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G'day sponsors, friends, crew and LSR enthusiasts, welcome to 2010, it is guaranteed to be a real blast! On behalf of Mark Read, Cheryl, me and all the Aussie Invader team, we would like to thank you for your support throughout 09.

We have had an amazing year with everyone all pulling together to make our project become reality. Let me recap on some of our achievements and adventures this past year, and our plans for 2010.

Orrcon Steel, Park Motor Body Builders and Oilfield Traders sponsoring our central mainframe and all the material to build our rollover stand.



Central mainframe (chassis), all 2.5 tons of it!



One of the four Wenco precision bulkheads

Wenco built our four central dividing bulkheads, front / rear steel frames and rocket support mountings into our mainframe. Di Candillo Steel City, designed cut and supplied all the necessary steel product requirements for our racer, including our 127mm diameter hollow bar rear axle, the rear axle housing, our top hat frames and our "V" underbelly frames and heaps more.





K.J.BEER



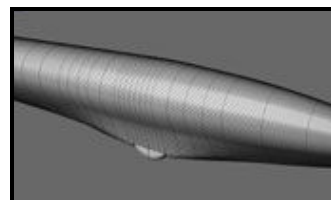
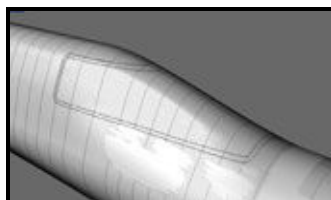
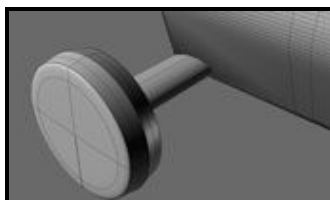
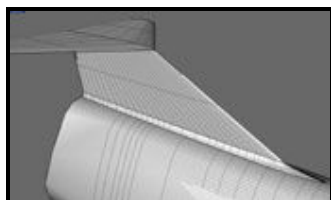
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Thank you John and Peter for the fantastic support you have shown us.

LF Performance Products constructed our rollcage, which not only protects the driver in the event of an accident but also strengthens the driver's area cut-out.

These guys do some really first class work, so a special thanks to all the LF Performance crew for their kind donation of time, expertise and resources to build us this rollcage.

Go Gear supplied us with our race seat, 6 point harness, seat mounts and steering wheel. These components including pedal cluster and fire / air breathing equipment will be all set up in our rollcage and welded in place at a later.



Mike Annear one of our great crew members has done some terrific work for us again this year. Not only has Mike worked extensively on our computer graphics and computer generated design, but he has somehow found time to do some investigative work into a suitable venue for us to run our race.

Mike is a keen paraglider and has flown in most parts of the world, he has spent time checking out some locations in our states far north and recently did some research on the Bilpa Morea Claypan in Western Queensland. This looks very exciting but one of the most remote locations on earth.





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It may sound hard to believe but it is an easier task to load up our car and team and run our race in another country than it is to run our race in Australia. The sheer logistics of pioneering a race venue in Australia with its remoteness and complete lack of support by any local or state government is hard to comprehend.

Andy Green (current World Land Speed holder and driver of the new Bloodhound SSC) was over here last year and invited me to join him in checking out some possible race venues. I have performed the same exercise many times, so I declined his kind offer. I also knew that if he did find a suitable site to run Bloodhound on, the Federal and State Governments would help them toward having a world record staged in Australia, as this then would be an International event and these guys would be welcomed to our shores, like Donald Campbell in the early 60's. If we approached the Federal and State Governments, it is sad to say it would fall on deaf ears. I know it sounds hard to believe but I have experienced this first hand many times.

Mike Annear has also recently returned from checking out some sites in the United Arab Emirates and he has found a very exciting location not far from Abu Dhabi. It is 27km long and 6km wide. We are currently planning a trip in the New Year to check out this venue and several others, as well as befriending some of the locals and perhaps putting Australia's fastest car (Aussie Invader III) on display there in a prestigious motor museum.



