

OCTOBER EDITION

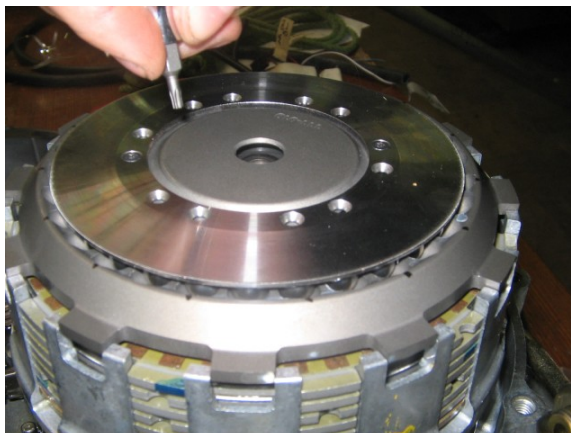
Project Manager's Report

By the time this newsletter is published the final components waiting to be machined will be complete and the final assembly of the UNISA07 car will be well underway. With only 7 weeks to the competition students have been working round the clock machining, fabricating and assembling the final components for this year's entry.

With a number of major improvements and redesigns over the previous car, The manufacturing process has taken longer than expected, however the team has been working hard and many thanks to the UniSA's workshop technician Mark and Angelo as well as Alan Young the workshop supervisor for their continued support and advice in helping the team manufacture our parts on such a tight schedule.

Many thanks also goes to Romeo Marian UniSA AME Program Director who earlier this year arranged for the University of SA to purchased a 3-axis CNC Mill which together with the Universities CNC Lathe has been fully loaded for the past 6 months producing parts for UniSA Motorsport. We would not have been able to produce many of the components designed for the car without these two machines.

Tim Schenk: Project Manager

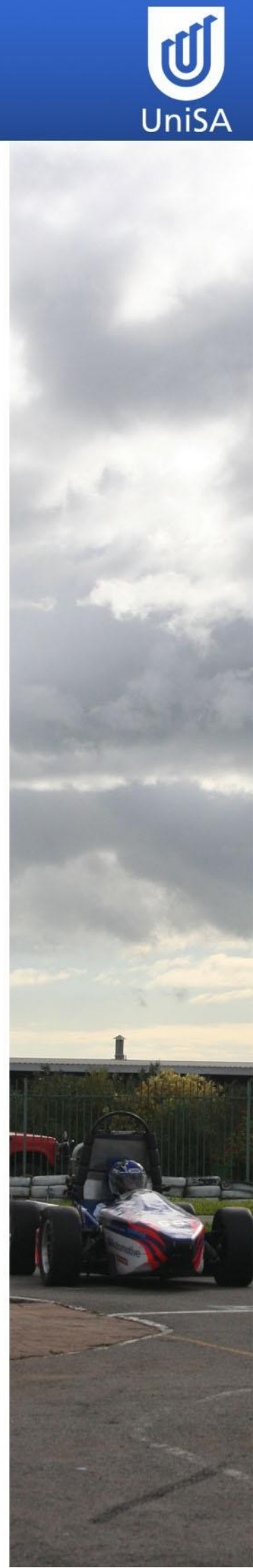
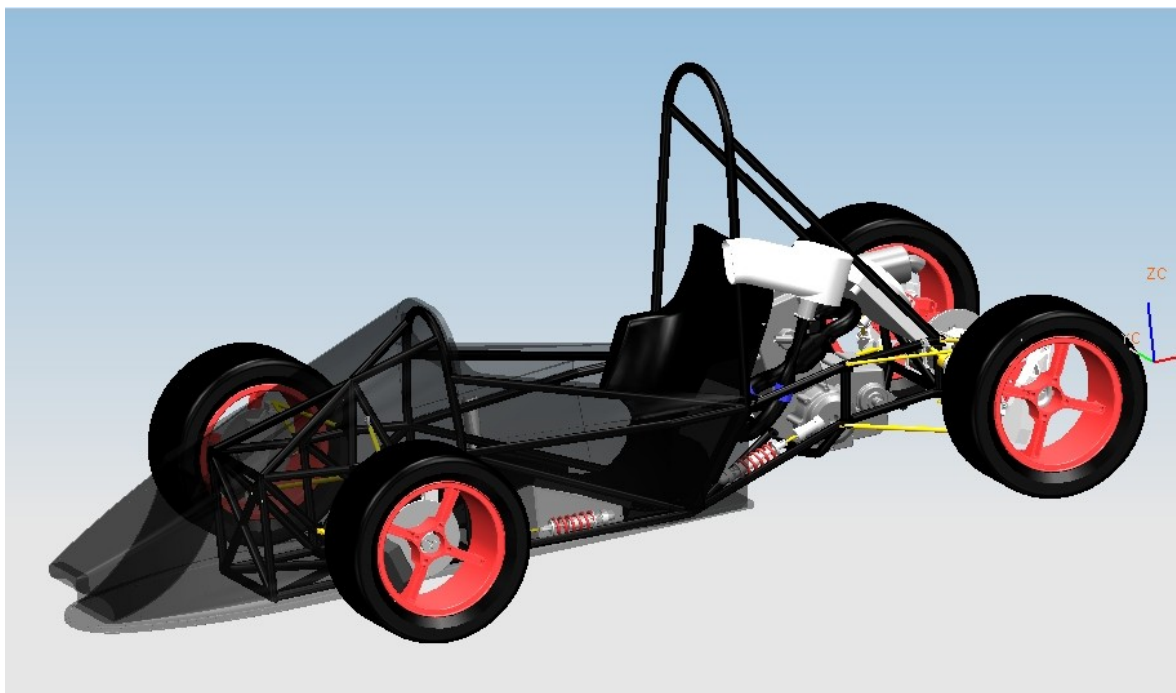


