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G'day sponsors, friends, crew and LSR enthusiasts, welcome to our December newsletter, boy are these months blasting past its unbelievable, nearly Christmas again.

We have been working hard at fitting our rollcage into our mainframe. LF Performance Products completed some final adjustments last week and our Team Manager Peter Taylor, drew the short straw to get this structure fitted into the car, but thanks to Pete's determination and technical ability, great progress was made. The rollcage will not be welded in place until all the ancillary equipment is fitted to the rollcage, as there is not a lot of room in there, when in place.



Preparing our rear axle assembly for welding to our mainframe has proved pretty complicated, we are running a toe in angle of 5 degrees, which has to be built into this solid 5 inch hollow bar which also carries the linear load cell assembly, lining it up perfectly over a 12 metre chassis (39ft) is testing our patience, but these things are expected and dealt with.





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I was honoured to be a guest of Orrcon Steel at the V8 Supercars at Barbagallo Raceway in Perth. Boy these V8 guys know how to put on a show. Stewart Smith the PR boss from Orrcon did a fantastic job looking after his clients and it was a pleasure to see how this tight knit professional team cared for and involved their customers in this exciting race. Great show Orrcon Steel and many thanks.

We had one of our most inspiring emails ever last week from a young chap in the USA; it makes us feel very humble that we could possibly contribute just a little to someone's life. Here are the words from that email, you judge for yourself.

"DEAR ROSCO MCGLASHAN,

i am 12yrs old and i think youre great. about a month ago i had a tumor removed from my brain and now im going threw radiation treatments. i told my parents that if rosko mcglashan wouldnt ever give up, i wont give up either. thank you for all your inspiration! i was just wondering if i could get an autographed picture from you? if not, i will totally understand you are very busy. thanks again and take care of yourself. good bye."

For obvious reason we left out this young man's name, but to say the team were inspired, was an understatement. Some posters were signed and sent with our very best wishes. We have asked the young man concerned to keep in touch with us and let us know of his progress.

Our good friends at KJ Beer have been working with Rocket Lab to design our oxidiser and fuel tanks, this is one huge undertaking, not only must these vessels work under a constant 500 psi, they must also be able to withstand the huge dynamic loads this vehicle will encounter acting back on them, they must also deliver a constant flow rate and very importantly keep slosh levels to a minimum. Can you imagine having 2.5 tonnes of hydrogen peroxide at the front of this vehicle and encountering a yaw or pitch situation. If these vessels are not correctly baffled, Aussie Invader would be uncontrollable. Thanks guys keep up the great work.





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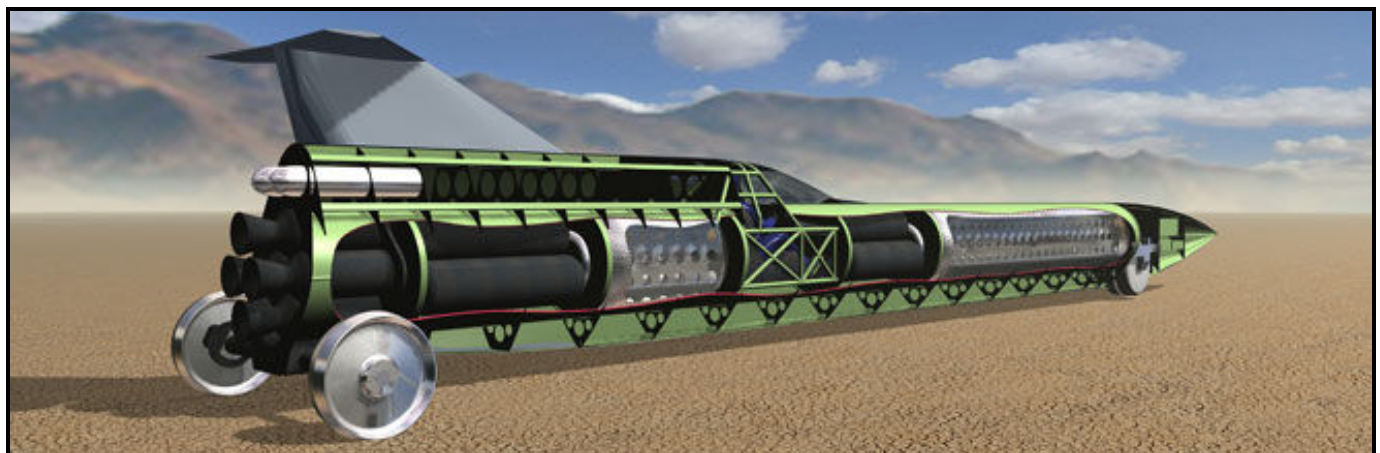
Speaking of Rocket Lab, these guys are about to make history. They are launching the first privately operated space rocket from a small offshore island near the North Island of New Zealand. They have been granted permission to launch their Atea-1 rocket from Great Mercury Island and I have been invited to witness this history making event and can't wait to join them. Click on link to watch an overview.

<http://www.youtube.com/watch?v=g0ypbpibS6g>

We cannot say enough about Rocket Lab, they have been behind us all the way. Their input and ongoing support in the development of our rocket motors has been outstanding. It can be said that there are very few companies or individuals in the world who could and would help us with the development of our rocket engines. Rocket Lab has stepped up and beyond what we could have reasonably expected.

Mike Annear our teams CAD / CAM expert has done us proud with an animation of our car. This was produced for an article in the New Scientist Magazine which I believe has quite a following. Please take a look at the animation by clicking on the link below.

<http://www.youtube.com/watch?v=orwDR0zdzDg> (no sound)





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Di Candillo's Steel City did not get any peace from us again this month, we have had Peter Walsh working overtime organising various pressings etc. for us, but it is satisfying for all who are involved to see the car taking shape.

Lots of interest from TV documentary companies in various countries, hopefully we will have a deal in place in the near future and the full story of Aussie Invader 5R can be told. Most TV companies seem to only be interested in the action bits, rockets firing, LSR attempts, but Aussie Invader 5R is much more than that.

Like any project, it is the story of blood, sweat and tears of many people. It features moments of sheer exhilaration and moments of utter disappointment and despair. In truth it is all about belief and we believe we can achieve this land mark goal of the World Land Speed record and move on to 1000 mph, but only time will be the judge of that.

On a sad note one of our loyal crew guys has become very sick and may not be around to see our car in action. Doug Mackay has been a godsend to us and has done some super human feats for us over many years, always with a smile and great attitude. One day we will write a book on just how tough this LSR mission has been and some of the fantastic folk we have be privileged to meet along the way, Dougie is on top of the list!



A BIG Thank you to all our loyal sponsors and supporters, we are doing our very best to get the job done! Desire, dedication, determination, persistence, ability and guts are the key ingredients necessary to achieve our goal; we have them all in abundance.

Till next month, be your very best, Rosco

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