



Stephen's G610WAC

G-WAC Notes

From the
Project Jay Preservation Group

A News Sheet for those who are interested in
the factory registered G-WACs.



Jon's G611WAC

Wishing you all a Merry Christmas
and a Happy and Prosperous New Year.

December 2019

With the Project Jay Preservation Group nearly 12 months old we are happy with the progress. We have 60 paid up members now. We said that we would never be a large club, but now have the cash to pay our PLI for next year, and perhaps order some merchandise to sell to our members and other enthusiasts.

Another G-WAC has been saved and others changed hands with a view to making a start of either full restoration or good solid preservation/recommissioning. There is still a demand from potential new owners to put G-WACs back on the road, so if you have one (or more) that you will sell to someone who will undertake the work, then do let me know and I am sure that we will find a buyer for her.

The five big shows at which we exhibited, the NEC twice, Legends, Billing, and Peterborough were well supported by our members. There were seven G-WAC Discoverys at the Birthday Party on Plymouth Hoe. The smaller Classic Car shows draw visitors to our stand who find it hard to believe that the Discovery is now 30 years old.

We are looking forward to another good show season in 2020 and will be concentrating on Classic Car shows.

Some show pictures from 2019



NEC Restoration Show. March



Legends Show. Bicester Heritage. May



LRO Show Peterborough. September



NEC Classic Car Show. November

G610WAC

When I got her home from Scotland on 6th September, she went straight into storage until I make space for her at home in my garage. She looks very sad sat between my dad's two G-WACs.

The first thing was to empty her of all the bits and pieces that came with her. These went to dad's garage and his storage area of all things Jay, to sort out the good from the bad.

With the interior now empty it was easy to see the work that had been done. The rear floor and the surrounding edges had been replaced to a good standard but was still to be painted as the new metal had started to rust.

The sill on the driver's side had been replaced with box section steel tube. (that will have to come off) and the floor repaired to match. The passenger side inner and outer sills are still to be replaced, and both the parts came with her.

The inner front wings have been repaired to a good standard, but the front body mountings will need some attention.

There appears to be a problem with the heater unit because the dash is partly dismantled, and a new/used item came with her. With a new battery fitted, the Tdi started first spin but water came from the uncoupled heater pipes at the rear of the engine. I will plug the pipes with suitable bolts and run the engine up to temperature when I am ready to load her on the trailer for home.

More from me as work progresses.

Stephen Preston.



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