

# PYTHON

## NEWS

ISSUE NUMBER 1  
SUMMER 1991

• Published by Unique Autocraft for people everywhere interested in the Kit Car industry •

## Welcome

Welcome to the first issue of Python News. It is our aim here at Unique Autocraft to publish this magazine quarterly to keep you up to date with news of the Kit Car industry, the companies' activities, but perhaps more importantly the future developments of the Python.

The first issue reviews our successful exploits on the National Show scene and the new "factory open days", which I know many of you have attended and enjoyed. Plus Dr George Reed from

STATUS has written an informative article on the implications of the much feared 1992 legislation on the home built car market. In 'Technical Tips' useful information on how to reduce heat in your engine bay. There's even a cartoon from Terry "Rolf Harris" Shaw. Last but not least a competition where you can win fabulous Python T-shirts.

As a last note, this is your publication. If you have any anecdotes, technical tips or something you would like to say to the Python World please write in and tell us.

*Happy Motoring!*

## THAT'S SHOW BIZ!

**Unique Autocraft have now successfully completed two major shows this year.**

For those of you who haven't visited us at previous shows there have been a few major changes for the 1991 show scene. Firstly, we are now five, by that I mean we have been joined by two new faces Andrew Mumford and Ritchie Edwards. Andrew and Ritchie have been helping in a capacity of Sales, Marketing and Promotions. First thing on the agenda was to rethink our show image by means of professional exhibition equipment, a completed rolling chassis, and an all new company video. It was therefore gratifying to see that in our attempt to keep up with the Jones or should I say the GTD40's we won best show stand at The National Kit Car Show, NEC 1991 an honour we hope to carry next year.

Likewise this recipe for success will be taken to the Sandown Show held at **Sandown Race course on 10th and 11th August.**

The Sandown Show has always been one of the more popular

shows of the year and has always been graced with a gloriously sunny weekend. So for a bit of carnival atmosphere come and join us for the weekend.



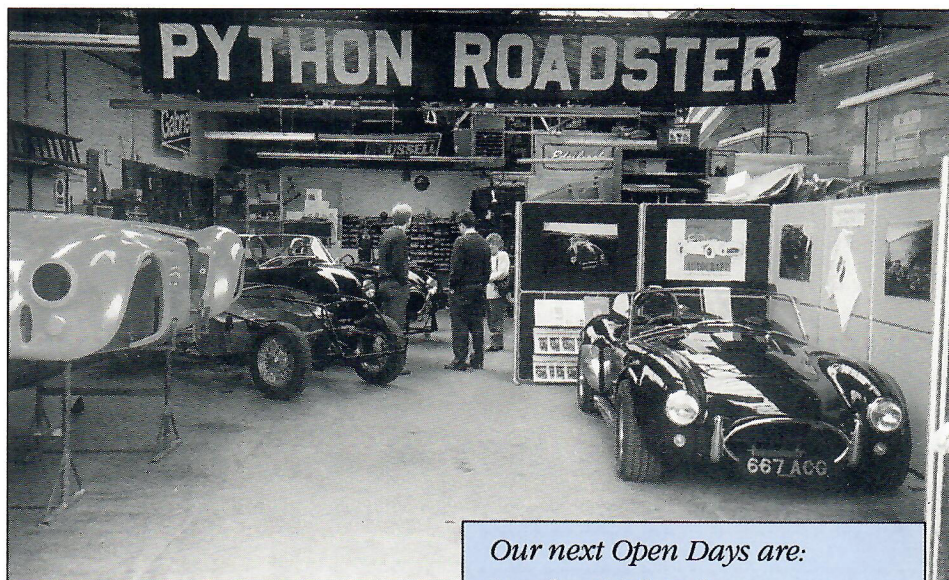
*Unique Autocraft's winning stand at the National Kit Car Show at the NEC in May this year.*



# OPEN DAYS ROARING SUCCESS

Since the introduction of the open days we have been amazed by the response from both existing customers and potential customers. If as a customer you haven't yet fired the beast up for a blast down to Harlow on one of the two days never fear as we are planning the next open day right now so read on.

