



**G'day, friends, sponsors, supporters and LSR enthusiasts.** Boy this month has blasted past in the blink of an eye. The Aussie Invader Crew and I have worked our tails off with the construction phase of our car, negotiations with perspective sponsors and guest appearances at several charitable functions.

Our Technical Project Manager Mark Read has worked overtime preparing tailor made sponsorship proposals and started knocking on lots of doors, promoting the concept of Australia holding both the World Land Speed Record as well as the World Water Speed Record. Mark also manages our website and co-ordinates our Technical objectives.

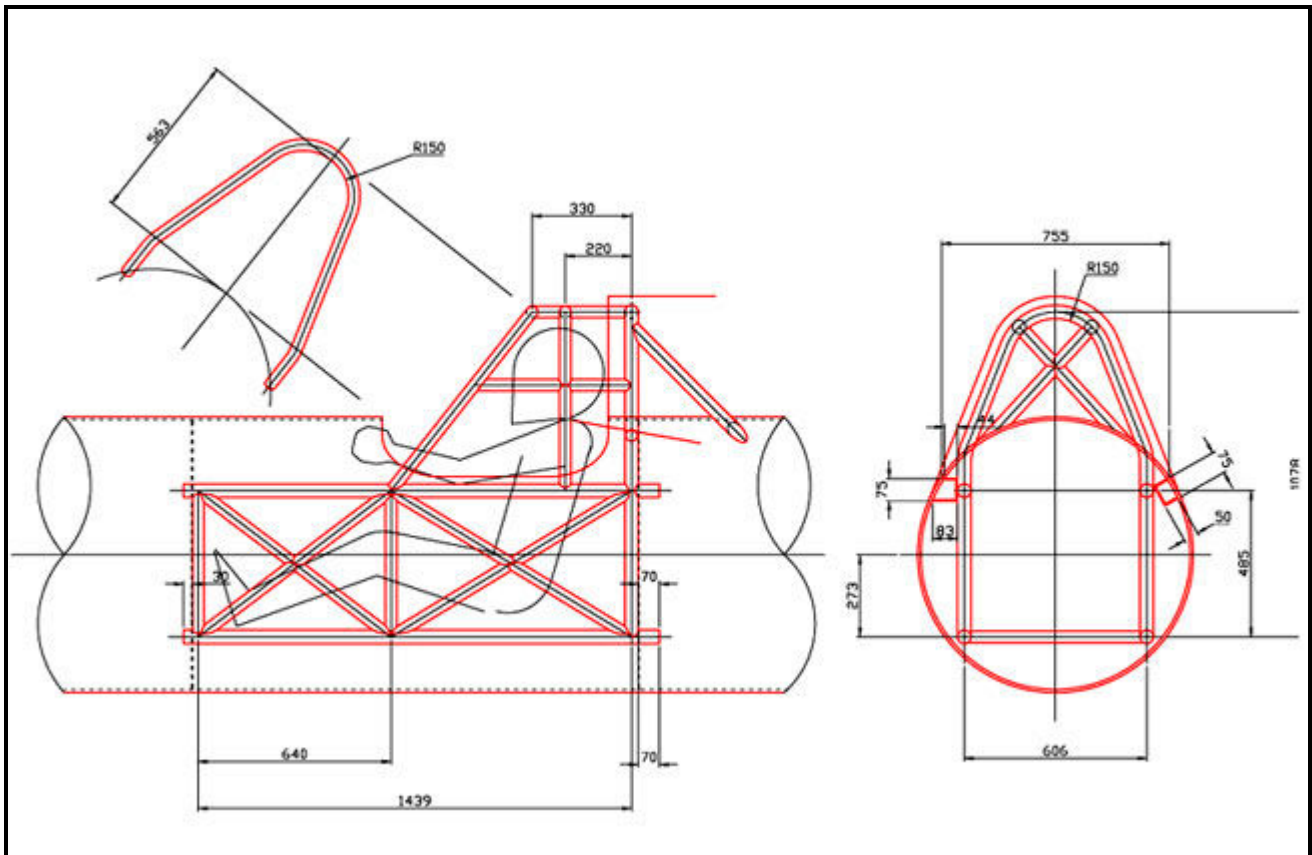
We are also very keen to find any BIG Aussie mud lakes with a track length of around 30 kilometres. Mike Annear recently ventured to our states far north; this is a distance of about 2700 km from our home base in Perth. Mike took with him his paraglider and did some scenic gliding around the Wyndham area, he found some possible venues but there is still a lot of work to be done to confirm that these are viable LSR playas. Mike spent a week covering as much real estate as he could, before ringing me to say that "this country is way too big" and that he was on his way home to get back to work.



Mikes first job on arriving home is to scan our central mainframe with a computerised scanner, to check that our mainframe chassis is still within it's + or - 5mm alignment over her 12 metre length, after we have cut out the drivers seating position. We will have to do this again once the rollcage has been welded in place, to make sure no distortion has occurred.



This brings me on to the rollcage, which we have asked one of Western Australia's most prominent race car builders LF Performance Products in Bentley to build for us. This is a major structural assembly and is critical to the car and the driver's safety, so we are very pleased to have the guys at LF Performance on board.



Mike, Terry and Kim all made suggestions on how this should be constructed and we believe we arrived at the perfect solution. This cage has to be made and fitted in 3 different sections, a bit like a jigsaw; hopefully they will have this built very soon. You can read about this in more detail on our website [www.aussieinvader.com](http://www.aussieinvader.com).



We were very fortunate to have a new crew member join our team last week - Dan McKeon. Dan is a Computational Fluid Dynamics (CFD) whizz, who spent several years with the Jordan Formula One racing team in the UK, working with aerodynamic designs and refining these awesome machines to help achieve their peak performance. Dan's main job on our team will be to liaise with our computer animation man Mike Annear and our Wollongong CFD people Frank Soto & Associates and achieve the best possible CFD profile for our supersonic rocket cars mach 1.4 mission.

USA's Richard Keller, the man behind the great "Blue Flame" Rocket Car which set a World Land Speed Record of 622mph in 1970, has been kindly assisting us with some design ideas for our front axle and suspension. Unlike Blue Flame we have a chassis that just ends, the front axle and suspension dampening unit must hang from the face plate, unlike Blue Flame which had a bay for the front wheels, we do not have a spare inch for our suspension within the chassis' main structure, it's all taken up by a massive HTP, Fuel and N2 Bank. It was recently quoted that our car is "Blue Flame on steroids", and that is a pretty fair description, with its 4 rocket engines producing 62,000 lbs of thrust.

Pete Taylor and Doc Sutherland have been working on the best solution for our front axle; we should have a model constructed within 2 weeks in time for a visit from our great mate and world class design engineer John (Ackers) Ackroyd. Hopefully Ackers will be happy with what we have achieved and he and Doc Sutherland will get us on wheels.

There are a lot of things starting to come together, give my team another month and you will see Aussie Invader 5R taking shape.

Thanks very much too all the great people who have supported us with our donation campaign. Your donations have assisted us to get where we are today. Please spread the word and forward this newsletter to anyone you feel might be interested in our project. We do need more funds and are actively looking for a major sponsor(s). We look forward to having you in the winner's circle with us and staking your claim in the holy grail of motor racing.

Till next month  
Very best wishes  
**Rosco McGlashan**

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