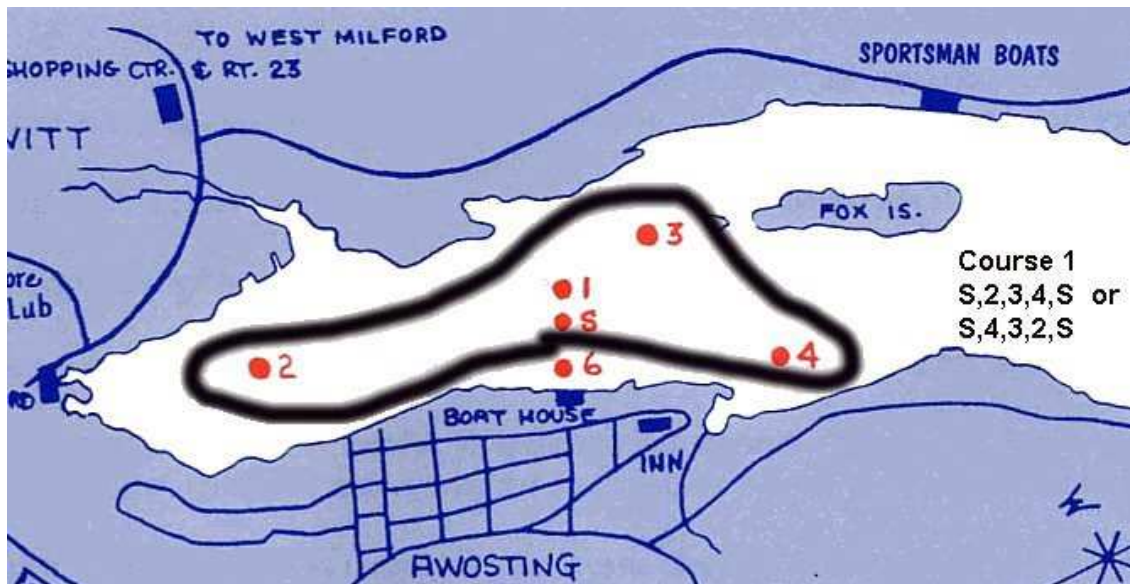
Corollaries: We used to have a Wayfarer long-distance race on a long narrow lake that runs more or less east-west and where on summer days we would typically get a SW breeze that angled across the right-hand shore and veered or backed perhaps 15° from its usual direction for brief periods of time. Very much like in the race described above, we could sail port tack at about a 20° angle to the shore along our 5-mile beat to the windward mark. Most of the guys, when they ran out of sea room, would tack and go a long way across the lake, whereas we would tack out 100 yards and go back onto port as often as was necessary. There was relatively very little time that could be **usefully** spent on starboard tack, so we hoarded that time and were very miserly about spending it. Avoiding the rocky shore was one of those times. But the other, the time that we totally lived for throughout the long, long beat, was the brief port-tack knocks that were sure to come along every few minutes, knocks that could be turned into great starboard-tack lifts with a quick tack. Almost invariably, we nibbled the competition to death with this very simple strategy. In other words, avoid using up your precious shorter-tack time unless there is a very good reason to do so - be it rocks, a good shift or visibly better breeze.

I still recall like it was yesterday, my first long-distance race on that lake - in 1966 - where I experienced something that changed my sailing life. I had of course read about tacking on headers, etc. but this day brought its potential significance home to me in a way I have never forgotten. Again, the wind was much like in the second race of the Nationals. We rounded a leeward mark (an island, actually) near the north shore of the lake in an ignominious 8th place and began what would be a three-mile beat, west up the lake to the finish. This being times where Wayfarer racers were less educated, the top seven boats all held starboard around the mark and mostly across the lake. For no other reason than to be different, I decided to tack immediately to port. As luck would have it, the leader (John Green, W745), who was a good mile ahead of us, tacked at the same instant. Now we were bow to bow, but of course, John was a mile to windward of us. Only about a minute later, there was a very substantial port-tack knock that caused both of us to tack instantly - just like the books recommend. Now we were still sailing nearly straight west along the long axis of the lake but there was one little difference: **I was now a mile to windward of John! I had gained nearly two miles in two seconds!!** I have learned two things from this: 1. when defending a lead, I stay as much as possible between the main threat(s) and the next mark, and 2. when trying to catch up, I try to get into a position where I can benefit from the next expected shift - and that brings me back to our second Nationals race in which most of the fleet let us get into a position where we were very likely to benefit from **any** expected shift.