The two previous days have seen as ever a good display of excellently turned out Pythons. Two company Pythons one manual and one auto have been available for test rides, refreshments and good solid car chat has been in abundance. Also having put a broom around the



*Unique's Factory Open Day*

workshop it is able to have a good interrupted view around the facilities and pick up some goodies from the well stocked parts and American spares shop.

Over the past two open days we have also seen an encouraging number of potential customers. We hope you have been impressed by what you have seen but if you are still not convinced that the Python is

*Our next Open Days are:*

**Sunday 28th July**

**Sunday 18th August**

*Join us between 10am and 4pm*

the car for you, then whether you have attended both open days in the past or not had the opportunity to join us at either please feel free to attend one or both of the next two open days.

We all look forward to a great day full of engine roar and lots of fun.

## Implications of 1992 for Python Buyers

*Customers often ask what effects 1992 – or even 1993 – will have on their plans to construct a Python using a kit of parts.*

*Dr George Reed, STATUS Manager, explains the implications.*

**It is a fact that 1992/3 has no effect whatsoever on customers plans to build a Python.**

Almost all customers use the 'Amateur Build Exemption'. In other words all that is necessary after completion is an MOT certificate! If your car fails to get an MOT certificate, you don't deserve my sympathy!

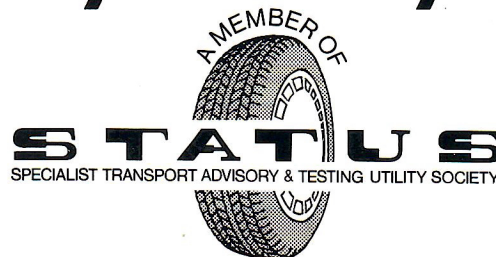
In the fullness of time, the Department of Transport intends to introduce a Super MOT for home-built cars prior to first registration. It is intended that this test will be done at Heavy Goods Vehicle testing

stations with a target fee of £100. This Super MOT will not be in place for several years and will NOT be retrospective.

Again a properly built Python ought to have no problems with such a test, whatsoever it may contain - no

details of this test are yet available.

There is one other matter worth a mention. From November 1991, an emission test is to be included in the standard MOT. The requirements vary with the date of original registration. *See table below.*



*Up to:*

**M-suffix cars:**

Not too much smoke

**N to Y-suffix cars:**

CO level to be less than 6%

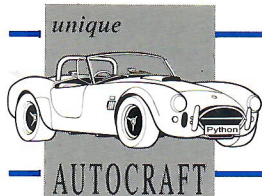
**A-prefix onward cars:**

CO level to be less than 4.5%

**Q-prefix cars:**

Treated as 'Up to M-suffix cars'





# Technical Tips

Unique Autocraft have always been aware of the potential engine bay temperatures caused by a relatively large capacity engine, in a confined space and running a tubular type exhaust manifolding system. From the design stage of the Python, Unique Autocraft have incorporated such features as; encouraged air flow past the exhaust system, exiting through spacious footbox to inner wheel arch areas and then on through working side grilles; large transmission tunnel to working side grilles; large transmission tunnel to gearbox clearances allowing the low pressure draft under the vehicle to generate a draw in the transmission areas, ensuring cool transmission temperatures and another exit area for engine heat; enclosures for the radiator to encourage air to only pass through the radiator core and not by pass it; ensuring maximum efficiency from the radiator and last but not least, aluminium shielding, in those areas that are subject to extreme heat, ie: footbox to exhaust manifold area and the floor to exhaust silencer area, when running the underfloor type exhaust system.

When using the Python Roadster incorporating the above mentioned features, we have experienced trouble free use. However, in an effort to cover all aspects of the vehicles use, ie: racing, prolonged high speed use, extreme hot weather use, or the fitment of performance parts in the engine, which results in higher engine running temperatures the following suggestion should be considered.

