



PRESS PACK

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Press release (for 2pm Friday 20th May 2011)

Falmouth to host the 2013 “Little America’s Cup”

Today Team Invictus are announcing the return of a premier sailing event that has not been seen in the UK since 1969. It’s title is the rather sober “International C Class Catamaran Championship” (ICCCC) but to the sailing world it has become universally known as the “Little America’s Cup”

Team Invictus are an engineering led team based in Bristol who in August 2010 went to New York Yacht Club in Rhode Island and came a credible 3rd. This earned them the honour of organising the next championship and today they announce their choice of Mylor in Falmouth as the venue.

The dates are set as 25th August to 1st Sept 2013 with the week before for training. It promises a very high profile for Falmouth; the event attracts an international audience who will see what a beautiful area this part of Cornwall is. Team Invictus have teamed up with a consortium from Restronguet Sailing Club, Mylor Yacht Club and Windsport International to host the event in the village of Mylor at the upper reaches of Carrick Roads and look forward to creating a great event.

We are very excited by this opportunity, and we are right at the front of the resurgence of this great event. In 2010 there were 5 teams and 7 boats; already we have 10 teams and maybe up to 20 boats and this will help drive Falmouth’s economic regeneration.

The winner of last years championship, Fred Eaton said: "We are looking forward to defending the International C Class Catamaran Championship at Falmouth. I have had the pleasure of racing in Falmouth before in International 14s and will enjoy returning. The town and the area are rich with inspirational history for a sailor and the people are very welcoming. I know that it will provide a great test for both the boats and crews at our next Championship."

This event has had a cult following since it began in 1961 through the continually innovative developments that have evolved over the years. And its story began as a reversal of the 1851 America’s Cup story; the Brits went to the USA and brought the trophy back to these shores.

The events nickname came about because racing was based on a similar format to the AC races, the same course, and it was a match race series (one on one). The boats however, were very different. They chose the International C class catamaran, a development class with basically 3 simple rules, length, width and sail area, which gave designers maximum latitude for innovation.



Over the years, they evolved, and today the C class are the pinnacle of sailing technology. They are powered, not by sails, but by powerful wings with aircraft style flaps which propel these sleek craft, weighing less than their crew at two and a half times the speed of the wind.

Yesterday the Palermo based “Challenge Italia” (www.challengeitalia.it) announced their challenge, headed by Roberto Gripi, and including Luna Rossa sailors Francesco Bruni and Pierluigi De Felice.

An undisclosed Swedish team will also announce their challenge on Swedish national day on the 6th of June and two French teams, one Swiss and one Australian team are also close to announcing challenges” in addition to the US and Canadians.

“The planning starts now. We want to make this a great event, we want cameras on the boats, GPS tracking and facilities to watch from the shores and on the water. We also do not want to forget, this is the end result of 3 years of hard toil for all of the teams, and so we also need to put on a good party”.

The wingsails on these boats are incredibly light, made from carbon fibre to aerospace standards, they generate as much power as a conventional sail more than twice their area. C class sailors call themselves “wingnuts” and it is the technical challenge of designing the most efficient craft that really motivates them.

But winning is a team activity; the sailors must learn how to sail these greyhounds. “C class catamarans are easy to sail, but very difficult to sail well”. To address this, the team are also announcing their latest sailing recruit: Tom Phipps.

Tom is based and grew up in Mylor and he will start to learn the ropes on the teams current boat ‘Invictus’, helped by Gordon Kaiser, crew in the 2010 LAC. Tom’s track record is impressive, including several national titles in both keelboats and catamarans.

To fund their challenge, the team have secured a number of new sponsors, including Atlantis Weathergear for clothing, ANSYS for structural and aerodynamic analysis and Advanced Composites Group for materials. The team are also in discussions with a few potential sponsors to cover both the build of 2 new boats and for the event itself.

The first of the new boats will be based on linear developments along current trends and will provide a low risk and competitive boat to compete against the current generation. The second boat will take a number of new ideas and bring these together into one boat, which the team expect will take the C class to the next level.

Team Principal, Norman Wijker says “Forget the Big America’s Cup, small is beautiful; come and see for yourself”.