Recluse Clutch Installation

Progress Report

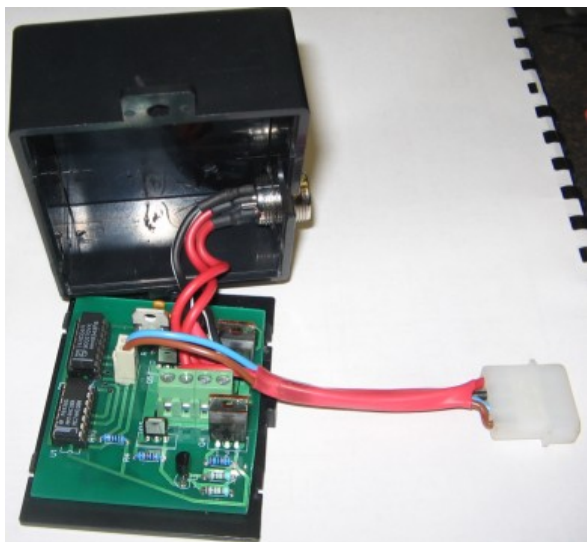
All hands on deck are the words to describe the entire team's efforts over the last couple of months. Every team member has been busy at work to get their designs turned into a physical component. The chassis has been completed early to allow for physical verification of all further parts before machining and assembly. The large amount of time that has been put into the chassis has paid off with a very stiff and aesthetically pleasing structure to look at.

The Drive line is now complete and assembled to the car with the almost all Aluminium design looking rather impressive. In vehicle testing of the flex plates



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will begin very soon with promising results in the laboratory static and dynamic testing. The most optimum sprocket sizes have yet to be determined but with further full speed vehicle testing the correct sizes for the type of track used will become evident.



Gear Shifting Electronics

The custom wheels and uprights will be finished within days with a very special thanks to Toolcraft and Velocity of Sound for their efforts in a quick turn around time for the aluminium inner and outer sections of the wheels. We are beginning the testing of the vehicle with the 2006 wheels to get a head start and final settings will be made with the new wheels when they arrive.



ARRK Air Box

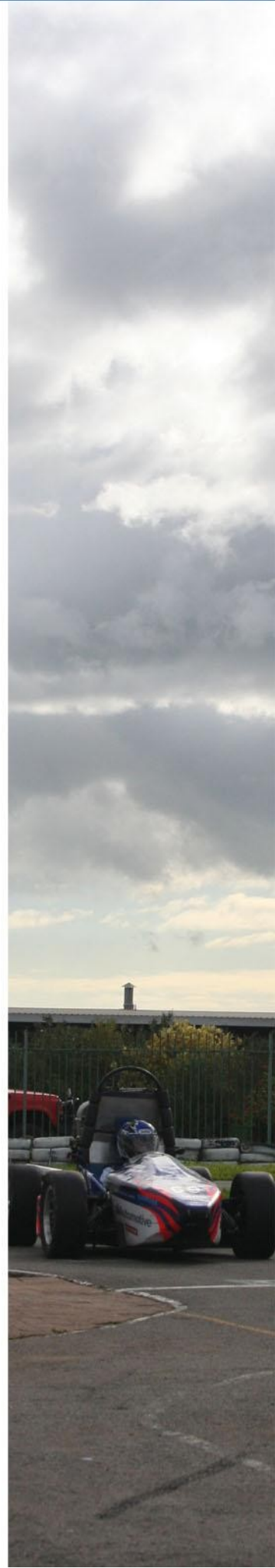
The suspension is ready to be fitted to the vehicle with all arms welded and treated. The steering is set to be light and responsive and will reduce driver fatigue significantly over the 2006 car. Hydraulic suspension control systems are nearing completion and are in the final stages of testing and set up before final tuning on the vehicle. Electronic adjusted sway control will be tested more thoroughly before its implementation to the vehicle to assure its performance.