NATIONAL REBEL CLASS ASSOCIATION
Treasurers Report
as of December 31, 2010
Perliminary

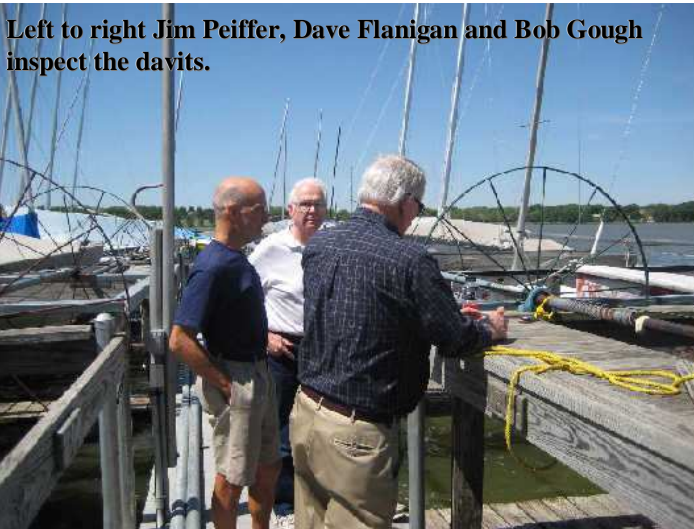
Account Number	2010 Budget	July - December Transactions	Year To Date	Year To Date Variance
INCOME				
400 Dues - Active Members	\$2,610.00	\$150.00	\$2,520.00	(\$90.00)
401 Dues - Associate Members	\$720.00	\$75.00	\$720.00	\$0.00
410 Advertising Revenues	\$150.00	\$50.00	\$100.00	(\$50.00)
415 Royalties - Sail @ \$10	\$150.00	\$50.00	\$60.00	(\$90.00)
416 Royalties - Boat @ \$25	\$0.00	\$0.00	\$0.00	\$0.00
420 Sale of Patches	\$100.00	\$7.00	\$17.00	(\$83.00)
430 Trophy Fees - Nationals	\$1,000.00	\$752.00	\$1,277.00	\$277.00
480 Interest Income	\$100.00	\$0.00	\$0.00	(\$100.00)
490 Contributions - Members	\$800.00	\$20.00	\$580.00	(\$20.00)
491 Contributions - Scholarships	\$0.00	\$0.00	\$0.00	\$0.00
492 Contributions - Fleets	\$0.00	\$1,000.00	\$1,398.58	\$1,398.58
493 Nationals - Other income	\$0.00	\$0.00	\$0.00	\$0.00
Total Income	\$5,430.00	\$2,104.00	\$6,670.58	\$1,240.58
EXPENSES				
500 Scholarships	\$200.00	\$0.00	\$140.00	\$60.00
501 Donations by NRCA	\$300.00	\$0.00	\$0.00	\$300.00
509 Rabble Editor Expenses	\$100.00	\$0.00	\$0.00	\$100.00
510 Rabble Postage	\$270.00	\$232.60	\$368.15	(\$98.15)
511 Rabble Printing	\$1,500.00	\$1,584.00	\$2,050.20	(\$550.20)
530 Class Development	\$700.00	\$280.00	\$700.00	\$0.00
540 New Member Expense	\$0.00	\$0.00	\$0.00	\$0.00
550 Nationals - Trophy Expense	\$670.00	\$55.00	\$694.00	(\$24.00)
554 Junior Nationals - Trophies	\$225.00	\$0.00	\$202.50	\$22.50
555 Junior Nationals - Other	\$150.00	\$100.00	\$100.00	\$50.00
556 Nationals - Other Expense	\$0.00	\$0.00	\$0.00	\$0.00
566 Postage - Treasurer	\$230.00	\$0.00	\$128.36	\$101.64
567 Printing & Supplies - Treasurer	\$100.00	\$0.00	\$143.77	(\$43.77)
570 Rebble Patch Expense	\$0.00	\$0.00	\$0.00	\$0.00
571 Rebble Decal Expense	\$520.00	\$0.00	\$519.12	\$0.88
586 Dues to US Sailing	\$250.00	\$0.00	\$125.00	\$125.00
587 Delegate to US Sailing	\$100.00	\$0.00	\$0.00	\$100.00
590 Mold maintenance	\$0.00	\$1,050.00	\$1,050.00	(\$1,050.00)
595 Spring Meeting Expense	\$0.00	\$0.00	\$5.44	(\$5.44)
597 Miscellaneous Expense	\$0.00	\$0.00	\$44.96	(\$44.96)
599 Ray Greene Memorial	\$0.00	\$0.00	\$0.00	\$0.00
Total Expense	\$5,315.00	\$3,301.60	\$6,271.50	(\$956.50)
Surplus or (Deficit)	\$115.00	(\$1,197.60)	\$399.08	\$514.08
Cash at end of reporting period	\$12,414.31			

