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May 2011 - Newsletter

Hi to all our newsletter recipients, sponsors, supporters and fans. Welcome to our May 2011 newsletter.

Another huge month for our team has again blasted past with lots of progress being made on our car, public appearances being performed and some good media interest coverage both printed and on the TV.

The West Australian - featured a story on our ambition to run our race in the far north of our home state, WA. The story was titled "**WA bid to be fastest on earth**".

As you may know I have talked about running our car at locations in the USA, but we could be looking closer to home, in our home states far north. WA has 2.6 million sq km of wilderness! Read the story online - <http://ow.ly/4IMuE>



Channel 10 News - At short notice 10 News called to say they wanted to interview me about Aussie Invader III being up for sale. I asked when, and they said "in about 20 minutes". They stayed for about 2 hours and shot some interview footage with me and cut in some older footage of the land speed record runs at Lake Gairdner in South Australia. I was told it was going to be aired in a few weeks, but it was actually shown that night on the 6pm news.

View 10 News story (plays short ad first)

http://ten.com.au/video.htm?movideo_m=102782

There was a ripper story which appeared in 321 Ignition Magazine with a comprehensive insight into our project. We do not have a link to it yet, so will try to get it for next month. Thank you all.

Motor Shows - After declining appearances at all auto shows for many years we decided to bite the bullet and get out more, particularly since the arrival of our new merchandise line. In the last month we have appeared at three auto shows, the **Murray Auto Xtravaganza** was one at



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Pinjarra for our good mate Richie Howlett who is one of Western Australia's best motor racing commentators and a great ambassador for our project.



We made the trip south to his venue and with the assistance of Mark Read and his boys Scott and Danny, Alex Blain, Pete Taylor, my wife Cheryl and myself enjoyed a great day rubbing shoulders with all of the other car nuts and

catching up with some past race competitors from my jet dragster days.

Obviously we could not put Aussie Invader 5R on display, so we settled for some first class signage done for us by **Compac Marketing** and put our Megaboom rocket motor on display.



L to R Pete Taylor, Rosco, Mark Read & Alex Blain



Rosco and wife Cheryl



On the 16th/17th we did a similar show for some good folks at a country town named Dowerin, which is about 100 km east of Perth. This was a two day show known as **Theo's Run** and some exciting vehicles were on display there. Once

again we bought along our Megaboom rocket motor, a solid hand forged race wheel to display and lots of merchandise to promote our 1,000 mph record project.

To my surprise the locals had somehow found my hydrogen peroxide rocket powered go-cart which I ran in the US back in the early 80's (this cart ran 253 mph). I sold this cart to a car museum and had not seen her for about 25 years, it was like catching up with an old girlfriend. Boy I would like to once again own this machine and restore her back to her past condition, but alas there is only so many hours in a day and my time is extremely limited.



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This cart and I still hold the world record for the 1/4 mile at 253 mph (407 km/h)

We are presently setting up at the V8 Supercar race at Barbagallo Raceway in Perth again with our Megaboom rocket motor and lots of merchandise to sell. This show will take five days with setup etc. and I will include some good coverage of this exciting event next month.

Alex Blain has again offered to help out the team by taking my place at this event for the first race day. I am privileged to attend one of our crew guys' weddings on this Saturday, Alex Mesics; one of our loyal crew members is tying the knot... Best wishes for your future together Alex and Mel.



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

I was asked to make an appearance for one of Western Australia's top drag racing teams "Full Boar Racing" prior to their big trip across the paddock (Nullarbor Plains) to Australia's East Coast to compete in Australia's Drag Racing Nationals. These guys race two of our country's fastest cars, thanks for the invite guys and the very best of luck with your heats. Make WA Proud!

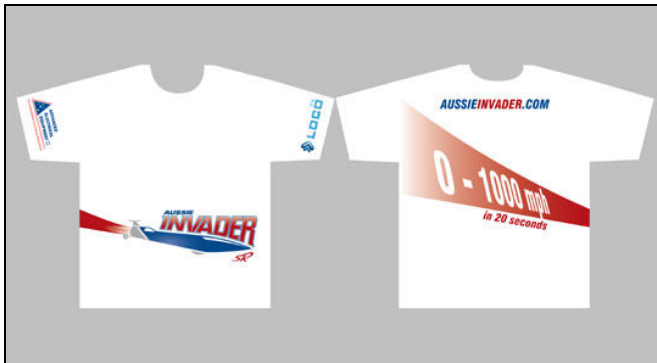


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Merchandising – This has been really well received everywhere we have gone, with people happy to spend money on buying a few items, knowing that the profits go to supporting the project and the team.

