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May 2010 - Newsletter

Hi to all our Sponsors, Supporters, Crew, LSR Enthusiasts and friends, welcome to our May newsletter.

This year is rocketing past so quickly it's hard to believe how we can find time to achieve anything. As mentioned in last month's newsletter Perth, Western Australia was hit by a major storm with massive hail stones. There were thousands of cars written off due to body damage, including brand new BMW's and Mercedes, which were sold in "hail sales", time for a new car!

The storm also damaged and flooded hundreds of homes and properties, ours was no exception. In the last few weeks we have had to fit a new roof to our house and also to our workshop. Our house is still waiting on major internal repairs before we can even move back in, but luckily our workshop is back in operation and our loyal crew are working busily away on our car, whilst I am negotiating with the tradies and chasing up quotes for repairs. Thank god our insurance policy was up to date; boy it's not much fun living in a caravan.

We had another setback also this month with the construction of our windshield canopy and nose section. We had talks some time ago with a leading Western Australian composite company who were going to fire up their robotic milling machine (a computer controlled drill bit at the end of a robotic arm) to produce a "plug" via a computer programme cutting the shapes from a block of foam, we could then use the foam "plug" to create our moulds and from those create the finished articles.

Unfortunately for us, but great for this company, they have managed to pick up a large defence contract and their company has become a high security area. This has made us have to revert back to "Plan B" the old method of composite lay-up. 1) Make a plug out of wood and nails and lots of tins of body filler. 2) Rub, grind and file until the perfect shape is achieved. 3) Then make a mould from the plug. 4) Lay-up your part in composite. This is the old school way of doing this job and I was hopeful we would never need to go down this path again, as it is very time consuming.





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After breaking the bad news to Pete Taylor that we will have to make our own windscreen plug his response was inspiring, "well lets' get started he said" and quickly commenced sourcing all the materials and scrap wood he could find.

Six stages of creating the plug for our canopy



1. Chris and Alex measure each piece



2. Chris shaping each piece for perfect fit



3. Final assembly of the MDF frame



4. Finished frame sheeted in 3mm MDF



5. Pete filling and rubbing down the "Bog"



6. Canopy plug ready for moulding

What Pete, Chris de Munck and Alex Mesics achieved in a couple of days is truly remarkable. Our windshield is looking really good and we are hopeful of having a mould and a first take product from it in the next few weeks. I love positive people.



On a positive note also, we had a call this week from Russ Tyrie a good mate in Melbourne who runs both the **Sydney and Melbourne Motor Shows**. Russ wanted to know if we could appear at the Sydney Motor Show in October and has given me a few weeks to give him a firm "yes" or "no" response. Even though this is huge undertaking, it would

sure motivate us into action and give us some fantastic international exposure.

Apart from the cars construction, I have also committed ourselves to several television shows and documentaries, some involving international travel and time away from the car, but on the other hand the support we have been given over many years by Russ and the VACC has been huge, so I sure hope we can give him a BIG "YES".





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On the sponsorship angle, we are looking for major sponsors and with a very likely appearance at the world famous Sydney Motor Show and several world-wide programmes and film shoots, our sponsors will be receiving exposure on a national and international level. Please contact me if you are interested in discussing this further (rosco@aussieinvader.com).

A special thank you must also go out to our friends at Advanced Electrical Equipment Pty Ltd. based in Osborne Park, just outside Perth, Western Australia. This company provides a fantastic state-wide service to WA with their huge stock of all things electrical.



www.advanced.net.au

Advanced Electrical Equipment have kindly provided the financial sponsorship of our specialised T3 aluminium sheeting needed to skin our top-hat and "V" underbelly sections of our 1,000 mph vehicle. Thank you guys, it is really appreciated.

Performance Metals Australia who supply the T3 aluminium sheeting have given us a very competitive price to allow us to get this part of the car moving now. Thank you also.



www.performancemetalsaustralia.com.au

Once delivered, we have WA's best metal fabrication guys on standby, **Rowe and Sons in Maddington, Perth** to shape this material and form our attaching angle pieces to fix the skin to our support frames. They do some fantastic car restoration work and are waiting on the arrival of these T3 sheets to make a start on forming them, I can't wait to see them in place.



www.rocketlab.co.nz

A special thank you to our Kiwi mates at Rocket Lab, Peter and Nikhil have been working very hard on our rocket motors and systems design are hanging out to press the go button to commence construction. They are still waiting on us coming up with the funding needed to start building the hardware. Sorry guys

I am knocking on lots of doors and we are still very confident of finding a sponsor for this history making project.

I have just been told that Australia's **Sunday Night** Programme which goes to air on the Seven Network here in Australia, have been given the go ahead for a programme around the 3 teams who are looking to attempt the unlimited Land Speed record.

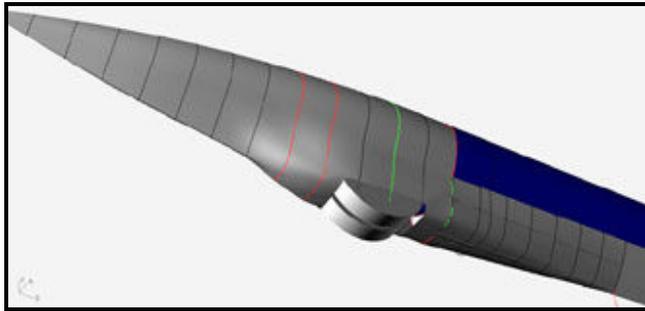


Andy Green, LSR legend and driver of the new British entry - Bloodhound SSC, has just confirmed that he will be joining me and the North American Eagle guys in the USA in June to shoot the story. Sunday Night is going to film the Aussie Invader team and the car prior to me leaving for America... boy won't this be a great story to tell.





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Dan McKeon or resident CFD guru, who worked for the Jordan Formula One team, is running calculations on our cars nose and hopes to have a definitive design very shortly. Once we have this we will start on building the nose and that is a big job, especially if we have to make the moulds by hand. Thanks Dan for your help and expertise.

On a sadder note, we regret the passing of a great mate and part of our team Owen "Gibbo" Gibson, RAAF fire-fighter extreme and all round nice guy. Gibbo made several trips across to Lake Gairdner with us in his capacity as a fire-fighter with a team of RAAF guys from Perth's Pearce AFB under the umbrella of "Adventure Training ". This was certainly an adventure and what a great experience for all of us, thanks Gibbo... RIP.

Thanks to all the people who are helping bring this project to reality, we will make you proud and excited to be part of a winning team. Anyway I must get back to my house repairs for now but I am looking forward to showing you all some exciting pictures of our vehicles progress in the coming months.

Until next month, be your very best!

Rosco McGlashan OAM
Fastest Aussie on Earth

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