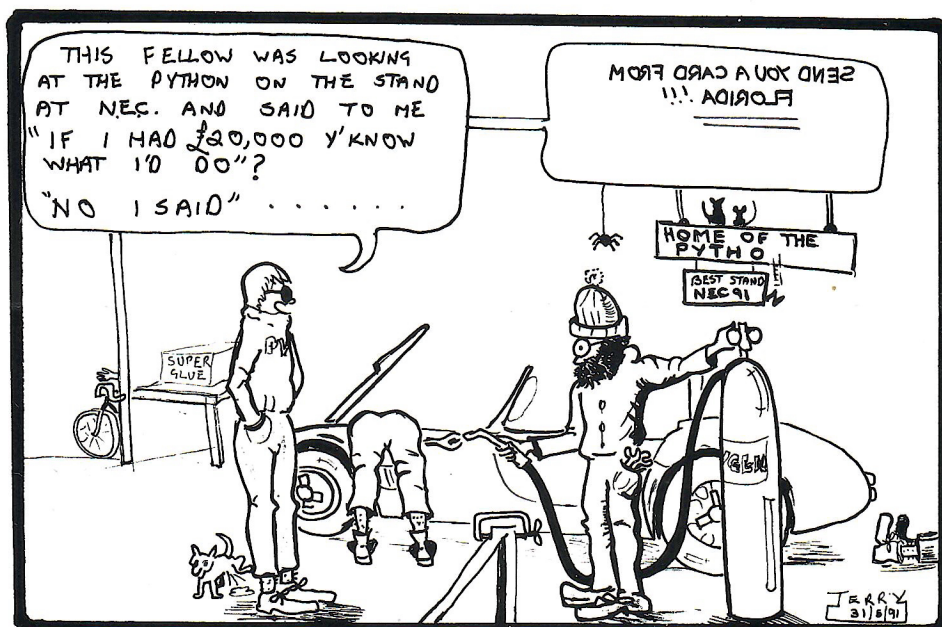
All areas where exhaust heat contact is likely to be high, cover with aluminium lined asbestos sheeting secured to the roughed fiberglass panel. With a suitable fixative (we use silicone). The areas to pay attention to, being those of the underside of the front wings between footbox and inner wheel arch, front area of footbox extending around the inner engine bay sides to the transmission tunnel, rear edge of front inner wings adjacent to exhaust downpipes and the underside of the cockpit floor, between outrigger and main chassis rail above exhaust system. (The last point is only relevant when using the underfloor exhaust system).

**For the first of a continuing series of "Technical Tips" we thought we would broach a subject, that is of use to current "on the road" Python owners and those owners that are still at the construction stage. The subject we have chosen is that of engine bay temperatures and the associated means of controlling, the damage that it may cause if insufficient attention is given to it.**

It is imperative that our standard aluminium/heat shielding is retained, and fitted over the aluminium asbestos material in the same locations as is recommended in their fitting instructions.

But of course there is no longer the need to space away from the glassfibre panels, as the composite material will shield the panels from heat.

With these extra precautions your Python should be prevented, in most cases, from suffering any signs of damage from engine bay/exhaust heat.



*The cartoon above is by Unique Autocraft's first Python customer, Terry Shaw. He ordered his kit in 1980 and has had the finished vehicle on the road almost as long as our Blue Demonstrator. The car has been seen at numerous shows in its candy-apple red and white striped paintwork. Terry built the whole car including paintwork and upholstery himself and can often be seen at racecar meetings all over the north of England. Of course one of his hobbies is cars, he will, under pressure, admit to building and owning Ford Specials in the 50's and 60's. Another love is guitars, he was one of the first to import a Left Hand Fender Stratocaster to the country.*

**LKB**

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# Win a 'Unique'



# T-shirt!



All you have to do to win one of these magnificent Unique Autocraft T-shirts is to answer three simple questions below.

The first 3 correct entries drawn from the postbag will win one of these fabulous Unique T-shirts.

## Questions

- 1) At which show this year did Unique Autocraft win best stand?
- 2) Name the mad american who put the american Ford V8 into the AC ACE.
- 3) Name the race track associated with Autocraft makers of the mark IV Cobra.

Entries must be sent to Unique Autocraft by the 31st August 1991. Address your sealed envelope or card to:

'T-shirt competition',  
Unique Autocraft  
3 South Road  
Templefields  
Harlow  
Essex CM20 2AP



*The much sought after Unique T-shirt could be yours!*

**Python News** is published quarterly by Unique Autocraft.

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**Python News** is designed and produced by The Francis Design & Print Consultancy

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