Purchase Merchandise NOW! - <http://www.tangibility.com.au/aussieinvader/>

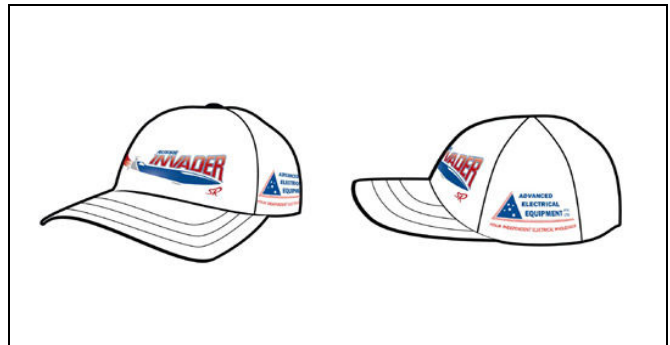
Align Your Company with the Most Powerful Car in the World



We are delighted to be able to offer your company the ability to have your logo printed alongside ours in our unique range of merchandising items.

Already hundreds of items have been sold since our launch of the merchandise last month and they will no doubt each become a collector's item as our range evolves and items can be signed by me personally if required.

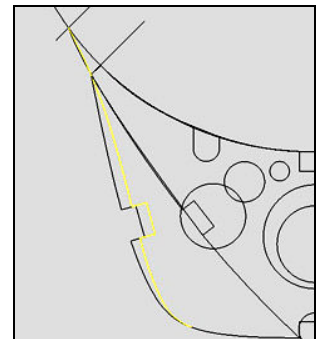
As well as receiving the obvious branding benefits, these items make a great gift as rewards or motivational items for your staff or a "thank you" gift to your customers. All you need to do is provide a high resolution image of your company logo and we'll take care of the rest! The prices are very affordable and the much needed proceeds go toward Australia's upcoming World Land Speed Challenge.



Please email alexb@aussieinvader.com or call **0438 007 155** for more information.

UPDATE ON THE CAR – The real work is progressing steadily on our car, with it still being upside down and having all the underbelly frames and panels fitted. Again **Rowe and Sons** have gone beyond the call of duty with some fantastic panel work. The complete underside should be finished by our next newsletter.

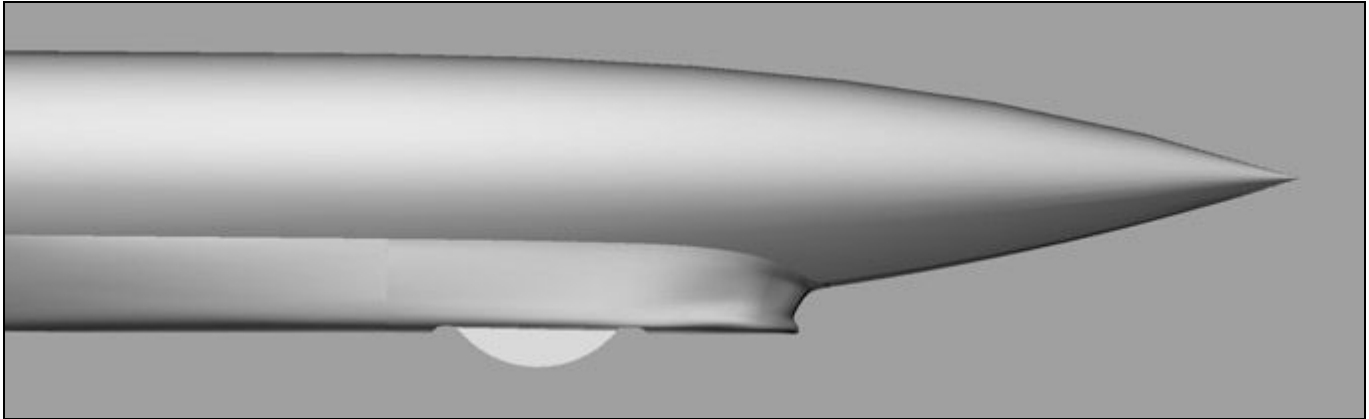
A slight re-profiling of the front 7 underbelly frames has had to take place due to a wheel clearance issue as these panels blend the wheel fairing back into our underbelly. The new front 7 frames will be laser cut by **Di Candilo Steel City** and then tack welded on a frame, checked for alignment, then removed and taken to Rowe and Sons. They will form the covering panels for us and then it's back to our workshop to weld those 7 panels in place permanently.



