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Hi sponsors, friends, crew, supporters and LSR followers. Our Technical Manager Mark Read is taking a well earned break for a week or two to Bali, hence this months early newsletter.

It's been another huge month on the job with the construction phases of our 1,000 mph rocket powered Aussie Invader 5R.



Mike Annear from **CR Kennedy** has been burning the midnight oil completing CAD drawings for various parts and designing our windshield and nose sections.

Once our Computational Fluid Dynamics people **Frank Soto and Associates** give us the go ahead, we will commence construction of these parts.

Di Candilo Steel City have been a godsend in helping the car take shape and John Di Candilo who has supported me for decades has been offered first drive of the new car, he reluctantly declined my offer.

Peter Walsh at Di Candilo Steel City completed the laser cutting of the 11 frames for our top-hat section on the car; they fit like a glove and make welding and alignment a lot easier than construction methods of the past. The view to the right clearly shows the chute tubes and the slot for the vertical stabiliser.





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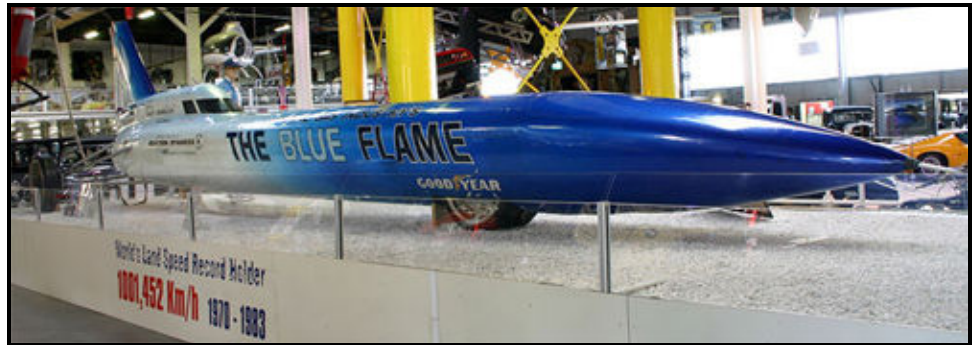
We met with and welcomed on board this month, new sponsors, **KJ Beer** (www.kjbeer.com.au). These people design and build pressure vessels and tanks for all types of industry and have a reputation in Australia as being one of the very best in their field. Our pressure vessels have a working pressure of 500 psi, but the structural loads, impact loads and slosh loadings they will encounter needs some very serious design and engineering. We look forward to working closely with them and having them alongside us on our big day.



Our Team Manager Pete Taylor has been working with Mark Pivac from **By Design Group** (www.bdg.com.au) and Lorenzo Mattaboni from **Sprint3D Engineering** with some fantastic engineering assistance from Dick Keller in the USA.

Dick built The Blue Flame Land Speed Record car, which set the record of 622 mph in 1970, driven by the late and great Gary Gabelich (see below).

With only one bulkhead to hang the front suspension and steering from, Dick suggested some time back that we should utilize a trailing front end but the engineering of this has proved quite a feat. Pete Taylor is seen here with a model of the front end which is under development, as you can see it will be quite a compact unit once completed.



Above are pictures of The Blue Flame, which was such a lovely looking and truly pioneering car. It was the first car to break the 1,000 km/h barrier over the measured mile. In a lot of ways Aussie Invader 5R is very similar in design and concept. It has been commented on that our car is The Blue Flame on steroids, having about 3 times the power with 62,000 lbs of thrust. That shows the potential of Aussie Invader 5R, being the most powerful LSR car ever built.



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Our rocket motor development is sadly falling behind schedule, funding for this motor development has as yet not been realised, we are working very hard to find a sponsor to help us achieve success in this area.

Early motor tests as seen here in these pics were very positive but we need to work harder to get these motors built and tested by our good friends at **Rocket Lab** in New Zealand, boy a Kiwi sponsor would get really positive media mileage from some involvement in this area. These Rocket Lab guys are a real feather in the cap for Aussie Invader and NZ ingenuity. We have a great window of opportunity with Rocket Lab over the next few months, so getting funding for the rocket development program is a key priority.



Rosco inset – with one of the test motors before firing

The final work is being completed on our rollcage by the guys at **LF Performance Products** (www.lfperformance.com.au) and it will be fitted by the time our next newsletter goes to print, so pictures will follow.

We welcome two new team members this month to our team of professionals; Alex Mesics has taken on the role of raising our profile with the new social networking mediums, Facebook and Twitter. I personally do not have the time or inclination to get involved in this area and apologise to all the friends who have contacted me via these sites. I do not know how to respond to you, but we now have someone who does... over to you Alex! I feel my time is better served getting on with the construction and trying to raise funds for the rocket development program.

Sean Patterson has also come onboard to help our team's aircraft welder Steve "Sugie" Sugden, with the heavy duty welding jobs on our rear suspension and internal bulkheads. Welcome aboard guys.

Thank you to all the good folk who have contributed to our project, we will reward you all with a special thank you in reserved area on the car.

That's it for this month, stay safe and happy...

Very best wishes, **Rosco**

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