In the winter of 2017-18, The Ice Speed Experience will attempt to break the World Speed Record for a wind-propelled craft on ice, which is currently set at 230 km/hr.

This record will also surpass all current records for wind-propelled craft on land and water, and should capture the imaginations of people and companies from around the globe.

The event will take place at Ghost Lake Reservoir, near Calgary, Alberta, which is a world-class ice sailing venue with perfect ice and wind conditions for the attempt. The lake has a useable surface area of 1.5 x 7 kilometres, and in the winter sees consistent high winds in the 40 to 45 km/hr range, and some of the smoothest wind-swept ice conditions in North America.

The high-tech iceboat will be launched in December 2017, and once proper ice conditions have been met, a representative of the North American Land Sailing Association will arrive on site to officiate and supervise the attempt at the World Speed Record.

The attempt itself will begin with project lead, Stefan Dalberg, piloting the vessel in a series of acceleration circles at the top of the lake to attain a starting speed of 60 km/hr. Once this speed is attained, he will turn and accelerate the boat downwind for its record run down the lake. At speed, the craft will cover approximately 500 metres in 7 seconds, so he will have just over a minute to break the record speed of 230 km/hr before decelerating the iceboat at the end of the lake.
The honourary World Speed Record for a wind-propelled vessel on ice is currently held by the iceboat Debutante, who made her record run of 230 km/hr in 1938. This record was in the Guinness Book of World Records until a few years ago, and it has since been concluded that it would be highly unlikely for a boat of her construction and technology level to attain that speed. Regardless, we are using this unofficial record as a benchmark for our attempt.

The current fastest GPS recorded speed for a wind-powered ice craft is 124 km/hr, which was attained on Lake Wallenpaupack, Pennsylvania, in a skeeter-class iceboat. This is a significantly slower vessel than the iceboat designed by The Ice Speed Experience, so we should be able to surpass this record with ease.
The Ice Speed iceboat is the most technically advanced wind-powered ice craft ever designed and built. An improved design to current world sail speed record holders Vestas SailSpeed (water) and GreenBird (land), this vessel uses cutting-edge wing and skate technology unlike any used before. Utilizing these concepts, the craft is designed to travel many times the speed of the wind.

The iceboat is 9-metres long by 9-metres wide, with a carbon and glass-fibre, foam-cored fuselage and a chromoly-steel frame. The driver is enclosed behind a plexiglass canopy and roll-cage similar in design to those used in race cars.

The vessel utilizes a revolutionary single asymmetric wing configuration as propulsion, which is controlled by the driver through a combination of hydraulics, pneumatics and mechanical linkages. The composite wing and plank structure will contain skate assemblies with specially-designed independent suspension components with high-carbon runners and aluminum reinforcements.

The driver steers with his feet and controls the wing with his hands, using control systems and rope components.
THE PERFORMANCE NUMBERS

Capable of covering 500 metres in 7 seconds

Accelerate from 60 km/hr to 231 km/hr in 500 metres

Top speed 231 km/hr plus (Fastest iceboat ever designed and built)
SPONSORSHIP OPPORTUNITIES

THE ICE SPEED EXPERIENCE is looking for partners to join us in our quest to break the World Speed Record for a wind-propelled craft on ice. We estimate that the total cost for the challenge will be $250,000. Funds will be used for the fabrication and construction of the composite and metal parts. They will also be used to purchase building and moulding services and materials; pneumatic and hydraulic systems for the controls; specialty sailing hardware and fasteners; and custom parts such as a canopy and suspension parts. We welcome in-kind sponsorships for services, materials and equipment as well.

If you are interested in becoming involved in our challenge we would be more than happy to discuss the options.

THE REACH
This record will surpass all current records for wind-propelled craft on land and water, and will capture the imaginations of people and companies from around the globe. The event will especially appeal to anyone interested in yachting, speed and extreme sports. Our goal is to show the speed and excitement of iceboating to the world.

The Ice Speed Experience has already received coverage and interest from the media, including a Shaw TV documentary and coverage in Pacific Yachting magazine. We have been in contact with ShawTV, Telus, the Calgary Herald, SAIT Magazine, Sailing Anarchy, plus several engineering and sailing websites, and they are all standing by to cover the event. We plan for this story to be picked up by global media once we get closer to the attempt.

SPONSOR BENEFITS
Depending on the level of sponsorship, partners will have their logos displayed on the iceboat and team uniforms, and they can expect to have prominent and positive exposure in all media coverage.

There will be a special Unveiling Event for the craft, with a meet and greet with the team, media and sponsors. The completed iceboat and design team may also be available for sponsor events and marketing materials.

The title sponsor will receive an ice sailing day on Ghost Lake, hosted by Stefan Dalberg.
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MICHAEL LEITCH, P.Eng., is a mechanical engineer and competitive sailor currently living in Edmonton, Alberta. He grew up racing high-performance sailboats, competing in several world championships and thousands of miles of long-distance keelboat racing. He loves machines that are powered by people and the forces of nature, all the while pushing the limits of high performance systems and exotic materials.

Michael got hooked on ice sailing through Stefan while attending the University of Calgary and, with Stefan, built a fleet of DN class iceboats. These boats became a platform for exploring the sport: how to make the boats go faster, how to make them look good on film, and, crucially, how the dynamics differ from soft water sailboats. He has been involved in The Ice Speed Experience project informally since its inception, and more formally since 2014.

In his professional life, Michael manages a research and development group at the University of Alberta. This relationship with the university has allowed the team to recruit groups of engineering students in senior design classes to assist in the conceptual and detail design of the craft and promote the sport.

STEFAN DALBERG is the lead designer and founder of The Ice Speed Experience. Based out of Calgary, Alberta, Stefan has been racing sailboats and iceboats at a high-level for his whole life, competing across North America in many world-ranked events.

Most recently, he sailed a 14-foot Tasar sailboat from the northern tip of Vancouver Island to Victoria on the southern tip of the island. This voyage covered 300 kilometres along the notorious Graveyard of the Pacific on the island’s West Coast, and took 21 days to complete.

Stefan has his B.Eng. in Mechanical Engineering from Lakehead University in Ontario. Previous to his studies, he participated in Richard Jenkins’ Greenbird iceboat speed record attempt, which though unsuccessful, taught Stefan some valuable lessons that he has applied to his own challenge.

Stefan is currently the Composite Research Lead for the Southern Alberta Institute of Technology’s Applied Research and Innovation Services centre. He also owns and operates Speed Specialists, a consulting business that specializes in boat construction, repair and engineering, and supplying specialized talent to the film industry.

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