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Hi Sponsors, supporters, crew, friends and LSR fanatics, welcome to our first newsletter of 2010. This is going to be a big and exciting year.

As expected January blasted past in the blink of an eye and our Christmas and New Year break meant lots of companies were short staffed, which created a few stressful moments for us in trying to make some positive headway with our car. We are currently working our construction schedule around lots of TV and photo sessions, which is proving quite a challenge.

We have been wanting to turn the car over, so we could start work on the underneath, but we could not do this until we completed work on the horizontal drivers support rails, which strengthen our mainframe cut-out. These were cut out by our sponsors Di Candilo Steel City and expertly pressed into shape by Ashley at Professional Sheet Metal Services. These then needed to be welded before we could rotate our mainframe.

Thanks go to Steve Sugden who welded these on the day that the crew from Channel 9 arrived to film a segment for A Current Affair. This was shown on January 15th nationwide.



Rosco being interviewed for Channel 9's A Current Affair

Our car is being rotated from upright to inverted on a regular basis, obviously a film crew cannot grasp the concept of this vehicle when she is seen upside down, so we have to take this into account when we know we have media commitments.

Turning a 3 ton, 12 metre long car upside down is interesting to say the least, however we have managed to work out an ingenious method of rotating the car, which involves large quantities of swearing, a forklift and a homemade piece of equipment that fits over the prongs on the forklift.





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The only problem with this plan was when we decided this was the way to do it; we did not have access to a forklift!

I contacted our mate Bill Borsboom at Powerlift (www.powerlift.com.au) to see if we could “test” one of theirs; “no problem, we will have it there tomorrow” was the reply. Well we “tested” it and it worked perfectly. Thank you to all the guys at Powerlift, great product & great service.



One of the things with this project that gives me the biggest thrill, is to be able to ring up a company we have never dealt with before and explain what we are doing and what we want and they go, “no problem”. Although money is very tight and financial sponsors very hard to come by, we are building this car on the back of many companies, doing what they can. You cannot ask for more than that, although a few million dollars would be great!

Our journey is littered with stories like that and it is testament to the great Aussie spirit about helping the other guy....oh yeah and I tell them if you do not give us this, the Brits are going to beat us... only kidding Richard and Andy!

After an approach from a British magazine asking us what we were doing in the way of data acquisition, I thought it was time we pushed ahead with this important aspect of our build, so once again we used our network and contacted Icon Technologies (www.icon-tech.com.au), a Perth based specialist company in this area.

I was fortunate enough to speak directly to their Managing Director Dr Mark Trotman and he said he would come out to our workshop to take a look at our data gathering requirements. When I showed him our wish list that included a full page of equipment that Rocket Lab had requested, Mark’s eyebrows raised, but we are working closely with Icon to produce a satisfactory result, more on this next month.





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We needed some heavy duty welding work done and I contacted our friends at Better Wear Welding (www.betterwear.com.au). I could not believe the support these guys gave us, it was a 41c degree day and Dave and Phil climbed in and out of the bowels of our car without a complaint.

I recorded a temperature of high 50's inside the car whilst they were working. Constant power trip-outs added to an already tough job, but it was completed and done well, thank you Dave, Phil and the boss Joe Mezzatesta.



We have also been working with our Dubai contacts and are hopeful of making a trip the UAE very soon to check out a list of possible race venues. We have also had some fantastic support from our friend Ray Wakefield in South Africa with regards to possibly running our race in his country, boy its tough trying to stay on top of the thousand jobs needed to bring this project to reality.

We held a long overdue crew get together last weekend at my home, we have several new team members who had not previously had the chance to catch up with the old hands, it was a great day and welcome to the team, Mark and Julie Read, Aarron Deliu and Julia, Lorenzo and Pauline Mataboni, Dan and Rachel McKeon, Andrew and Linda Noble and Alex Mesics and Mel.





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Aarron Deliu has come on board to help us with the development of our fuel and oxidiser tanks, working with us and K J Beers to get this moving forward. It cannot be stated enough that this part of our project is one of the most critical. If we get this wrong, the car may not perform and with so many unknowns, it is proving tough to nail down a final design.

We have started work on our Vee underbelly. This structure mounts underside of the car and is designed to dissipate the ground generated shock wave we will produce.



This structure also supports the cars 4 inch stainless steel HTP line; the nitrogen vessels balance line, two nitrogen dumps, brake lines and pneumatic piping and electrical wiring.

We needed some professional help to shoehorn all of these components into a secure safe and confined area. Our long time friend Mike McAuliffe from Braeco Sales (www.braecosales.com.au) suggested we use his 4" ball valve with actuator. This unit fits well into the space we have available and his products certainly have a great track record.

We are working with Prochem (www.prochem.com.au) to supply the stainless steel plumbing we need and feel confident these guys can come up with the right solution for us, thank you Paul Adams for your efforts.

Our good friends at Fielders (www.fielders.com.au) have again helped us out with several extra





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long pressings to attach to our underbelly framework, these guys do fantastic work and we thank you Dave, Graham and all the Fielders crew.

We would like to welcome another new sponsor on board this month; this is Removal Man (www.removalman.com.au). This company supported Levi Di Candilo in his motorcycle racing career and because they saw the support Di Candilo's were giving us, decided to be part of the team. Thank you Nick and all the Removal Man team, very much appreciated.

On the promotional front we have had great coverage this month with Channel 9's A Current Affair featuring us on their program that was shown nationally and Top Gear magazine Australia came down and are intending to write a feature on our project.

I did a photo shoot for Scoop Magazine this month for an article in their next edition. It involved pictures of Aussie Invader III and the photographer, Tony McDonough of Raw Image (www.rawimage.com.au), did a fantastic job. So for all you West Australian's, please look out for it in the next edition of Scoop.

We were also approached by a documentary production company from the UK that produces a lot of programs for the Discovery Channel. They are hoping to run a series on the current three teams looking to break the Land Speed record. This is in its early stages but sounds very promising and we will update you as things evolve.

ABC Catalyst is due to come and film us in early March and we are trying to get the car as far on as possible before then. So for all crew and sponsors, please expect calls and favours to be pulled in this month.

We are full steam ahead with the underside construction phase. Our car does not look her prettiest as yet, but she soon will.

We have tack welded in the rear axle housing and over the next month we hope to have all the Vee underbelly sections laser cut and welded in place. Pictures will hopefully be ready for the next newsletter.





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Thank you all for your support and for believing in our mission to set a World Land Speed Record for Australia.

We have had some fantastic product support that is the life blood of our project, however we need to balance this with cash and attract a major financial sponsor(s) as we need to push forward with the rocket development program.

If you wish to help us achieve our goal and donate towards the project, however large or small, you can donate online at www.aussieinvader.com/donations.php.

Until next month, be your very best.

Rosco McGlashan

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