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February 2011 - Newsletter

It's February already! And a big welcome to all our LSR sponsors, supporters and fans for this months newsletter.

This past month started with a crew get together and some serious discussion as to whether we could all make the huge commitment to have our 1000 mph racer at a very near completed stage for the Melbourne Motor Show in July. My crew have been through thick and thin with me for many years and their loyalty and dedication to our ultimate goal is epic. Obviously their response was "let's have a go".

We have all moved mountains in the past but the nights of working till 3am have long passed, it is obvious that if we are going to make this happen, we will need great planning and co-ordination, lots of luck and the continued support of the great companies within this country who assist us.

Also some financial backing is very much needed as a key ingredient to our success.



Crew get together to discuss Melbourne Motor Show

I have not stopped for a moment this past month with meetings, promotional talks, design concepts and the physical work on our baby, with the help of course of our loyal crew Pete Taylor, Chris Demunck, Mike Annear, Steve Sugden, Dan Boseley, Keith and Jenny Lovatt.

Thanks also need to go to Mark Read, who amongst other things maintains the website and assists with the newsletters, our Sponsorship and Marketing guru Alex Blain from Loco TV, Alex Mesics who maintains the social media side of the project and gets his hands dirty from time to time and our long time Events Manager Chris Osborne.

For the Melbourne Motor Show to take place we had to agree to a strict set of tasks that need to be performed and deadlines for each one. If one of these tasks is not completed or is late it could impact other tasks and we then have a big problem. Some of the jobs in our pipeline are:





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- Rocket Lab designing our ablative rocket nozzle mould.
- Wayne Skinner from One Group completing our rocket motor nozzle mould.
- HyDrive in SA completing our steering pump and steering rams design and fabrication.
- Total Cam Solutions completing our final front suspension machining.



<http://www.rocketlab.co.nz>



<http://www.onegrouppretail.com/>



<http://www.hydrive.com.au/>



<http://www.totalcam.com.au/>

Once we have completed these jobs we can then move forward to fitting out our rollcage, with steering pump mounting, pedal cluster, instrumentation, seat, seat belts, levers, safety equipment and onboard fire system and the mounting of our rocket motor in the chassis and doing the final welding on our suspension components.

This month we have had some huge support from some great companies here on the west side of Australia and abroad.



Rowe and Sons would have to be the cleverest people we have ever met in the metal fabrication business, their daily business is in restoring cars but their skill in shaping and producing one off sheet metal masterpieces is unbelievable.

Seen in the picture with me is Nick Rowe. We are working on a new piece we need to fabricate for our redesigned canopy.

Give these guys a call if you need some special restoration work done on your vehicle. **Maddington, WA (08) 9459 0327.**

Also a big thank you to Ray Freeman of Portable Line Boring who helped us out with a problem we had with our chute can locating holes, he suggested a simpler way to attach our chute cans instead of line boring our existing mounting bores.

The great folks at Austral for donation of some impossible size to find aluminium tube which will be used to support our chute cans, thank you Steve and Emma.



A special thank you to Martin Heffer at Infastech for the donation of their great fastening products used to secure our bodywork structures to our cars mainframe. **Top quality product for a ground breaking car.**





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One of the most beautiful LSR cars ever built

Dick Keller designer of the Blueflame rocket LSR car which set the WLSR at 622 MPH in 1970, has been an inspiration to our project. In last month's newsletter we asked for assistance in selecting a suitable wheel bearing for our 1000 MPH mission, Dick came straight back to me as he has done many times in the past with the help we needed, a really special guy, he should be a US Senator.

We are soon to invert Aussie Invader and commence sheeting the "V" underside of our car. Hopefully this inverted position will never be seen again, especially with me in it! The car will be upside down for approximately two months and as always Murphy's Law will apply and some media event will require her to be right side up, and that will be a hassle, so let's see.



Steve Sugden has been busy designing and building our special windshield canopy hinges, boy this has consumed some valuable time but we now believe we have the problem solved.

Our canopy has to move 100mm rearward before tilting upward. Hinged from the front, we could not find a thing anywhere that would allow us to do this, so in normal Land Speed tradition, we had to design and build it ourselves.

Great work Steve.

Our chute anchor has been designed, built and fitted. After calculating the load requirements to deploy a stabilizing chute at 600 MPH we decided to err on the side of caution and go with a 19mm thick chute tongue rather than the lighter 15mm one. Nothing worse than firing a chute and the back of the car ripping off, its happened to me on many occasions, and the thought that races through your head is always, "wish I had beefed up that chute mount" as you hurtle into the unknown.



Rocket Lab in New Zealand has again put in a huge effort to see us in the winner's circle. These guys are in a league of their own with the rocket knowledge and expertise they share with us.





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The Di Candilo Steel City guys again have excelled with steel product ordered today and needed urgently yesterday; you guys always exceed expectation and are the best!

<http://www.dicandilo.com.au/>



I was honoured to do a motivational talk for the guys at the Men's Shed last week. This is a great men's health initiative to get men away from the TV and involved in a workshop environment where they can mix with other men, retired or not, learn new skills or teach their skills to others in their area of expertise or trade. A great concept and a very positive response was realised on the day. If you wish to know more please have a look at their website. If had any spare time I would join up.

<http://www.jms.org.au/>

An article appeared in the Joondalup Times about my visit and can be read on the Aussie Invader Press and Media page - http://www.aussieinvader.com/press_coverage.php.



One other media piece that appeared in the WA press this month was an article in the WA Business News by Mark Pownall. The article started as follows:

"LOOKING down Rosco McGlashan's driveway is like being on the production set for a kids' movie. Here, in a supersized Mullaloo garage, Mr McGlashan is building what looks like a rocket ship..."

The article is entertaining and can be read in full at:

http://www.aussieinvader.com/attachments/File/wabn_20110113.pdf

During the month we were also approached about giving our permission for a small number of limited edition 1:43 scale high quality resin models to be made of Aussie Invader 5R. These are being produced for us at this time and will be used for marketing and historical purposes.

We do intend to produce a final design model later and these will be for sale to enthusiasts and collectors. We will keep you updated via our website and newsletters about this.

Things are going to get really busy from now on, so we are all looking forward to taking this





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project full steam ahead and working hard to achieve what to a lot of people is an impossible goal. All I can say is the team and I will put in 110% and not stop until we hold that WLSR.

Thank you all for your continued support and until our next newsletter, be your very best.

Rosco McGlashan OAM
Fastest Aussie on Earth

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