

PYTHON

NEWS

ISSUE NUMBER 3
SPRING 1992

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

SPRING GREENS

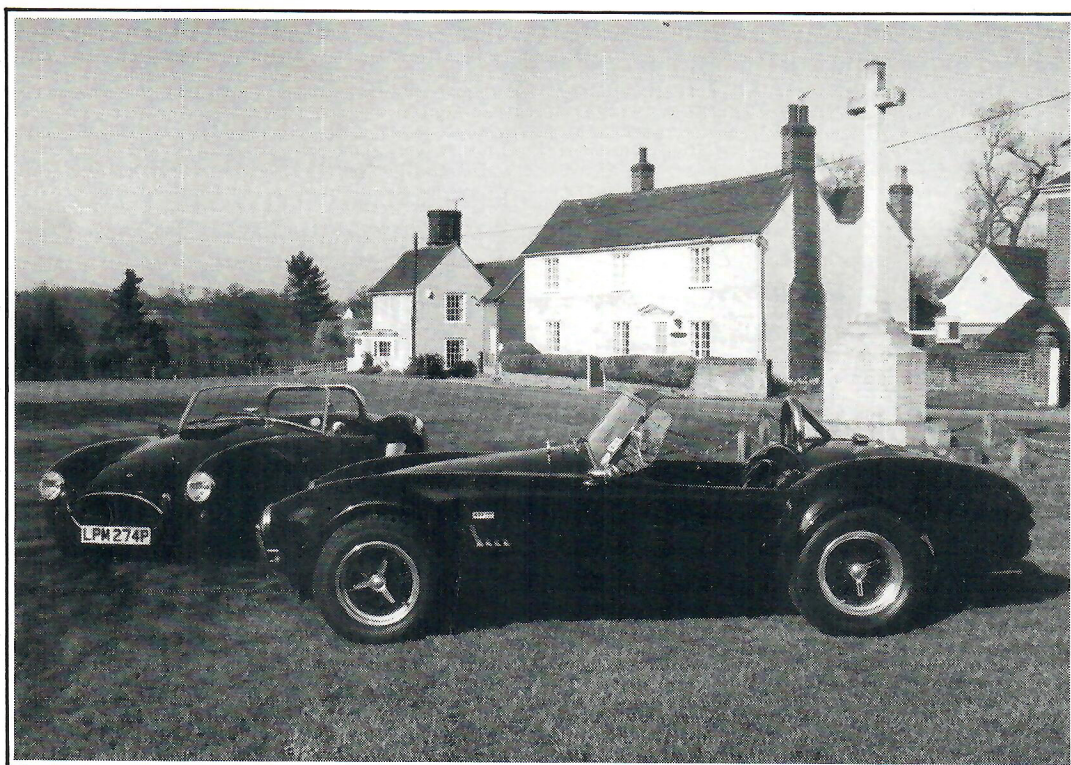
Election! What Election? Now that our destiny has been confirmed for the next five years, will it make any difference to the car industry? Well whether it does or not, one thing is for sure that the brighter skies of summer are only just around the corner. Now for those of you like me who's Python is done and dusted and have already enjoyed some open top springtime motoring, look forward to the months ahead of shows and open days.

The show scene has already got off to a good start, first show of the year and yet another award, runner up for the best kit car stand at Picketts Lock. We will be attending all the major shows this year and are sure the Python Trophy cabinet will soon need replacing.

Talking about things being replaced, in this issue read about the Python's new skin, the new body now available and is good enough to

allow its use in polished gel coat finish. Also with 1992 in mind we have an article on the greenest Python ever built, no we don't mean the colour, the latest export to Europe complete with Catalytic Converters and a lead free V8 engine. In 'Technical Tips' this issue the chassis trolley, yet another first for Unique Autocraft. Designed to help builders make the chassis more mobile and easier to work on.

As a last note, don't forget this is your publication. If you have any views or opinions please let us know.