Steering Wheel with AiM display Shifting Buttons

All engine, fuel and cooling systems have been assembled and tested with the engine running well and ready for the dyno testing to confirm the output figures. The extensive use of carbon fibre for the engine intake has reduced the assembly weight and made a smooth seamless flow of piping for the engine. Thanks must go to ARRK Rapid prototyping services for production of the air box ram pod picture to the bottom left which has turned out a treat. The driver controls are all functioning with the electronic gear change in position and the pedal assembly fitted. The cockpit is holding the driver in position perfectly and has made the perfect compromise between space, comfort and functionality. Driver visibility is at an optimal level which has eliminated the need for rear view mirrors on the car.

The 2007 vehicle is now taking form and proving to a be a top contender.



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Carbon Fibre Intake Manifold

Plus just to mention a few) has been phenomenal and really showed the community and industry backing for UniSA Motorsport and UniSA itself, coupled with some highly beneficial new sponsors this years car is moving forward in leaps and bounds. Futuris Automotive is our naming rights sponsor with the initial colour schemes and body designs look impressive with a large amount of debate between team members as to which one to go for, thanks go to Futuris for their quick work, more details will be released to all soon.

Our Sponsors

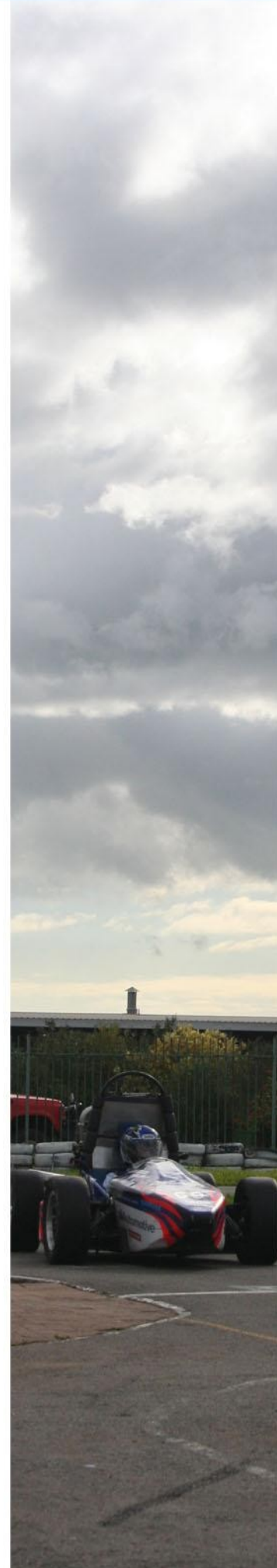
2007 has shown the greatest response for sponsorship ever with the team doubling their funding from previous years enable huge developments and for the first time an all new vehicle, leading the 2006 car almost intact (some parts used for testing). The amount of continuing support from last years sponsors (Gibbs and Cox, JV Crash, aiAutomotive, BAE Systems, OneSteel, FGI and Mawson Lakes Chem

Bianco Building supplies has signed on as our trailer sponsor as well as being a major sponsor with the completion of the customised trailer expected by the end of November.

The all round support of all of our sponsors with finance, advice, discounts, help and time is greatly appreciated and is the only reason why this year is set to be our best ever. Added thanks go to Tool-Craft for their last minute support in machining parts for us.



Painted 2007 Chassis



We would like to thank our valued sponsors for their continued support:

FUTURiS



POLARIS
The Way Out.®

aiAutomotive



ARRK

BAE SYSTEMS

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CAFFÉ
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