



G'day, friends, crew, supporters and LSR followers. Boy what a month this has been for the Aussie Invader camp. My crew and I, headed by our Team Manager Pete Taylor, have completed another critical stage of our Aussie Invader 5R LSR racers construction.

We now have the front suspension support ring fully completed and operational, the rear suspension support ring and aft motor flange are fitted and welded, our rear axle housing has been line bored and our rear axle fitted.



Rosco and Pete Taylor hard at work on Aussie Invader 5R



Thanks must go to our great sponsors Di Candilo Steel City, for the supply of materials and first class machining performed by Bosnar Engineering in Wangara, Perth, Western Australia.

A series of structural steel bulkheads which support our mainframe and separate the oxidiser from the fuel are now all fitted, precision forming work done by Wenco Pty Ltd, Perth.

Frank Soto and Associates in Wollongong, New South Wales are busy with the preliminary stages of our missiles CFD predictions and construction of our front axle and suspension is getting close.

Our Project Manager Mark Read has also been flat out with maintaining our website, answering a huge amount of project related inquiries, negotiating with potential sponsors, preparing





individual sponsorship proposals and liaising with the donations that are coming in worldwide. We thank you all for your kind donations and for believing in us, we are doing our very best to build, drive and achieve the unthinkable; a car that will travel at 1000 mph (1600 km/h). THANK YOU ALL.

We have discovered that the mere talk of a rocket powered car creates fear in the voice of potential suppliers of hardware or rocket propellant. We are negotiating the supply of our HTP oxidiser from the great guys at Peroxide Propulsion in Belgium, obviously transport and shipping is a major issue with this highly corrosive product, we still have a lot of homework to do before all the relevant licenses will be issued.

Australia is looking very likely to be our country of choice to run this prestigious LSR event as trying to ship HTP to the US is a tall order. We love the US, we love the LSR locations like Black Rock, Diamond Valley, with the 4000' altitude and the fantastic folk who live in outback Nevada, especially Bev. We also love the concept of driving on a blacktop road to the edge of your chosen race venue, and we love the fact that the fly population is close to zero.

Australia is still one of the hardest countries in the world to access its remote lakes, let alone trying to negotiate our interstates. Our truck drivers are the best and bravest in the world, without a doubt. Boy its less scary driving a car at 600+ mph than negotiating the goat tracks in Oz, we call roads.



Somewhere in the far north of Western Australia

Because of our HTP supply issues, I have recently asked two of my crew guys to take a close look at a BIG mud lake in our states far north.

Alan and Ali came back from their 4500 km road trip with some exciting news and photos of a vast mud lake we had found by misadventure several years ago.

This is exciting stuff and we need to do a lot more research on it, hopefully we will have all the answers very soon.

RocketLab in New Zealand are contracted to build and test our four 15,500 lbf hypergolic motors. I would never have believed how much work would be involved in marrying rocket motors to a car. These RocketLab guys have completed some amazing trajectory predictions with outstanding results. The propellant volumes necessary to allow us to reach our 1000 mph goal is mind-blowing; 2500 kg of HTP and 400 litres of biofuel, taking our vehicle with a static mass of 6360 kg (14,000 lbs) to 1000 mph in 19 seconds.





The thing we really like about our racer is her simplicity, apart from the wheels and steering there are virtually no moving parts. The propellants are blown into the motors via a bank of composite nitrogen bottles with a water volume of 850 litres...Can't wait for our first test firing.

I learnt only this week of the passing of a great friend and rocket development company CEO. Jim Benson was a space and rocket junkie. He was the boss of SpaceDev in San Diego, CA. John Ackroyd and I first met Jim several years ago when we were considering using two 30,000 lbf HTPB/N2O hybrid rockets in one of our previous LSR designs. This size of hybrid had not yet been developed but that was not an issue with Jim, he pushed and pushed to bring this concept together, committing both his own money and SpaceDev's to the project, unfortunately the sheer size of the motors and the balance issues with the car for her turnaround run turned out to be a showstopper.

One of Jim's proudest possessions was a ticket to space that he had won as a kid in a Weeties packet and he maintained that the company would still honour this prize once civilian space trips were commonplace, even after 40 or 50 years... We'll never know, but our team has fond memories of Jim and the great folk at SpaceDev.

We have a long way to go with the development of this history making vehicle and project; fortunately I have the most dedicated team in the history of motor racing, with many of my people working with me for over 25 years, as unpaid volunteers... We NEVER Quit. Please take a look at my "Friends and Heroes" pictures under the "CAR PHOTO GALLERY" menu option on the www.aussieinvader.com website. With inspiration from people like these, we can't miss!

Please support our sponsors, who support us and if you know of an organisation that is interested in becoming a sponsor, please email mark@aussieinvader.com for further details.



Front view of the cars mainframe on the purpose built jig

All the very best, and be your very best...

Rosco

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