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Additional notes for the editor

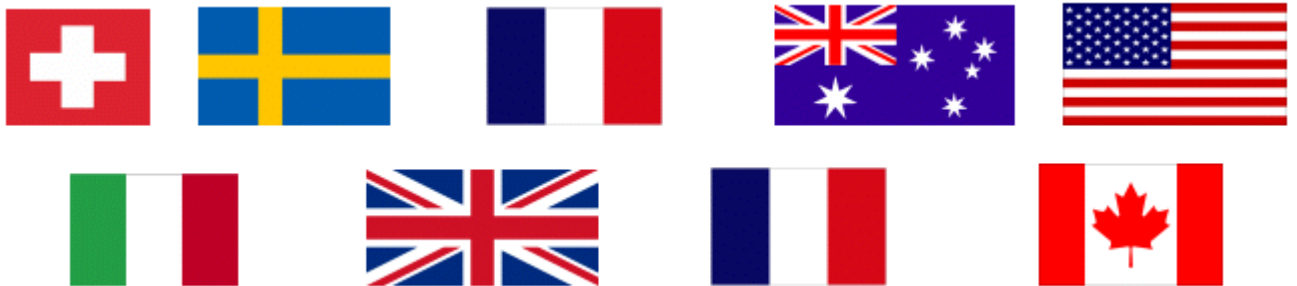
- **High resolution images are available on request. The following pages give some thumbnails of images, including flags of competing nations.**
- **Also included is a short summary of the team, including a special note about new team member, Tom Phipps.**
- **Our current sponsor logos are included.**



Invictus sailing off Newport Rhode Island



The C class logo



Nationalities joining the 2013 “Little America’s Cup”



Tom Phipps and his impressive track record

Tom Phipps is only 22, but has already had a successful sailing career. Currently studying at Plymouth University, he grew up on the shores of Carrick Roads in Falmouth. He is sure to bring a new enthusiasm into the team and their development sailing leading up to the ICCCC in 2013

2004

Gold Medal - ISAF World Youth Championships - Poland

1st - RYA Youth Nationals – Pwllheli UK

1st - Hobie 16 Nationals – Pwllheli UK

1st - Hobie 16 Spi - Europeans

1st - French Nationals - St. Marlo

2005

Silver Medal - ISAF World Youth Championships - South Korea

1st - RYA Youth Nationals – Largs UK

2nd - Hobie 16 Nationals – Pevensea UK

2006

BBC SW Young Sports Personality of the Year

Gold Medal - ISAF World Youth Championships – Weymouth Uk

1st - RYA Youth Nationals – Weymouth UK

6th - Hobie Tiger World Championships - Spain

2nd - Hobie 16 (U21) World Championships - South Africa

ISAF Young Sailor of the Year Nominee

2007

5th - Carnac Eurocat Event – France

2008

1st - Tornado Nationals – Mumbles UK

2009

1st - Student Keelboat Europeans - France

2nd - BUSA Student Yachting Nationals - Portsmouth

4th - J80 Nationals – Hamble

2010

British Keelboat Academy Selection

3rd Student Keelboat Europeans - France

4th - J80 Nationals – Cardiff UK

3rd - BUSA Student Yachting Nationals – Portsmouth UK

1st - Dart 18 World Championships – Weymouth UK







Who are team Invictus?

In 1987, when Norman Wijker graduated from Cranfield University, he picked up a magazine and read an article in Boat International about an event called the Little America's Cup. In this the article described boats with wings, nautical and aeronautical combined.

In the early 90s, Norman tried to bring a new challenge together, but this came to nothing. Later, in 2002 he and fellow aeronautical engineer, Mark Bishop decided that they wanted to exercise their engineering skills in a less constraining environment than the safety conscious field of civil aviation

They approached their employers, Airbus in Filton, and who provided funding and an opportunity to recruit from within the company for volunteers.

Soon after, they challenged for the "Little Americas Cup", sending the challenge to the cups trustees and then current holder, Steve Clark.

The trustees, having had no challenges for 8 years, decided they wanted to abandon the traditional C class catamaran, and adopt a standard production boat. Luckily Steve Clark didn't and so he organised a breakaway event and Team Invictus and a new Australian team entered.

Steve easily beat the newcomers, but for Team Invictus, it seemed criminal to throw away all that learning, and so they vowed to come back with a better boat.