OPEN DAYS FOR 1992

- Saturday May 16 10am — 4pm
- Saturday June 16 10am — 4pm
- Saturday August 22 10am — 4pm

THE PYTHON GOES GREEN

In response to the greatest challenge facing the motor industry in the 90's, Unique Autocraft has responded by producing the 'Green Python'.

Our first car using Super Lead-Free petrol and fitted with 2-way Catalytic Convertors has just been collected from our factory by its Italian importer — the first of a number destined for Italy. Supplied in left hand drive form, it is fitted with a Ford 302 cu.in. High Performance V8 and 5-speed 'T.5.' gearbox, but in all other respects it is a standard Python Roadster.

The Catalytic Convertors are manufactured in Stainless Steel and fitted to a specially developed Stainless Steel system to ensure long life and low maintenance.

The Borg Warner 'T.5.' 5-speed gearbox is a superb unit, equal to the best European boxes, light and precise, with none of the 'agricultural' feel of earlier American offerings and when coupled to our hydraulic system proved to have a nice, medium weight clutch pedal with a delightfully short travel. Another distinct advantage is that the overdrive 5th speed (approx 0.7 : 1) gives improved fuel consumption as well as reduced engine wear.

Brian of Bridge Farm Replicas assembled the car on our behalf and did a splendid job in the process.

Finally, it shows great confidence in our product that the customer collected the car on the morning of his departure and drove it straight back to Italy that day.

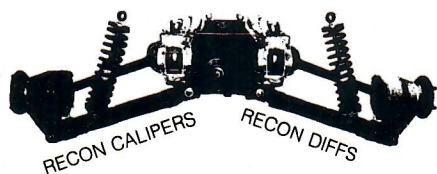
OPEN ALL HOURS

While this newsletter is devoted to our prime product the Python Roadster, not all our customers realise that Unique Autocraft also has a thriving retail shop. Though small it supplies a very wide product range to an even wider range of customers. The shop is infact older than the Python by several years and on Saturday morning is often brimming over with Python customers and Street-rod owners. The former might be after a container of Silicon brake fluid or some spark plugs while the latter could be collecting parts for a 1930's model A or B Ford or that mainstay of the hobby the 1945 to 1959 'sit up and beg' Ford Popular with such items as chassis and body panels being on their shopping lists.

We have customers arriving from all over the world and on one occasion we had to call on a French speaking friend to interpret the questions of a German customer and then translate them to English. The shop also plays host to groups of enthusiasts from Scandinavia or the continent on their way to events during the season. Several years ago we received an order from Sweden for a quantity of our fibre-glass replica '1923 model-T' bodys and the workshop was transformed overnight into something like a mid twentys Ford body plant with them stacked up awaiting collection.

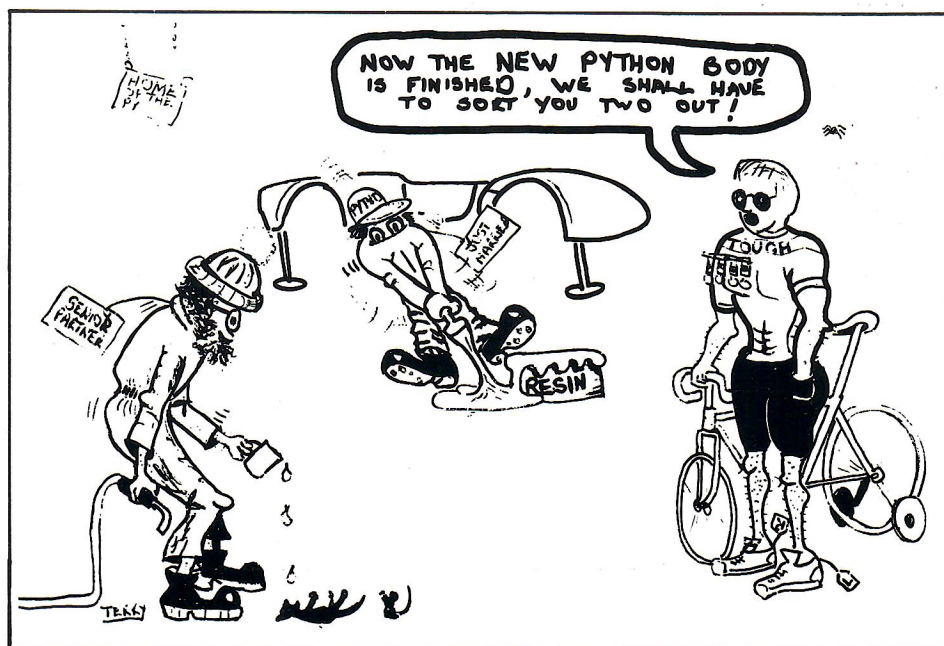
Our opening times are on Saturdays from 9.30am until 3pm and during the week from 8.30am until 5.30pm.