R



REBEL SAILORS GATHER AT CSC

Rebel Fleet #24 gathered in the gazebo on April 28th to laugh, hug, eat, and talk, talk, talk. Old stories were recycled and new stories competed for time as old friends gave their friends “thumbnail sketches” about the happenings in their lives over the last 20 or so years.



Left to right Jim Peiffer, Dave Flanigan and Bob Gough inspect the davits.

Bill Cheek cooked steak, ribs, and chicken for us that was worthy of the best restaurant in town. His reputation is secure in Rebel lore. He will be remembered in our “remember when” stories along with our “Rebel Punch” and Bauer Ice Cream.



Roianna Grigsby shows off her quilt made of old regatta T-shirts. So that's what you do with them!

Roianna Grigsby showed off a magnificent quilt made from T-shirts picked up in many regattas where she and Dick participated. Too bad Jerry wore his t-shirts till they were only fit for polishing furniture or his multiple projects. But then his wife would never get around to making a quilt.



Dave Flanigan checks out one of the Rebels still at the club.

The Rebels had some very active sailors and many Rebel sailors have their names on the Norm Watkins award and the Past Commodore's list, but as the song goes, “Old Pappy Time....” Also, some of our most esteemed members of the group have passed on to that great sailing club in the sky. Our great traditions--and many good cooks--remain. In fact, all of us had so much enjoyment that another reunion has been scheduled for August. August? Yes, we know it will probably be hot, but everyone agreed that we should not wait another month longer. This party was too much fun.



Dick Grigsby chats with Kelly Gough.

The Rebel Fleet appreciated the use of the club and were in awe of the major improvements. Several of the attending members had never seen the clubhouse or used flush toilets at the club. Wow! Thanks, again, for the use of the club. We had a beautiful trip down Memory Lane.

Bill's Mom (From: Betty Wilson May 2010)

R

Jumping back in, I'd like to thank Betty & Bill for their efforts on behalf of the Corinthian Sailing Club. We'd also like to hear how your August party went, with any luck we'll all know about this time in 2012. And if you need cooler temperatures please wander north-east next June or July you'll find Rebels sailing in Rock Hall and Greenwood. August is Lake Opeka followed by Clark Lake in September.

Bill Blaine was kind enough to give us a long tweet:

Hi Bruce,
 The Urban Nationals issue is really great. Congratulations on the finished product of your efforts. I'm sorry I won't be able to attend the Nationals, of only as an observer. Maybe one year I will be able to make it. Please say hello to our many Rebel friends. I'm doing pretty well. Still making a difficult transition to single living after 52 years. I miss Tokiko a lot as you can guess. Bill

And your acknowledgement of enjoyment for our Rabble is appreciated as would be your presence be this July on the Awosting shore of Greenwood Lake. Tokiko is too missed by all of us and would want you to enjoy your Rebel family once more.



Yup, there are a few dozen Lake Opekas in those Greenwood waters.

A final shout out to John Butzer for his donation of classic championship trophies. We will repurpose them—thanks. Have nearly completed a dry-rot repair on number 3 and believe that another one of the original 10 has surfaced in upstate New York. Hopefully we will see her or pictures of her while at Awosting in 2011. See you in Grand Rapids, Bruce

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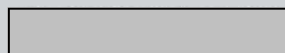
*You're never too old to
 have a happy childhood.*

Nick Tanis

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NOTICE OF RACE

CLYC Portsmouth Invitational

May 28, July 2, August 6, September 3, 10, 17
www.clarklakeyachtclub.org

Rock Hall One-Design Regatta

June 18, 19 & 20, 2011
<http://www.rockhallyachtclub.org/>

Rebel Nationals

July 9 -14, 2011
Greenwood Lake, Awosting NJ
bill@selick.com

Des Plaines Invitational

August 2011
phil.faulkner@sbcglobal.net

Grand Rapids Invitational

September 2011
vk1vet@netserve.net

Tim Dowling Memorial Regatta

CLYC September 24 & 25, 2011
www.clarklakeyachtclub.org



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