



## A COMMITMENT TO REAL TIME

The Copa del Rey AUDI MAPFRE shows an innovative spirit as it continues to commit to real time racing, avoiding the handicap or time compensated results system. Year upon year, boats racing in real time have taken to the start line in what is considered to be the most important regatta of the Mediterranean, particularly thanks to the attraction of a level fleet racing.

There are two different real time classes or types of boats: One Design and Box Rule. The first are production boats of monotype design, which compete within a large and very even fleet. The current edition the Copa del Rey Audi Mapfre is open to the Swan 45, X-41 and X-35 designs. Whilst the Box Rule boats, following the philosophy of competitions like the America's Cup or the Round the World yacht races, are built within parameters stated by the class, which allows some limited variations in sails, apparel, weight and design. The TP52 are the reference for this class, also present on this 28<sup>th</sup> Copa del Rey Audi Mapfre.

New for this edition is the X-42 class. In just two years, this One Design boat, built by the Danish shipyard X-Yachts has not only earned its place in the market, but it has built up in terms of numbers, ensuring that ISAF approval for the first world championship of the class to be held in 2008. Among its particularities, the boat owner must also be helmsman, and the number of professional crew onboard is limited to 4 persons. Palma will be the first regatta in Spain to host the European X-41 fleet. With regards to the Spanish entries, Olympic Champion Jose María Van der Ploeg will be at the helm of his "Turismo Madrid", and Dani Cuevas at the same position onboard "Karhu", owned by Javier Banderas.

Much more popular in Spain is the X-35 design, the "little brother" of the X-41, also designed and produced in Denmark. In just five years it has become a fashionable One Design boat in many European countries, with Palma being considered the world capital city for the class. The X-35, competing already in 2008 returns to the Copa del Rey Audi Mapfre with twenty entries. Palma will become the testing ground for the class before the World Championships later in August. Javier Sanz's "Autoritas", Pepe Lis' "Xacobeo 2010" and "Mini Plis Play" are considered to be among the favorites.

Swan boats have long been considered the most majestic sailing class, due largely to the construction and design, the philosophy of the boat owners, and the elegance of the races they take part in. The Copa del Rey Audi Mapfre has been for the past three years, the only Swan event in Spain on the international circuit. Spain will not be represented this year, entries come from countries such as Japan, Germany, Holland, Italy and England.

José Cusi's "Bribón" with H.M. The King of Spain at the helm, stands out among the Transpac 52 fleet registered for the Copa. This class, which has been racing in the Bay of Palma for the last five years, gathers some of the world's best sailors: The Argentine Matador team, Pisco Sour from Chile, Synergy and Valars from Russia.



**EQUIPO DE COMUNICACIÓN Y PRENSA**

Nicolás Terry 629 488 169 – Mara Escassi 667 641 746 – Jaume Soler 609 200 145 – Jose Luis Jiménez 606 037 172 – Eva Dallo 636 999 339



## THE COMPENSATED TIME

Racing with compensated time, popular in Spanish regattas, continues to have a place in the 28<sup>th</sup> Copa del Rey Audi Mapfre. Three classes will make up the compensated time sailing fleet: IRC, RI and ORC 670. The former will use the international compensation system, more common in northern Europe, for boats between 12 and 20 metres with a TCF (time compensation factor) above 1880. In this edition, the IRC class also takes in the spectacular Maxis and Mini-Maxis, which return to the Copa del Rey Audi Mapfre after a period of absence. Some round the World and Wally yachts have also entered this year. Neville Crichton's "Alfa Romeo" (with triple Olympic medallist Ben Ainslie at the helm), Sir Peter Ogden's "Spirit of Jethou", and Hap Fauth's "Bella Mente" are some of the favorites in this class. Spain will be represented by the title defending team "Aifos, of the Spanish Army, and by Kiko Sanchez and Fernando Leon's "CAM".

The International Rating (RI) is a national formula created by the Real Federación de Vela Española for the compensated time regattas. Boats between 10 and 15 meters long will compete under this rule, with a TCF under 1880. Spanish make up the biggest part of the crew: Carles Rodríguez at the helm of "Garmin" who pursues his third consecutive Copa del Rey Audi Mapfre Trophy, Axel Rodger onboard "Telefónica", Tono Sánchez with "Pasión x Castellón – Costa Azahar" or Jaime Monjó onboard "Power Plate". Tony Buckingham's "Ngoni", winner in 2008, is the main rival among the international entries.

Finally, ORC 670 is a class that weathers all the changes undergone by boats 10 to 12 metres long. Amateur projects like this have suffered under the current economic climate, and have seen their presence reduced at the Copa del Rey Audi Mapfre after several years with around thirty boats on the water. Less participants, but of very equal performance, and spirit, are guaranteed in a regatta, which represents the come back of Pedro Campos' "Telefónica", after winning the World Championship held in Lanzarote last October.