WARDS ENGINEERING



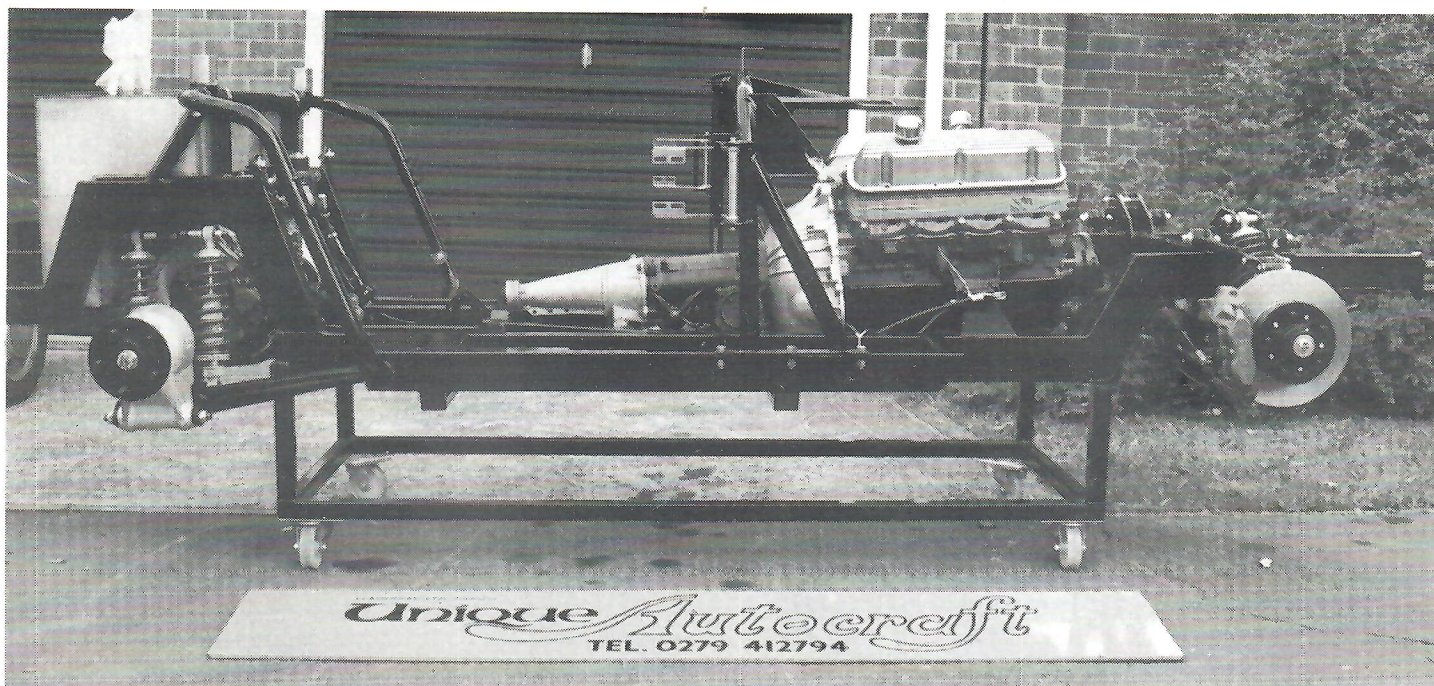
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We let Terry Shaw out of the cupboard to pen this offering. Those that know him will be pleased to know he is safely back under lock and key.