Picture to the right is of one of the re-profiled underbelly panels with the new profile in yellow



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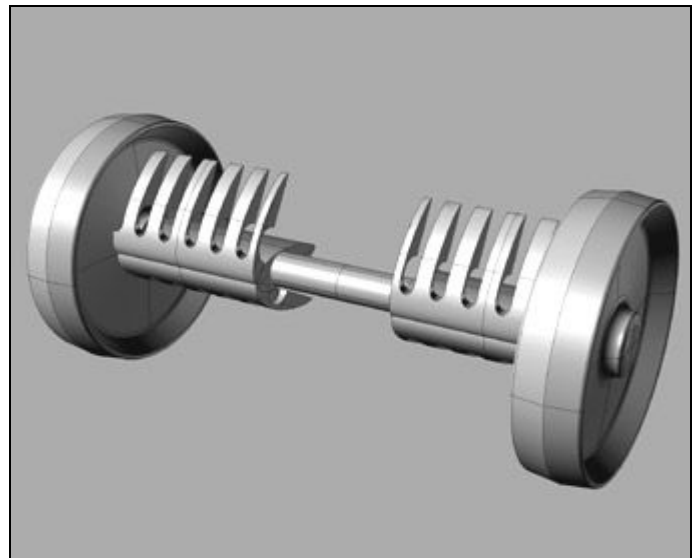
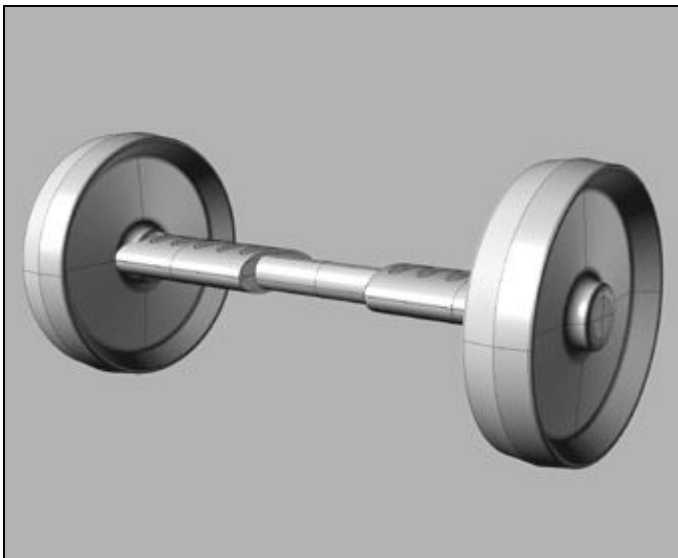


Mike Annear has remodelled the nose fairing recently. We are waiting on Curtin University's CFD results

Braking - We have always known that stopping a car travelling at 1,000 mph which weighs 6.5 tonnes at the end of the run (it weighs over 9 tonnes when it starts – using about 2.8 tonnes of propellant during the run) is going to be a problem and will take some serious stopping power.

We are only using carbon/carbon rear wheel brakes and two high speed braking chutes to bring the car to a standstill from around 450 mph (low speed stopping). The high speed stopping power will be done via an air brake which is still in the development stage, but we are looking very closely at a rear axle air brake. This will work via hydraulic motors mounted in and around the rear axle framework.

As per usual our CAD design guy Mike Annear has spent countless hours on the development of our axle air brake and its mechanics. Below is a very simple diagram of the concept.



Rear axle air brake that works via hydraulic motors



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It is also planned that we will use an emergency "Fred Flintstone" (ski) brake pioneered by our mate Craig Breedlove. This brake is for emergency stopping situations where a braking chute has failed or the car is not maintaining a 3g deceleration rate.

A hydraulic ram with a specially designed foot is activated via a paddle on our steering wheel and is lowered into our race track surface creating a huge amount of friction /dust and emergency stopping power. We are also considering a catch cable that would be buried under our track surface and catch our "Fred Flintstone" ram should our car be in a runaway situation.

Wheels - We are still waiting on some final solid wheel design features to be completed but once we have these wheels built our car will be getting a lot closer to being race ready and our date with destiny.

Mark Read is working with Kieran Molloy on a new website that will hopefully be launched around the time of our next newsletter. This new site will be easier to maintain and cater for more video and online media as the project moves into a more visual phase.

With this work going on you may find over the next month the existing site will not change that much, as work will be concentrated on the new website.

A special thank you to all of our supporters, as your kind donations and merchandise purchases are making a huge impact on the success of our mission. 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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