Alessandro Ferrari's "Aquasonic", "Vell Mari" belonging to Juan Cabrer, "Vindio" owned by Fernando Pombo and Nacho Campo's "Tanit Medilevel" remain favorites this year as the 2008 winner, Navantia, is absent.



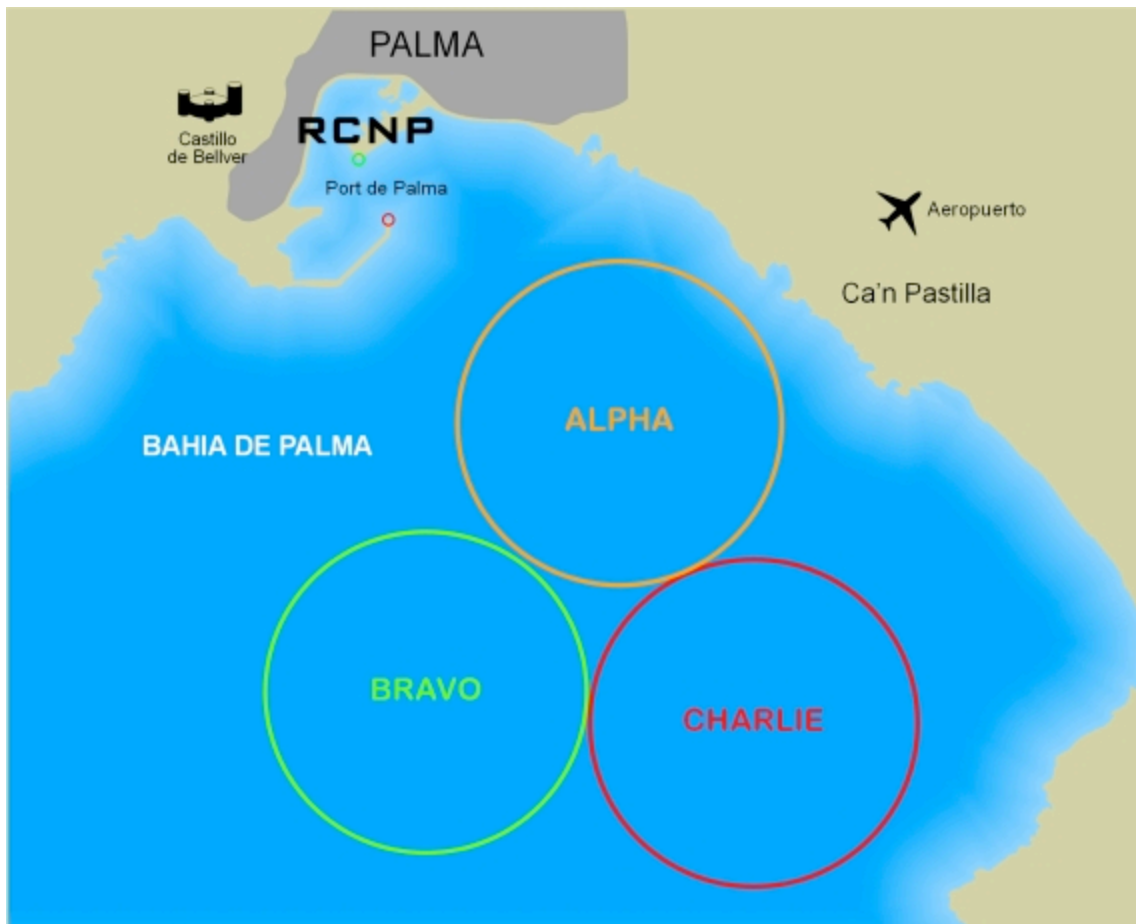
**EQUIPO DE COMUNICACIÓN Y PRENSA**

Nicolás Terry 629 488 169 – Mara Escassi 667 641 746 – Jaume Soler 609 200 145 – Jose Luis Jiménez 606 037 172 – Eva Dallo 636 999 339

## THREE ROTARY RACING AREAS

The seven classes racing in this Copa del Rey Audi Mapfre will fill the Bay of Palma with sails and color. The competition organisers have once again set up three perfectly defined racing areas: Alpha, Bravo and Charlie. The first will be in front of Can Pastilla beach and the airport of Son San Joan; the second, in the interior of the bay, and the third, near Cabo Blanco.

The seven fleets will rotate competition on all three areas thus ensuring all boats race throughout the competition on varied courses.



The organisation of the Copa del Rey Audi Mapfre has put the classes into three groups: ORC 670 and RI, TP 52 and IRC, X-35, Swan 45 and X-41. The first will race a coastal regatta of approximately 18 miles on Tuesday the 4th of August, whilst the remaining fleets, bar for the X-35 class, will compete on a coastal race the following day.