CHASSIS TROLLEY



OK, all of you kit builders. Think of the number of times you have crawled under the chassis and cursed when, for the third time this week, your chassis is in the way and can't be moved; or left the garage with a bad back from working too low down.

Well, if you're lucky enough to be building a UNIQUE AUTOCRAFT PYTHON, or contemplating such a build, then your prayers may have been answered. Those clever boys at Unique are now producing a chassis trolley for use with their chassis, perfectly balanced and built to withstand the full weight of a completed car.

With the trolley the chassis stands approx. 2ft. from the ground and, with the added advantage of being on heavy duty castors, can be moved forward or back and side to side.

All this adds up to an invaluable tool which could save you time, money and backache and leave your jack and axle stands available for other jobs.

Each trolley is jig-made, epoxy-coated and available to rent at just £50 per year plus a deposit.

For further information call Unique Autocraft and ask to speak to Rob.

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THE PYTHON GETS A NEW SKIN

In order to keep in the forefront of the ever-changing kit car industry Unique Autocraft, producers of the popular Python Roadster, have spent a great deal of time and expense to produce a new body mould to take the car into the 90's.

Always regarded as a quality car, it was felt that the one area in need of further development was the one piece body mould.

To quickly bring you up-to-date with the history of replicas, Unique Autocraft first took a buck off an original 427 over 10 years ago. Taking the mould from an original gave great authenticity, even down to the point that the original was hand-crafted in sheet aluminium. With any hand-crafted car, and especially this one, each car tended to be unique. This became very apparent when, as the years rolled on, Unique Autocraft found that the buck taken from the original was not always symmetrical. Slight defects were spotted, such as one wing being larger than the other and various other small faults.

With these points in mind the re-work of the new body mould had to firstly start by squaring the body and taking minute measurements in order to gain perfection.

The second most important aim was to gain greater ease of build. The Python has always been highly praised by major build companies as a straight-forward build but now the preparation time for bodywork-related jobs should be more than halved.

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In order to gain these savings in time the doors, boot and bonnet are now made with full return edges and need no trimming since they fit the aperture with precision. Other labour saving features include recesses for the side grilles and indentations for the cutting required to fit the lighting.

All the above features, with the added benefit of a shell that will minimise preparation and can be run in gel coat. Or just save money when the time comes to have the car sprayed. An example of which is Neil Arnolds Python featured on the front cover resplendent in its navy gel coat.

We always say that the proof of the pudding is in the eating, or in the building if you will excuse the metaphor. Well — newly established build agents York Performance of Settle, Yorkshire took delivery, built and recently displayed an immaculate Python at the Bristol show which took less than three months to build.

WHAT PRICE QUALITY

We are often asked by customers why they should use our products rather than from either an alternative source or produce it themselves. We feel that the very high quality of our parts plus the fact that they are designed by the team that originally developed the Python means that they will fit and work exactly as you would expect. The wiring loom is a typical example, one could be adapted from some other vehicle or even handmade but in either case the result would be a compromise at best and dangerous at least. Our loom comes ready to install, with machine made terminals, a 21 fuse control box using the latest blade type fuses, a combined electronic hazard/indicator flasher unit and relays in prewired bases. An elaborate schematic wiring diagram to help with installation and fault finding is included as well as all necessary grommets.