Mark and Norman were joined in the team by a group of enthusiastic volunteers. Within Airbus there were aerodynamicists, structures people, loads engineers and composites manufacturing experts.

The team were also lucky enough to meet with Paul Larsen, an Australian ex-pat living in Weymouth and with a passion for fast sailing (he is also running his own project, Sailrocket). He is now also joined by Gordon Kaiser, also an Airbus engineer, as his crew.

Since 2002, the team has become one of only a handful of teams around the world who have designed wingsailed boats, and these lessons come with time and sheer hard graft. The team now has the collective capability that now puts them in a prime position of technical expertise, and, though they remain an amateur group, the capabilities within the team are world class.



The following pages summarise the team members:

Gordon Kaiser



Gordon joined the team in November 2008. He has been sailing from a young age competing in National and European championship in everything from mirrors to sportsboats. He is currently carrying out the development sailing providing feedback for wing development having crewed in the 2010 ICCCC in Newport RI. He is a aerospace graduate from the University of Southampton is currently a structure analyst for Airbus.

Olivia Stodieck



Olivia joined the team in early 2009. She had not heard of the C-Class before, but took an instant interest in this challenging project. Olivia focuses on structural analysis working closely with the rest of the team to coordinate designs with the aero/hydrodynamic requirements. In the process, she is learning a lot about C-Class design principles and also team management.

Andrew Boome



Andrew has semi-retired from the team to pursue a social life, though he still maintains some involvement through the sailing activities and could well be back when he starts to miss the itch of carbon dust. Andrew has also been with the team since the start and the team's position today is thanks to his considerable input.



Peter Baker

Pete is a “CAD jockey” currently working in structures R&D. He joined the team in 2003, keen to get involved and get his hands dirty. His focus as a CAD designer is designing and modelling components and tooling, but he also gets stuck into the manufacture, assembly repair and in the actual sailing of the boat. Having experienced what it was like to be part of the world of C-Class, Pete has been involved ever since.



Saif-Deen Akanni

Saïf now leads the project's aerodynamic efforts. His first involvement with the Team was in 2003. While he was new to sailing, he took an interest in what he saw as a novel sail design. He advised on the high lift concepts for the Invictus wings and carried out some computational fluid dynamics studies (CFD) to verify them. He continues to develop the experimental and numerical tools while learning about sailing and design principles from the wider team



Paul Larsen & Helena Darvelid

Paul and Helena are the team's professional sailors. Paul is a leading sailor on the world circuit, he has won the Transatlantic Jacques Varbes Race in 2002 and has recently participated in the Around-the-world ORYX Quest race. Helena sailed with Tracy Edwards in a global race series and holds several sailing records as well as being a former Swedish Yachtswoman of the year. In current project, SailRocket II, they are competing for the Outright

World speed sailing record.



John Downey

John is a pivotal member of the team. An Ex Concorde pilot and retired captain for British Airways, John is also a keen sailor. He has successfully sailed Tornado Catamarans at Olympic level and was twice national champion. He led the unsuccessful British challenge for the 1987 Little America's Cup with his catamaran The Hinge.



Brian McCarthy

Brian joined Team Invictus in 2007 whilst on Airbus' graduate scheme. Having a keen interest in novel applications of composite materials, he has gleaned hands on experience during the manufacture, assembly and repair phases on this tangible project. Brian works as a stress analyst on the A400M programme and is an aeronautical engineering graduate of the University of Limerick.

Tian Ye

Tian has been a recent recruit to the team, but brings a thorough understanding of finite element analysis techniques. As a young engineer at Airbus, he is looking to learn a significant amount from involvement in Invictus.

Ricardo Rosario

Another new recruit to the team, bringing more structures capability to the team. Ricardo currently works at BAE Systems in Filton, and is looking forward to working on the teams new boats.

Claire Wijker

Claire has been with the team since day one. She has worked in IT at Airbus (as team leader), Hewlett Packard and Orange. Claire's work on Invictus includes essential support tasks such as website admin, clerical duties & team finances. Her role will become even more critical as the team hopes to increase funding and turnover in preparation for the 2013 challenge, a task for her, surpassed only by the needs of raising 4 children!