The white line represents 27km. It is right next to a large main road and a few hours' drive from Abu Dhabi.

We were also fortunate to have By Design Group, Sprint3d Engineering and RIAS all commence work on our front steering and suspension design work. John Ackroyd and Dr Ian Sutherland





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have also had a huge input into this critical area on our car.

Crew member Dan Boseley has been working with our long time sponsors "The Spoiler Factory" to build our composite nose, tailfin and windshield canopy. Quickstep are hopefully going to fire up their robot mill to produce a plug for us of these components, once our friends at Frank Soto & Associates approve our CFD predictions.



KJ Beer have been a godsend with our pressure vessel design working in with Rocket Lab in NZ to design these very specialised rocket components and I was privileged to attend the launch of Rocket Lab's first rocket launch from Great Mercury Island in NZ.

Boy these guys did it first class with an extremely successful launch putting NZ into the history books and launching the first commercial rocket from the Southern Hemisphere into space. Atea-1 accelerated to mach 5 and reached an altitude of 120km.

Great Mercury Island was the greatest place in the world and our hosts Sir Michael Fay and wife Sarah were the most hospitable folk on earth, a fantastic adventure.

On a sadder note we put our crew member Dougie MacKay to rest this week.

Dougie was a real trouper who suffered quietly for a long time with his illness and was always there to help when it was needed.

Dougie performed some super human efforts to help us get our long overdue record; he will be sadly missed and live in our hearts forever.



L to R – Dougie, Craig Douglas, Stephen Sugden, & Peter Taylor

On a more positive note, we have also had a huge amount of publicity this year and with the development of the website and the newsletters, we are constantly being approached to feature the project in the media. I have in the last 4 weeks personally conducted 3 radio interviews, had several telephone interviews for newspapers and magazine articles. Mark Read has been speaking to The National newspaper in Dubai and they are looking to write a full page article on





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Aussie Invader 5R and this should help to raise our profile over there, so it ties in nicely with trying to see if this is a possible venue for an attempt.

This constant media attention is very welcome, but it means we are in need of some Public Relations expertise. Up until now Mark and I have handled this work, as well as trying to raise sponsorship dollars. We always agreed this area was best handled by the professionals, but we have had a few "false starts" with this. It is now critical we get the right people involved, so if any of you know the right person, who might be interested, please let us know. The upfront salary is nonexistent, but that could change with sponsorship dollars. The excitement level is off the scale and the experience will be second to none.



On that note we have just had confirmation that ABC's Catalyst, which is a highly respected and well watched program here in Australia, are going to run a feature on us in the New Year. Filming is due to start in the first week of March, so watch this space!

This is great opportunity for us and our sponsors. So if you are a potential sponsor and want to get involved with the Aussie Invader project, you need to act now to tap into all the great marketing opportunities we are creating. For more information, please contact me or Mark (mark@aussieinvader.com).

In the next few weeks the car is going upside down to weld in the rear axle, axle box and the "V" underbelly support frames, amongst other things. The car needs to be turned back ready for the first week in March and looking as good as it can for the ABC's filming.

I still have to work out all the logistics of turning a 3 ton, 13 metre Aussie Invader 5R upside down in our workshop. Obviously a crane will be involved and plenty of swearing, so ear defenders are optional. Anyone want to offer expertise?



We had a new sponsor come on board his month and we are really pleased to welcome www.westjobs.com.au. They are a West Australian dedicated recruitment website and with the expected boom in WA and especially in the resources sector out here, they will be running at about a 1000 mph, just like us!

The plan for this year is to work really hard at getting the car together, knock on a lot of sponsor's doors and as our very good mates Ken Warby and John Ackroyd keep saying... "Get on with it!"

Until next month... Happy New Year and be your very best! Rosco

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