



JC SPORTS CAR S7 (Lotus Seven Replica Kit Car)

30th August 2017

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My 'Next Project' (following on from my Harley Davidson / Norton Featherbed framed KJ Special rebuild project) was supposed to be a Velocette Venom (or Viper) Project . . . BUT . . . it turned out to be a BSA A65T 'Thunderbolt 650cc instead. And now look what I've gone and done !!! I've bought a JC Sports Car (it's a Lotus 7 replica Kit Car). The BSA A65T now 'Starts' & 'Runs' well, and is almost ready to take for it's first MOT in 28 years. However, play has stopped on the Beesa whilst I have a 'Play' with the S7. I collected the S7 from Bristol on 30th August 2017 by Trailer - as it had been off-the-road & standing for quite some time. However . . . I really do like the look of this car and am looking forward to working on it - and to getting it back on the road again soon. Unfortunately, the battery was Flat so the engine wouldn't start. When the Radiator was filled with Water, it just flooded out of the back of the Cylinder Block. The following photos show the various stages of work & refurbishment on this JC S7 Sports Car.





The 'First Job' was to remove the engine from the car to fix the water leak. No real surprise, as the 'Car for Sale Advert' stated; "this car needs the rear core plug fixing, it's quite difficult to reach so this will be a job for the new owner".

So! That'll be me then !!!

On the Ford Pinto engine the offending core plug is situated on the back of the engine cylinder block, which can only be accessed by separating the engine from the gearbox (hence the need to take the engine out). Once the engine was 'Out' the damaged core plug was removed quite easily and the engine thoroughly 'Flushed-out' with fresh cold water (until all of the muck and internal rusty sediment was flushed-out) before installing a brand-new (48mm) core plug.

The flywheel & clutch assembly was cleaned and refitted, followed by the engine being painted British Racing Green.

Whilst the Engine was out - the Engine Bay was cleaned-up and various rusty parts were then painted. I also made a few 'Adjustment Repairs' to the lower body panels because the Gearbox and Starter Motor was rubbing against the wooden & aluminium bodywork (with no clearance on the near-side of the engine bay).



With the Engine back in . . . the next job on the agenda was to sort out the old & very rusty Exhaust system (photos below).

Step One: De-rust / de-scale & sand-down the Cast iron Exhaust manifold, then paint it with High-temperature silver exhaust paint.

Step Two: Sand-down & paint the Exhaust Down-pipe (painted Black). Step Three: Wrap the next piece of the exhaust pipe in High-temperature 'Heat-Shield' Bandage (to help protect the bodywork) and finally; Step Four; Clamp the whole thing back together again and bolt it back into place on the car.



No expense was spared as two brand new 'U' Clamps were fitted, plus new heat-shield wrap & high-temperature 'silver' paint applied to the Silencer. Job Done !

The next Job: The Front Brakes.

Both front brakes was totally seized and both front Brake Disks were very rusty and corroded. The whole Stub Axle Assembly was dismantled and Brake Calliper taken off (in order to free-up the seized Calliper Pistons). The various parts were then cleaned, rubbed-down and re-painted. Everything was then re-assembled using appropriate amounts of 'Copper Slip' anti-seize-grease. Both sides received the same treatment and finally the hydraulic Brake system was refilled & 're-bled'.

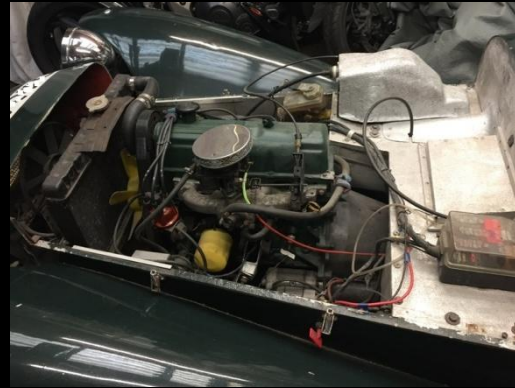
Finally . . . Brakes !





The Nose Cone was removed for some Fibre Glass repairs (above). And . . . I've hand-made two Fibre Glass Covers (photos below): One to fit over the exposed Steering Column and a second one to fit over the Clutch & Brake Pedal Housing. The original covers (for both column & pedal housing) was made of sheet aluminium - 'folded' into a rudimentary 'box' shape). I think this new design occupies the space better and looks less of a 'bodge' and more of a thought-out purpose-built approach.





All back together again and ready to rumble . . .

Or; in this case, ready to sell-on to a new Buyer who can do justice to this great little kit car.

When I bought this S7, my intention was to get it all Road Legal and whizzzz around the Lanes for a few months to get it 'Sorted' and then to enter a couple of Hill Climb rallies, etc etc . . .

But then two other projects came along (my beloved Velocettes) which took my attention away (as well as my interest in pursuing my four-wheeled adventures).

And Then (March 2020) along came Covid-19 which over the next two years took its toll on both my self-employed income and my savings (not to mention my health & well-being). Hence; one of the many reasons for letting the S7 'Go'.

Reluctantly Sold on 26th February 2022. Gone, but not forgotten ☹️

